

The Official Newsletter of the Owen Sound Cycling Club

www.owensoundcycling.ca

July 2006

OutspOken

THE PACK

LEOLA

OLN Recycled

**Adventures on
the Bruce**

**Adventures in
Wallyworld**

Bike Books

Don's tips

Results

ZOOM ZOOM

What's Going On

Cut this out and pin it up somewhere that you can remember where you put it. Read it instead of calling Trevor!

Jun 28, 6:30pm - 5K Hill Climb + Potluck - Epping

Jul 1, 10:00am - MTB Race - Sawmill Trails, Hepworth

Jul 3, 6:00pm - Rec. Ride - Williamsford Arena

Jul 5, 6:30pm - 20.8K TT - Kemble

Jul 10, 6:00pm - Rec. Ride - O.S. Farmer's Market

July 12, 6:30pm - 9K ITT Annan

July 12, 6:30pm - MTB TT, Sawmill Trails, Hepworth

Jul 17, 6:00pm - Rec. Ride - Williamsford Arena

July 19, 6:30pm - 15K ITT Shallow Lake

Jul 24, 6:00pm - Rec. Ride - O.S. Farmer's Market

July 26, 6:30pm - Shallow Lake Stage ITT
- 10K road, 5K mtb

Jul 30, 6:00pm - Rec. Ride - Williamsford Arena

Aug 2, 6:30pm - 19K Team TT Annan

Aug 5, 10:00am - MTB Race
Sawmill Trails, Hepworth

Aug 7, 6:00pm - Rec. Ride -
O.S. Farmer's Market

Sep 10, OSCC Club BBQ,
Thomson Residence

Sep 24, Whemmys Enduro



Our Fearless Leader

by Greg Nicol

50, can you believe it, the little club that can. 50 riders showed up in June for a TT and the president was not even there to see the crowd. The events are going well, very well organized and participation from our members has been very strong - keep up the good work. We have even been approached by the world renowned Ghana National Cycling team who wanted to train with our team. We could not come to terms on a deal and they are going to look elsewhere for training opportunities.

Some things to look forward to on the schedule are the Epping BBQ, the Club BBQ at Thomson's House September 10th, Fall Whemmies on September 24th, host of a Provincial TT at Epping August 30th and Christmas, just six months from now.

Trevor's Ramblings

Club Jerseys

by Trevor Stokes

With so many new members I was wondering if we should raise the issue of club jerseys again. I know Jason and Doug Miller were working on something last year but I'm not sure what the last status was. I do know that we can no longer get the same base jersey. A new batch would look different. How about if we start by getting some idea of potential numbers? Send me (Trevor.Stokes@sympatico.ca) a short email if you're interested in ordering a jersey, stating the size and quantity.

Hmmm - maybe we can get some obsolete Liberte Seguros jerseys.

Zen and the Art of Riding a Pace Line

Last Monday's group ride was one of those rides that just hum along like a well oiled machine. I had figured out an extended route for the faster riders and prepared maps, with a short cut, for those who didn't want to ride so fast. So, without feeling guilty or risking losing any one, a group of seven or eight of us took off. With very little discussion or thought, we formed the double pace line Emil has been showing us. It's safe and legal. It was a little ragged for while, but after the feeling for the right pace was developed and trust grew we were flying. The route takes us along Girl Guide Road - a section that always seems to drag on. But that night time and space played some tricks that even Stephen Hawking can't explain and we warped the full length in - well - no time.

There's a dog at the house on the corner of Girl Guide road. He runs diagonally across his property to surprise us around the corner. Scott used a short, sharp, unintelligible command to scare him off. Since the dog had no spandex between his teeth we concluded that the group that took the short cut was still behind us. However, through another trick involving a fourth dimension and a circuitous route through Owen Sound, the other group appeared at the Fifth Season before us.

All-in-all, a magical ride.

The Assistant

Newton Minnow Was Right

by Tom Hakala

As some of you already know (and I guess all of you will know now) I have been forced to take it a easy for the last season or two because of a chronic lower back problem. Therefore my cycling has seen a bit of a cutback... I can ride but not as long and not as hard. So, I have had to take up other activities... like lying down on the couch and watching the tube. On a recent web surf I was checking out the OLN web site and got excited because they seemed to have a ton of cycling. Things like Cyclisum Sundays where they showed the Spring Classics, as-well-as other cycling events like the Tour of Georgia and of course the biggie, the Tour de France.

It is Sunday afternoon as I am writing this so I'm thinking, *Wow there must be some exciting cycling on, I'll write about that.* I flip to OLN and scan the menu for the exciting cycling that should be on this afternoon... 12:00 noon PAID PROGRAMMING, 12:30 p.m. PAID PROGRAMMING... (What is this crap!) PAID PROGRAMMING until 2:30, then it's *Hooked with Mark Krupa* (a half hour fishing show), that's nice, but the rest of the after noon is



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JUST EMIL!

by Emil van Dijk

Scramble & Ramble Recap

A small but elite field of riders showed up to participate in the Keppel Scramble and Backoad Ramble. Everyone benefited from cool but sunny weather; perfect cycling conditions. A lucky few were treated to close encounters with wildlife, including a couple of foxes (parent and child), a gregarious skunk, and a rare sighting of a mating pair of Donaldson's Bushy Eyebrows. Thanks to a distance underguesstimation, everyone accumulated more than their fair share of riding. Lucky.

MTB the Bruce - BPMBAP

My previous visit to the Bruce Peninsula Mountain Bike Adventure Park was in 2003 to participate in a sufferfest called the Flyin' Dirt Enduro. Known then as the Albermarle Tract, the trails we covered that day were extremely technical due to the rocky and rooty terrain. The weather was hot and humid. The enjoyment factor was on the negative side of low. I seriously doubted that my shadow would ever darken those trails again.



Well, after three years of intensive therapy, the bad memories have receded into the mists of time, and I willingly joined a motley crew for a morning of freeriding at the BPMBAP. Duuuuude.

The nasty trails are still nasty, but thanks to my full-suspension setup with monster tires, I was able to ride pretty much everything. There are trails that I didn't cover in '03 that are fairly tame, but generally the Adventure Park is still not a great place to trail ride. Fair to middling, but not great.

What it is great for is stimulating your cerebral cortex by challenging you with numerous man-made structures a la North Shore. To be honest I was very skeptical about these structures, but I must admit that I have been converted.

If you are an EXPERT rider with good balance, timing and the ability to control your sense of fear, you will enjoy testing yourself on the structures. Start by watching someone else ride the feature, preferably a 10-year old with bones of rubber, walk over it (if possible), then give it a go. Although I didn't try all of them (some were just too visually intimidating), those I did ride gave me a thrill and a sense of satisfaction.

The BPMBAP is located 8km north of Wiarton on Bruce Road 9, just north of the Purple Valley Road. Do not ride alone.

MTB the Bruce - Brant Tract

My memories of the Brant Tract have also been thoroughly filtered by the sands of time. I was last there when Jack Roderickson organized the Whemmys. Unfortunately it rained that day, and since some of the area is clay, things became very slippery.

When it is dry, however, the Brant Tract is awesome. The trails have become smoother over time and are thoroughly enjoyable. Definitely a great place for trail riding.

The Brant Tract is 7km south of Paisley, just east of Bruce Rd 3 at Concession 12. For more info on Bruce County trails visit www.explorethebruce.com.

filled with... more half hours of *Hooked with Mark Krupa* until 7:00 p.m. Now I'm not sure if they are just repeating the same show all afternoon or if it is a whole series of fishing shows (Would anyone really notice the difference). Seven o'clock brings us an adventure reality show called *Beyond Boundaries*, then a show about volcanos then an OLN favorite, *Pilot Guides* (an MTV filler) followed by a repeat of *Beyond Boundaries*. So we have crap about Ginzo Knives and Sauna Shorts and repeats of fishing and a stupid reality show... but not one cycling show. What gives? I look at the balance of the week and it is pretty much the same.

I go back to the web site and realize that I was looking at OLN the U.S. network. The Canadian OLN has its own web page and it features its exciting line up of... *Pilot Guides* and *Beyond Boundaries!* (Surprisingly, They did not list PAID PROGRAMMING). The only cycling that I can see in the near future is the Tour de France. Well, at least they didn't scrap that!

The Canadian OLN is owned by CTV which is owned by Bell/Globemedia, which is one of the richest media giants in the country. Why do they fill their schedule with garbage? I am guessing it is so cheap that it still makes them a ton of money.

I think... *flip off the TV, lay down, work on my core muscles then go outside and get on my bike and RIDE!*

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Beckinator's Blog

A Second Opinion... Bruce Peninsula Mountain Biking Adventure Park - WOW!

by The Beckinator

It's a good thing I have a dental plan at work because I am a clencher. When I'm scared I clench my teeth, my butt and any other part of my anatomy that has more than one movable part. So when I was attempting to navigate some of the stunts at the Bruce Peninsula Mountain Biking Adventure Park, North of Wiarton, my jaw was in a clench so fierce I thought for sure a tooth or two would shatter. Don't be fooled by any pictures you may see of me there. I may look like I am smiling but in reality I'm really clenching. It all started when DeeJ (Didier Perin) organized a ride at the park one sunny Saturday in June. My fearless husband Emil and I decided to give it a whirl and doubly fearless, John Huelshof (because he is 70 years old) shredded with us as well. Around the parking lot of the park there are several tryout areas and stunts you can try. Because I never did any of this stuff when I was a kid and I'm too old now to overcome some of my fear of falling, I was too scared to try most of the practice structures. I managed the little side trails with no problem and I felt proud that I actually went over the little teeter-totter, but all other stuff was just far too intimidating for me.



After we warmed up a bit in the parking lot area, DeeJ gathered us around to give us a basic lesson - pick your line, look where you want to go, keep up your speed and if you find yourself in a sideways fall, stick your leg out (of course!) but far away from your body. After this quick lesson DeeJ demonstrated his skills by actually doing some of the stunts...He AFV'd two of them. If you've ever seen that show on TV called America's Funniest Videos (AFV) you'll know what I mean when I say DeeJ AFV'd them - he crashed in a horrific, yet somehow funny way, twice - first while demonstrating on the rocks and second when he was on the big teeter-totter. After seeing DeeJ crash, right off the start, I was thinking to myself that I was in over my head. Who was I trying to kid? If DeeJ couldn't do this stuff, then why in the world would I think I could do it!?!

But guess what?! It turned out to be a blast! After getting those two crashes out of his system, our great leader took us onto the trails

and we never looked back. It was great fun trying to ride the well thought out, excellently engineered and aptly named obstacles. I tried some of the easier ones and felt thrilled that I could accomplish even those. DeeJ and Emil were able to master many of them and John was right in there with us trying them as well. (I admire you John!) The trails run beside every structure so there is always an "out" if you decide not to attempt one of them and each one has a sign that shows the rated degree of difficulty. The trails are gnarly in some spots and I had to get off my bike a few times to walk these areas, but on the whole they were fun and challenging. After two hours of riding, we all came out of the bush free from any injuries and happy. A visit to the Bruce Peninsula Mountain Biking Adventure Park is a highly recommended outing. Be brave and go have some fun!
Book Review

I was at the library and saw another Lance Armstrong book on the biography shelves and I walked right by thinking that I couldn't stand to read another book about him. Well it so happened my husband saw the same book and brought it home and of course I ended up reading it. The book is called Lance Armstrong's War by Daniel Coyle and out of all the books I've read on cycling, I must say it is my favourite. This book provides the kind of detail that gets you wrapped up in the lives of some famous cyclists like Lance, Jan Ullrich, Tyler Hamilton, Floyd Landis, etc. and it gives you the feeling that you know these riders much better by the end of the book. The author also gives great insight into different nationalities and their approach to life and cycling.

Did you know, according to the book, these guys hate to walk anywhere, don't climb stairs if they can help it and sit, rather than stand - anything to avoid expending energy when they are off the bike. They are also paranoid about catching any illness when racing season starts so they are hypersensitive to anybody coughing or sneezing around them and they are extremely careful where they put their fingers, preferring to use their knuckles, all in the hopes of avoiding germs. They make it a full-time job for some people who work for them, to be scouting out the opposition in order to know how fit or fat they are and what bikes/components are being used and how mentally prepared they are for the big races. These details and many more keen observations make this book a very enjoyable read. It is available at the Owen Sound Public Library.

Danger Boy's Canada Day MTB Race

by Didier Peron

The July 1 MTB Race is a go. It will be at Whispering Pines and it will be another dual course setup for novice and expert riders. I don't have any other details at the moment, but I can say that I am kicking around the idea of a cycle cross race where riders may have to push or carry their bikes at times. This is primarily to get around those sandy spots which will only get deeper over the next couple of weeks.

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RESULTS

June 14, Aussie Pursuit - Annan

Timers: Pam Hearn-Erb & Scott Thomson

Name	mm:ss.d	Km / H	
1 Leola VanDolder-Fletcher	40:40.0	28.03	PB

- 2 Jason Rody
- 3 Greg Nicol
- 4 Matt Barfoot
- 5 Matthias Purdon
- 6 Mack Thomson
- 7 Fred Zotti



- 8 Brian O'Doherty
- Joe Lehmann
- Derek Smith
- ?.....



- Jacob Heyden-Thomas
- Jeffrey Thomson
- Aidan Vining
- Lynne Vaughan-MacDonald
- Stu Marwell
- Justin Zotti
- Dave Ward

- Amy Nicol
- Lisa Murawsky
- Don Wilkinson
- Kate Marwell
- Laura Armstrong
- Fred Milsum
- Fletcher Courage
- Mark Avery
- Trevor Stokes
- Scott Vining
- Martin Kerr
- Mike Campbell
- Lloyd Hutchins



Scott Thomson	27:39.0	41.23	Solo?
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June 7, Shallow Lake, 15K TT

Place	Name	Time	Km/H
1	Joe Chappell	20:30.0	43.90
2	Martin Kerr	20:50.0	43.20
3	Scott Vining	21:31.0	41.83PB
4	Matthias Purdon	22:48.0	39.47PB
5	Brian O'Doherty	23:04.0	39.02
6	Rich Fletcher	23:25.0	38.43
7	Mike Campbell	23:31.0	38.27
8	Derek Smith	23:40.0	38.03
9	Matt Barfoot	23:57.0	37.58
10	Ken Avery	23:58.0	37.55
11	Tom Sutton	24:01.0	37.47
12	Scott Thomson	24:04.0	37.40
13	John Cameron	24:16.0	37.09
14	Joe Lehmann	24:22.0	36.94PB
15	Trevor Stokes	24:25.0	36.86
16	Mack Thomson	24:42.0	36.44PB
17	Tim Murawsky	24:47.0	36.31PB
18	Colin McIver	25:01.0	35.98PB
19	Jane Thomson	25:01.0	35.98PB
20	Lynne Vaughan-MacDonald	25:06.0	35.86
21	Dave Kelly	25:33.0	35.23PB
22	Reg MacDonald	25:36.0	35.16
23	Don Wilkinson	25:47.0	34.91PB
24	Joachim Ostertag	25:47.0	34.91
25	Jacob Heyden-Thomas	25:50.0	34.84
26	Jen Wardell	26:14.0	34.31
27	Scott Burgess	26:16.0	34.26PB
28	Karly Johnson	26:16.0	34.26
29	Doug Miller (recumbent)	26:18.0	34.22
30	Dawn Williams	26:52.0	33.50PB
31	Chris Laforest	27:08.0	33.17PB
32	Susan Frook	27:15.0	33.03
33	Susan Avery	27:17.0	32.99PB
34	Dave Ward	27:27.0	32.79
35	Brian Radbourne	27:34.0	32.65
36	Mike Pearson (MTB)	27:34.0	32.65PB
37	Jarmila Vazac	27:48.0	32.37
38	Peter Smith	28:08.0	31.99
39	Amy Nicol	28:45.0	31.30PB
40	Lisa Murawsky	28:49.0	31.23
41	Lloyd Hutchins	28:53.0	31.16
42	Peter Beisel(to corner)	28:58.0	31.07?
43	Leola VanDolder-Fletcher	31:03.0	28.99
44	Danielle Burgess	31:17.0	28.77
45	Kim Scott (to corner)	35:31.0	25.34?

(10K)

1	Anne-Louise McArthur	18:54.0	31.75
2	Stephen Laforest	19:26.0	30.87PB
3	Jeffrey Thomson	20:26.0	29.36PB
4	Aidan Vining	22:04.0	27.19
5	Lindsay Avery	25:28.0	23.56

June 14, MTB TT - Whispering Pines

Place	Name	Time
1	D. J. Perin	26:32.0
2	Mark Shouldice	26:36.0
3	Brian Rabourne	26:50.0
4	Jeff Wardell	27:45.0
5	Mark Scott	27:53.0
6	Steven Laforest	30:50.0
7	Jen Wardell	32:57.0
8	Chris Laforest	DNF

Timer: Margo Huelshof
Assistant: Rodina Koker

June 21, 15k I TT - Shallow Lake

Timer: Pam Heam-Erb

Assistants: Margo & John Huelshof

Riders: 40

Conditions: Strong gusty south wind ; warm ; threatening clouds

Notes: Only 5 PB's because of the strong south wind. Welcome to Bill Courage, Dermot Barry-Murphy, Ian Thompson.

Name	mm:ss.d	Km / H
1 Joe Chappell	20:28.0	43.97
2 Martin Kerr	21:00.0	42.86
3 Scott Thomson	21:41.0	41.51
4 Jason Rody	23:04.0	39.02
5 Brian O'Doherty	23:12.0	38.79
6 Matthias Purdon	23:21.0	38.54
7 Greg Nicol	23:28.0	38.35
8 Mike Campbell	23:44.0	37.92
9 Derek Smith	23:54.0	37.66
10 Tim Hill	23:56.0	37.60
11 John Cameron	24:10.0	37.24
12 Matt Barfoot	24:19.0	37.01
13 Didier Perrin	24:26.0	36.83
14 Joe Lehmann	24:53.0	36.17
15 Lynne Vaughan-MacDonald	24:58.0	36.05
16 John Brown	24:59.0	36.02
17 Emil VanDijk	25:00.0	36.00
18 Dermot Barry-Murphy	25:00.0	36.00
19 Ed DeLaPlante	25:08.0	35.81
20 Laura Armstrong	25:19.0	35.55
21 Mark Scott	25:26.0	35.39
22 Trevor Stokes	25:27.0	35.36
23 Doug Miller	25:30.0	35.29 PB
24 Fletcher Courage	25:45.0	34.95
25 Don Wilkinson	26:07.0	34.46
26 Reg MacDonald	26:11.0	34.37
27 Karly Johnson	26:15.0	34.29 PB
28 Rebecca Hilts	26:34.0	33.88
29 Scott Burgess	26:37.0	33.81
30 Dave Ward	27:04.0	33.25
31 Brian Radbourne	27:12.0	33.09 PB

32 Jarmila Vazac	27:33.0	32.67
33 Mike Pearson (MTB)	27:40.0	32.53
34 Anne-Louise MacArthur	27:42.0	32.49
35 Ian Thompson	28:43.0	31.34
36 Amy Nicol	29:03.0	30.96
37 Lloyd Hutchins	29:12.0	30.82
38 Bill Courage	29:50.0	30.17
39 Stephen Laforest	29:55.0	30.08 PB
Danielle Burgess (10K)	20:06.0	29.85 PB

Area Bike Events RONA MS Bike Tours

Hi Greg,

I trust that you are having a great start to the riding season, full of hills and thrills!

I'm writing to you today for a few reasons relating to your great club that we could use your help with. Hopefully over the years you've heard of the RONA MS Bike Tours. Well, we could use your help in displaying the Tours to your Cycling Club through your communications on a club website, newsletter or good old fashioned "Word of Mouth". With five great Ontario Tours ranging one day 30km events to an exciting two-day 200km Tour, we are certain that we have a tour for everyone.

As leaders within the wonderful cycling community, your help would be greatly appreciated to assure that the Tours are as successful as possible. All of the proceeds from the Tours go towards funding Research and Services for the 55,000-75,000 Canadians living with Multiple Sclerosis; the most common disease of the central nervous system affecting young adults in Canada.

The Tours themselves are a fun, challenging and cover beautiful

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Full details are on their web site (www.capecrockerpark.com). You can call (519) 534-0571 to register. Some of the local bike shops have entry forms.

New at the OSPL

by Jody Hakala

The Owen Sound Public Library has just received a couple of books that may be of interest to readers of the *Outspoken*. *Bike for Life*, the book reviewed in last month's newsletter by Doug Miller, is now in and waiting to be borrowed. Also just in--*One Gear, No Breaks*--Lori-Ann Muenzer's ride to belief, belonging and a Gold Medal. This should be a great read by Canada's first ever cycling gold medalist from the Athens Games of 2004.

The *Bicycling Magazine's Guide to complete Bicycle maintenance & Repair* for road & mountain bikes looked like Greek to me, but for those of you who like to do your own repair and maintenance on your stable of bikes, this completely new and revised edition may be of interest.



The OSPL also has all of Lance's books, all of Laura's books (our own Laura Robinson), all of my husband, Tom's books and lots of other great reads on the Tour de France, trail riding in Ontario and a great series of videos donated by the OSCC a couple of years ago.

Don't have a library card? For those residing in Owen Sound, Georgian Bluffs, Chatsworth, and the former Sydenham Township your first card is free of charge. For those living outside the catchment area, why not still come in and curl up in our new comfy leather chairs and take a look at *Bicycling Magazine*, *Cycle Canada* (okay, these bikes have motors) or for cross-trainers--*Ski Trax* magazine.

terrain! The longer Tours, such as the Brampton to Waterloo Tour include one night of accommodations in Waterloo with dinner, a beer garden and other festivities. Great fun for cycling clubs, friends and families! And it's a very motivating to see up to 1000 cyclist riding for a good cause! Here are the dates of the 5 Ontario RONA MS Bike Tours:

Grand Bend to London - July 22-23, 2006 - 150km
Ottawa to Kemptville - Aug 12-13, 2006 - 125km to 180km
Brampton to Waterloo - Aug 19-20, 2006 - 190km to 200km
Niagara - Aug 27, 2006 - 75km
Toronto - Sept 10, 2006 - 30km to 55km

If you are interested in any of the ideas above, please let me know. Ride on!

Dylan Walters, Coordinator, TeamMS, 416-922-6600 x. 2307
dylan.walters@mssociety.ca

The Broken Man Triathlon

The Chippewas of Nawash are holding their annual triathlon on Sunday July, 23 2006 in the Cape Croker Indian Park. The Broken Man is a transition freetriathlon, meaning that an athlete's time will be recorded at the end of each phase of the race. Participants can expect to have between 15 minutes and one hour between events depending on their speed. They will start each phase in a group, knowing their position. The best total time wins.

The bike section will be draft legal. The course is hilly and challenging.

The distances are 2 km swim, 10.7 km run and 45.6 km bike. You can sign up for the whole triathlon, a half triathlon, as a relay team, or even choose the stages you want to do.

The bike course is two laps of a scenic course with a couple of small hills and one big climb. Total distance is 45.6km. The swim is 2km and the run is 10.7km. Two years ago a number of OSCC members participated and I thought it was well organized and fun. Scott Thomson won the bike race and Scott Vining won the triathlon. (EvD)

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Sports Massage

by Don Wilkinson B.P.E. R.M.T.

Among the great issues of our time: Can men and women be friends? Are tomatoes fruits or vegetables? Are the Leafs really cursed? Just what the heck is sports massage anyway?

The answer to the last one we will explore in this article. (You're on your own with the first three!)

Essentially sports massage is the application of a variety of techniques, usually based on Swedish massages, throughout the training stage and competition of athletic performance.

It is designed to aid recovery and/or injury and frequently includes the use of one or more of the following techniques;

Deep Tissue Massage: Muscle specific applications of the standard effleurage, friction and tapotement methods.

Compression Massage: Rhythmic compression into muscles used to increase blood flow into the muscles and to soften tissues. This is often used as a warm up for more specific massage work.

Cross Fibre Massage: Friction techniques applied in a general manner to stretch and activate large muscle groups, or on specific muscles and connective tissue. Transverse friction is applied to reduce adhesions and help promote flexible repair during the healing process.

Trigger Point Massage: Finger or thumb pressure into tissue tender points to reduce hypersensitivities and spasms.

Lymphatic Massage: Stimulation of specialized lymphatic drainage pathways in helping with the body's removal of edema (excessive fluid build up in the tissue cavities).

Now let's look at the three categories that sports massage can be divided into:

1. **Pre-event:** This is a short specific treatment given thirty minutes to twenty-four hours before an event. The goal of treatment is to increase the circulation, flexibility, and mental clarity of the athlete to improve performance. It does not replace a warm up, but it does compliment it.

2. **Post-event:** This treatment is done immediately after an event, usually within one to two hours. The goal is to flush the tissue of lactic acid and other by-products of metabolism. The intent is to cool down the body and return it to homeostasis. Muscle tension, cramping, and inflammation are also addressed.

3. **Between Races and During Training:** This massage is intended to restore and maintain supple muscle tissue as well as addressing injuries. Massage is extremely beneficial during the base training period if you are trying to build muscle strength and size. Most of the benefits for post-event massage are valid during the training period as well. These training massages are given throughout the phase of athletic performance and are geared towards the highest stress during the workout.

Finally let's take a look at the benefits of massage for athletes in training:

1. Faster recovery from micro-damage and trauma from workouts
2. Increase in flexibility and range of motion
3. Relieves stress and rejuvenate
4. Reduces the strain of repetitive motions
5. Reduces the healing time of injuries
6. Enhances elimination of metabolic by-products (i.e. Lactic acid) of exercise
7. Breaks down scar tissue into smaller particles to be absorbed into the lymph vessels
8. Maximizes supply of nutrients and oxygen through increased blood flow

Next month we will look at massage specifically related to cycling, including the triple crown of cycling muscle problems; hamstrings, shoulder-neck, and wrists. We will also explore some specific treatments.

When talking with Martin Kerr recently about what racing strategies he uses, he replied "ATTACK, ATTACK, ATTACK!" Next time we will be showing why, if that is the winning strategy, then you need to massage, massage, massage!

Curiously when I asked another cyclist his racing strategy Emil vanDijk replied, "Make sure you're looking good."

Go figure.



The Highs and Lows of Our Wal-Mart Appeal

The Background

Earlier this season Laura Robinson and her husband John Camron became concerned when they heard about a proposed Wal-Mart in their neighbourhood in Saugeen Shores. For one thing they realized that the new mega-store would be built right on top of the future bicycle and walking trail that was to be extended through the south end of Port Elgin. Also, the proposed intersection does not provide for cyclists even though the route has been designated as such. Laura is not one to sit back and let things happen so she decided to appeal to the Ontario Municipal Board. Unfortunately, the OMB does not allow individuals to launch an appeal, it must be an organized company or group. So Laura talked to her friends at Cycle Ontario Alliance and also asked the OSCC executive if they could launch an appeal with the OMB. After much deliberation through many emails circulated among the OSCC execs we came up with a letter drafted by our co-editor, Trevor Stokes, that was sent to the OMB.

That is when the poo seemed to hit the fan. One of the regular columnists in the Shoreline Beacon (the local paper in Saugeen Shores) got wind of the Cycle Ontario Alliance and our appeals and wrote a nasty article in the weekly. Laura wrote rebuttals but apparently could not get past the editor. The Publisher of the Shoreline Beacon was given Laura's letter and responded, and finally both Greg Nicol (Our Fearless Leader) and Laura Robinson did get their letters published in the Shoreline Beacon. The whole story is here for you to read. I dropped the point size a little so that this newsletter did not go into next month.

The Cycle Ontario Alliance Letter

To: Sylvia Rafalski-Misch, Bruce County Planning Dept.

From: Nina Koskenoja, President, and Cycle Ontario Alliance Board of Directors c/o Citizens for Safe Cycling

Re: Decision to change the Official Plan

Cycle Ontario Alliance, the provincial body in Ontario that advocates on behalf of recreational cycling, and has developed the 7,500 km on-road Ontario Bicycling Route is appealing the Town of Saugeen Shores' decision (Official Plan amendment File No. SSOPA #13-06-44) to change the Official Plan to the Ontario Municipal Board for the following reasons:

The stretch of Hwy 21 that the proposed Wal-Mart development will attract virtually all of its traffic to is an official Ontario Bicycling Route road. Cycle Ontario Alliance (COA) spent a great deal of volunteer time consulting with Ontario cyclists mapping the route, which is available on our website and in all our written material.

All cyclists and pedestrians will be put at undo risk at every phase of this project.

Hwy 21 is slated to be widened to allow for a turning lane and a set of lights at the development. There will be construction on the road, which is dangerous in itself, construction in the 17-acre site, and many trucks on a stretch of road that is the only southern route out of the town for automobiles, cyclists, and pedestrians.

Recently two cyclists in Toronto died because of collisions with trucks. We know how dangerous this situation is for cyclists, and we know that many, many employees of BrucePower ride to work everyday on this road.

The amount of material needed to construct a 17-acre shopping site will mean that all surrounding highways will be subject to greatly increased truck traffic therefore, all cyclists (residential and touring cyclists) for many kilometres will be subject to this dangerous increase in truck volume.

These roads are narrow and have no paved shoulder. When trucks are added to the already steady traffic created by tourists in this vacation area, cyclists will have no place to pull over as three vehicles (cyclists are vehicles under the law) try to squeeze past one another on these narrow roads. It is important to note that the second most common cause of death and serious injury to cyclists occurs when vehicles overtake them.

Truck traffic will continue even when construction has finished. Wal-Mart uses "just in time" inventory practices which means they constantly deliver goods.

Truck traffic will continue in order that waste be removed in a timely manner from the development. With Wal-Mart totaling 120,000 square feet, and additional stores and restaurants increasing that to 176,000 square feet, the site will have to be constantly cleared of waste. This is the total of the present retail square footage for both Port Elgin and Southampton (Saugeen Shores). The waste from retail establishments then will immediately double. Only large trucks and frequent visits could handle the doubling of the community's waste.

Automobile traffic is predicted at 1200 cars an hour on Saturdays, a very popular day for cyclists to ride, and over 800 per hour at peak hours during the week day.

Automobile drivers who don't cycle (Wal-Marts do not attract the average cyclist) underestimate the speed at which cyclists travel. They frequently cut cyclists off and turn in front of them as if they did not exist.

This stretch of highway has already had two serious accidents to cyclists from drivers underestimating cyclist's speed, or not watching for cyclists at the plaza entrance just to the north. The Wal-Mart development will increase the danger of this happening again.

We believe in promoting safe cycling for everyone as a life-long pursuit. We do not just advocate on behalf of experienced, well-practiced cyclists. Therefore, it is important that municipalities, in their planning process, ensure that roads are as safe as possible for everyone.

We are particularly concerned about the health of children. Obesity and the diseases attached to it are increasing at alarming rates amongst children. Saugeen Shores should be designing so these children can ride their bicycles from their front doors in as safe conditions as possible. Devoting so much space to the relatively sedentary activity of shopping, while at the same time making it more dangerous for children to be active is highly contrary to all health and wellness policies.

Saugeen Shores did not have this plan commented on by the local Health Unit or experts in physical activity. Perhaps comments about the highly sedentary nature of the development (driving, shopping and eating) earlier in planning would have persuaded decision-makers to abandon it.

If Saugeen Shores adhered to the policies of the Ministry of Health Promotion, the Ministry of Health, the Ministry of the Environment, and policies from federal Ministry of Health and Canadian Heritage (Sport Canada) on active living, they would not commit to planning and economics that are completely dependent upon the automobile and a sedentary lifestyle. Instead we would work towards designing communities that promote active, healthy life-styles and economies that benefit from such life-styles.

Cycling is an excellent eco-tourism activity. Saugeen Shores has effectively cut themselves out of this market and related markets (hiking, kayaking, canoeing, etc) in agreeing to this re-zoning. We would never recommend that cycle tourists subject themselves to such an increase in danger to their lives.

Cyclists, hikers, and pedestrians most enjoy an outdoor experience when their surroundings are aesthetically pleasing and are not contaminated with the fumes of fossil fuels. The "sameness" that Wal-Mart promotes, not only in its own drab cube-like store, but in the surrounding franchises and parking lots that accompany it are soul destroying. Presently these 17-acres contain the sloping ancient shoreline of Lake Algonquin. This land tells the story of what was once here.

Saugeen Shores will allow for all of this graceful land to be cleared and leveled, taking with it, and covering forever all of its ancient history.

We believe that cyclists and all other tourists are much more attracted to areas that share with them their ancient and cultural heritages. Instead of being able to smell the soil and trees, cyclists will only be able to smell and breathe the exhaust of the endless cars streaming in and out of this development.

Because there is only one exit (hwy 21) south from Port Elgin, we know there will be very long traffic back-ups. This already happens with summer-time traffic, and will be significantly exacerbated by such a dramatic increase in traffic to the Wal-Mart development. Therefore, exhaust will not just be from moving traffic, but idling traffic as all cars coming from the north, where much of the traffic will come from for Wal-Mart, will have to turn left.

We believe that cyclists and pedestrians have the right to exercise in a healthy environment and this concentration of exhaust will endanger that right.

Saugeen Shores has designated the old CN trail that runs behind the proposed development as a recreational railtrail. Should Wal-Mart be built, it will increase significantly the risk to women and children who use the railtrail.

There is already a construction yard to the north end of this property, and running on the east side is a large gravel pit with a high fence. Because the developers will level the land (which has a nine-metre slope in depth) they will have to build a four-metre retaining wall that will create a dark alley-like area at the back wall of the Wal-Mart.

This design is dangerous as there is no place to escape for anyone who may be harassed or attacked on the trail. They will be isolated, both visually and audibly, from the public by the building. The back of the building is where dumpsters will be stored, which makes this area an even greater risk to all trail users. Saugeen Shores has a duty to ensure that all recreational areas are safe.

The Ontario Trails Strategy specifically recognizes that trail stakeholders, such as Saugeen Shores Parks and Recreation, who are responsible for the railtrail, must ensure that risk-management is addressed, particularly for the most vulnerable in the population. Recreation areas should be as safe as possible, which means they need to be as open to the public eye as possible, and used as frequently as possible as frequent use is the biggest factor in safe sites.

Should female cyclists or young cyclists find themselves in the massive eight-acre parking lot, not only will they be at risk of cars hitting them, but if they are there late at night, they are at risk of being assaulted. This development is at the edge of town and no one can possibly hear or see what would happen in the Wal-Mart parking lot as it is positioned at the back of the 17-acres, away from the highway, and well hidden by four other large retailers.

This development not only significantly increases danger to cyclists and destroys part of the ancient history of Lake Algonquin, it demotes cycling, and promotes a sedentary lifestyle in a uniformly ugly landscape.

This development is contrary to the Provincial Policy Statement with respect to the following areas that address municipal roles in planning:

"Council's responsibility to consider land use patterns which stimulate economic growth and protect the environment and public health."

"Council's responsibility to consider the potential for public cost or risk to Ontario residents by directing development away from areas where there is a risk to public health or safety, or of property damage."

"Healthy, active communities should be promoted by:

- a. planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, and facilitate pedestrian and non-motorized movement, including but not limited to, walking and cycling;
- b. providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, open space areas, trails and, where practical, water-based resources;
- c. providing opportunities for public access to shorelines; and
- d. considering the impacts of planning decisions on provincial parks, conservation reserves and conservation areas."

The OSCC Letter

From: Owen Sound Cycling Club, RR 2, Chatsworth ON N0H 1G0, June 19, 2006

To: Sylvia Rafalski-Misch, Bruce County Planning Dept.

Re: Appeal to the OMB concerning File No. SSOOPA #13-06-44

The Owen Sound Cycling Club, an incorporated organization and member of the Ontario Cycling Association and Canadian Cycling Association (the oldest sports governing body in Canada) is appealing the Town of Saugeen Shores' decision on re-zoning by-law #44-2006 for the following reasons:

*The Owen Sound Cycling Club actively promotes all types of bicycling in and around the southern Georgian Bay region of Ontario, Canada.

*This organization promotes cycling as a safe, clean and healthy way to commute and travel throughout the Grey-Bruce region. The club's executives, the majority of our 150 plus members are very disturbed by the Town of Saugeen Shores decision to re-zone land in order that a Wal-Mart and other large stores can be built at the south end of your town.

*The projected increase in motor traffic gives us concern for the safety of the growing number of environmentally conscious commuting cyclists. We are also concerned that recreational cyclists will be deterred from visiting the Lake Huron shore line.

*We are very concerned about the amount of truck traffic, not only in the direct area of Hwy #21 in front of the development, but on countless kilometres of highway that cyclists should have the right to ride on safely. As you may know, two cyclists were recently killed in Toronto by trucks. So many cyclists have friends who are either dead or permanently disabled because of thoughtless and careless drivers.

*We are also concerned that once construction is finished, there will be continued truck traffic, given the "just in time" delivery of inventory, and the constant creation of waste from a retail development measuring 176,000 square feet. Again, this traffic will affect roads well beyond the parameters of the development.

*While the decision-makers in our club are adults, we are very concerned about the health of young people, and their right to an active, safe, and healthy

life. We have many young members. We believe children, who live in a town the size of Saugeen Shores, should have the right to ride their bikes or walk in safety from their front doors to wherever their destination is, and to do so in as clean an environment as possible. With the increase in traffic that will spill-over to residential streets, and the road rage that is bound to occur as people sit in backed up traffic, we believe that drivers will use these residential roads to "by-pass" and speed by the downtown, thus increasing greatly the risk of collision to active children.

* This development would be built on the only road that travels south from Port Elgin. All cyclists and vehicles must use this road. It is already extremely dangerous. The road—Hwy 21 from Gustavus St. in Port Elgin to the CAW Rd.—is designated an official Ontario Bicycling Route by the Cycle Ontario Alliance. This fact alone should have been enough for planners and the Town to seriously reconsider the project.

* Our club receives countless requests for route recommendations from visitors from other provinces, the U.S. and Europe. We will no longer be able to direct visitors to your area if highway 21 joins the list of roads that we advise cyclists to avoid. This will have an impact on tourism for you as cyclists are normally in a high income bracket and enjoy quality goods and services.

From the way in which the Town of Saugeen Shores shut out public discussion on this project, and disregarded public input, we believe the following has happened:

* A decision was made about retail development without objective information on the potential costs and benefits. The only economic data available was provided by the developer, and planners, who, we believed, showed a bias towards Wal-Mart from the beginning. Research shows that that some "big-box" retailers cost more in public services that they generate in revenue and drive local employers out of business, weakening local economies and entailing significant costs that far outweigh their benefits.

* It is not unusual now for communities across North America to adopt land-use policies that restrict the growth of predatory business, support downtown revitalization and create an environment in which locally owned businesses can thrive. Those communities that have protected their distinctive character and maintained one-of-a-kind businesses are more interesting places to live and visit. They are also more likely to attract skilled workers and entrepreneurs—the kinds of people many economists consider to be key drivers of job creation and prosperity in today's economy. We, as cyclists and consumers, want to promote this sort of community and wish to spend time cycling in, eating in, and enjoying these communities.

* Therefore we are appealing the decision of the Town at the Ontario Municipal Board.

Sincerely, Trevor B. Stokes, Owen Sound Cycling Club, Executive Member

Neil Menage's Rant in the Shoreline News

What does it say about me when I read the objector list to the Wal-mart application and I see red?

I used to think emotional cause was reserved only for those who didn't want something. As each week goes by and the anti-Wal-mart activists have more say, more press and seemingly are the only ones who can be heard at an Ontario Municipal Board (OMB) hearing, I begin to seethe.

If you have been reading this space my somewhat polite views have already been stated in this column; today I intend to tell you how I really feel.

According to the OMB procedures "where a party believes that another party has acted clearly unreasonably, frivolously, vexatiously, or in bad faith considering all of the circumstances, it may ask for an award of costs." Here's hoping the municipality's lawyers take this position with the OMB and expect them to dismiss the majority of these mainly self-serving, pretentious applications and then assign the hearing costs to them.

If this is not the case then I will look forward for an opportunity to organize and fight back legally with the intention of taking the applicants and the OMB to task.

The OMB pre-empts this kind of thinking and warns, "If you think that the OMB made an error in a question of law (not in the evidence), in its decision, you may bring a motion to the Divisional Court for an order of the court allowing the appeal to proceed. In certain rare circumstances, you may be able to seek Judicial Review in the Divisional Court. People usually hire a lawyer to appeal to a court or to ask for a Judicial Review because of the complicated procedures and issues."

I ask this next question because I don't know the answer. Why can an organized cycling club like the Cycling Ontario Alliance (sic) with an Ottawa address or the Owen Sound Cycling club from Chatsworth be permitted to inflict financial cost on our municipality?

Let's be sure we understand this point, these OMB applications are against our municipality's decision to support the Wal-Mart re-zoning application. Our tax dollars will be used to hire counsel to defend this position while essentially Wal-Mart stands by (as long as they can stomach the crappola thrown at them) and awaits the outcome. In my opinion if you are not a taxpayer of Saugeen Shores you have no right to determine our municipal matters. Permitting cyclist clubs to dictate how much traffic is permitted and where roads are to be constructed is tantamount to highway anarchy.

Dear Laura, Len and all cc'ed :

Please allow me to introduce myself.

I am the publisher of the local "rag," Shoreline Beacon.

I must admit, I was rather surprised when Editor Tracey Cassidy forwarded your e-mails to me. Surprised at the angry tone your words carried; surprised that after feeling you'd been unfairly treated by the editor, you'd not picked up the phone or stopped in to see me about this issue yet felt you had to "take on" the paper, and most of all, surprised that this e-mail followed on the heels of Laura's letter to the editor -- which we'd already agreed to publish in next week's paper, as Laura was aware.

Was it Voltaire who penned "I disapprove of what you say but I will defend to the death your right to say it."? To me, whether it's in the small town weekly or the national daily paper, that thought applies to columnists like Neil Menage and to letter writers like yourselves.

Like most newspapers, we have columnists who are published on a regular basis and express their opinions in those columns. I'll admit that I don't always agree with Neil, but that doesn't mean he's not entitled to express his opinion, that he should be personally attacked for it or that his opinion reflects the beliefs of the paper itself.

To be honest, I had not really paid attention to the number of columns Neil had written on the proposed Wal-Mart, until receiving your e-mails. He has agreed to widen the scope of his column and tackle other topics.

We have no hard, fast "policy" limiting letter writers to one letter a month, although we do use that as a guide. It's not to discourage people from sharing their thoughts and opinions but rather an attempt to fit a variety of opinions into our paper from many different letter writers. If you read the paper regularly, you'll know that it's not uncommon to see the same individual have more than one letter published in a month, but the opinions expressed are on different topics and the letter writer is not simply rehashing the same topic over and over.

Because we are a small paper, there are times when we simply cannot fit all of the letters in, although we do try very hard. If we receive numerous letters on the same topic, we will try to select those we believe are the best, for publication. We will not print letters and/or columns that attack on a personal level, are libelous or where the author is not prepared to have his or her signature published. We do not print letters unless we have verified the origin. In order to accommodate as many letters as possible, we limit the length of submissions.

If there are other guidelines you can suggest, we'd be interested in hearing them.
If you'd be interested in serving on our volunteer editorial board, we'd be interested in knowing.

Laura, the backlash you received from your guest column is not surprising.
You had the courage to state your opinion, to stand up and be counted by signing your name to it and when that happens, there are bound to be people who disagree with you, just as you disagree with Neil.

Len, no one in our editorial department can recall receiving a letter from you that we have not published, nor having any contact with you where we have suggested that you weren't entitled to your opinion and to share it with our readers. The one letter you did write was published.

I am somewhat baffled by your comment that you lead the charge by taking on the likes of Shoreline Beacon, when we have received nothing more from you regarding this, until now.

If you want a wider audience for your letters, by all means submit them to the Owen Sound Sun Times. They reach approximately 20% of the households in Saugeen Shores, while Shoreline Beacon is circulated to approximately 75%. However, their overall circulation in the region is much higher and if you believe that will help your cause, why wouldn't you approach them? Or if the Globe and Mail is keen to publish letters on this topic, as Laura suggests, why not use that venue as well?

If you're truly committed to your cause, it seems feasible that you take it to as many levels as possible. I believe you will find these newspapers have editorial guidelines that they too adhere to, in terms of length, topic and the number of letters published from the same writer.

From a news perspective, I believe our editorial team has provided fair, balanced coverage in the proposed Wal-Mart stories.

I encourage you to contact either myself or editor Tracey Cassidy if you have questions or concerns regarding the content of the paper. Shoreline Beacon is a member of the Ontario Press Council and if you feel there are issues that cannot be resolved with either Tracey or myself, I'll be more than happy to provide you with press council contact information.

We're trying our best to produce a good community newspaper and if you can help us make it better, we welcome your input.

Kindest regards, Carol McKnight, Publisher Shoreline Beacon

Greg's Letter to the Editor

It is unfortunate that your reporter does not have all of the facts prior to making a public comment. The Owen Sound Cycling Club is a regional club that has members from Owen Sound, Meaford, Chatsworth, Georgian Bluffs, South Bruce Peninsula, the GTA and Saugeen Shores. Our club promotes cycling all over Grey and Bruce Counties. The Owen Sound Cycling Club hosts events in the Dundalk area, Kimberly, Albemarle and Brant Tract, Shallow Lake, Hepworth, Kemble and Annan.

Our club members who live in the Port Elgin area voiced their concern to the executive of the Owen Sound Cycling Club about the proposed Walmart development. Our membership is not opposed to Walmart. Our club is opposed to the zoning/planning changes and the increased traffic that will be in the only cycling route south of Port Elgin.

Our club works for our members just like any other club.
Yours truly, Greg Nicol, President, Owen Sound Cycling Club

Laura's Letter to the Editor

Dear Editor:

It is my understanding that Neil Menage is a soccer coach, and therefore should have some understanding the role sport and physical activity plays in communities and the lives of individuals. But his uninformed rant, written without any journalistic research or credibility belies his connection to the sporting world.

He asks why the Cycle Ontario Alliance and the Owen Sound Cycling Club, who do not pay taxes here, are allowed to appeal to the OMB the town's decision to change zoning and the Official Plan to allow a Wal-Mart development in Port Elgin.

First of all, I would like to remind Mr. Menage that Hwy 21 is a provincial highway, and that all of our roads are public roads. All citizens of the earth have the right to use these facilities. The railtrail at the back of the development is a public trail—open to all human beings, whether they pay taxes in Saugeen Shores or not.

The concerns of these two organizations are about public safety and wellness. All cyclists and pedestrians, particularly young ones and older ones, will be at greater risk from the increased vehicular traffic, whether they pay taxes here or not. The children we are most concerned about are not tax payers, but they deserve advocates at the OMB. Saugeen Shores has a responsibility to provide safe, accessible sport and recreational facilities for everyone. It may come as a surprise to Mr. Menage, but a public road is not just a place for automobiles. Cyclists have an equal legal right to that road, and whether they pay taxes in Saugeen Shores has no impact on that right. This emphasis on non-automobile use and accessible recreation is in keeping with all provincial and federal policies on the environment and health.

I question Mr. Menage's relationship with the spirit of sport and physical activity because it can be such effective ways in which the citizens of the world come together in peace, as opposed to being divided by war. The World Cup of soccer that is taking place right now is a perfect example of this. As Nelson Mandela says of the Olympics, sport allows us to "celebrate humanity."

It is because we want to celebrate humanity, in every way one understands that phrase, that cyclists believe all our roads and trails must be open, safe, and inviting to the world that we are appealing Council's Wal-Mart decision.

Sincerely, Laura Robinson, Cycling coach and former member Canadian National Cycling Team

**Don Wilkinson
Massage Therapy**



Don Wilkinson B.P.E.
Registered Massage Therapist
860 2nd Avenue West
Owen Sound, Ontario N4K 4M5
(519) 371-4999 (Bus.)
Fax (519) 371-4999
Res. (519) 376-8601

Editors: Trevor Stokes & Tom Hakala • Thanks to this month's contributors: Greg Nicol, Emil van Dijk, Rebecca Hilts, Scott Thomson, Didier Peron, Don Wilkinson, Laura Robinson, Carol McKnight, Neil Menage, Jody Hakala, Dylan Walters