



Our Past President

by Megan Celhoffer

Dear OSCC Members and fellow cyclists,

As my term as president of the Owen Sound Cycling Club comes to an end, I just wanted to take a quick moment to say thank you to each and every one of you for being a part of this incredible cycling community.



The dedication, camaraderie and mutual love of cycling you all have is inspiring. I believe that our club is creating a space where cyclists of all levels can come together, share their love for the sport, and supportively push each other to new heights.

And speaking of new heights, you will be in fine hands with our incoming president Brian Low and the new panel of executives - who together will be instrumental in both growing our membership and expanding the options available to new and experienced cyclists alike.

I hope as members you will embrace their vision and consider lending a helping hand to continue to foster the welcoming and inclusive environment that defines our club.

Let's continue to pedal forward, push our limits, embrace the camaraderie and please, stay involved. We value your feedback and input!

Safe cycling everyone! *Megan*

Our New President

by Brian Low

Thanks for your support.

OSCC members and soon to be members,

The Owen Sound Cycling Club (OSCC) has had a proud history since its early beginnings in the early 1970's and formal creation in 1988, gathering like minded community members who have a love of cycling. Offering a variety of riding options for members through the years and encouraging municipalities to embrace and plan keeping in mind our cycling community, we see the popularity of cycling continue to grow in our community. Thank you to the many individuals who have maintained the vibrancy within the club over these past years.

The recent pandemic impacted the cycling community in interesting ways. The growth in cycling was significant. Individuals who had not been on their bike for years, took it up again to enjoy the out of doors and maintain a level of good mental and physical health. While at the same time, our OSCC membership declined as group activities were discouraged. This has created a timely opportunity for our club going forward. Offering fun, safe and social opportunities to bring cyclists together, the OSCC is again growing and looking to be responsive to the cycling needs and wants of all community cyclists, new and old.



Following our recent annual general meeting, we have a board of directors made up of experienced and new members coming with a wealth of both cycling and life experience. Each comes with great

ideas and sees an exciting future for our club and cycling in Owen Sound and area. In the next while, we will be assessing our progress through this past season and building a calendar to introduce new riding opportunities next year and maintaining the popular rides so many members now take advantage of.



You have recently received an email invitation to complete our OSCC Survey. The deadline for completion of the survey is November 12, 2023, so please don't wait until it's too late. You may be a new cyclist, a returning rider enjoying the excitement you experienced many years ago, or an experienced regular rider with interests for different types of cycling and cycling experiences. You may ride a road, mountain, gravel, fat bike, a unicycle or all of these. Regardless, this survey is your vehicle to express your views. Please take advantage of it.

The OSCC has had a few cycling jersey editions over the years that have been very popular and often worn by our members on the roads and trails. We now have a jersey committee actively working to create and produce a new version of our jersey everyone will want to add to their cycling jersey collection. The concept drawings to date are creative, unique, reflecting our community and will be a "must have" jersey in our cycling closet. Be ready to order for next season when these are released.

We look forward to offering new cycling adventures and opportunities even through the winter leading toward next season. Stay tuned for more news in upcoming communications.

Our board, made up of eight talented, committed individuals will be guiding our new direction and activities with your support. I encourage you to be engaged through your cycling involvement and sharing of your ideas for the future of the OSCC.

Have fun, be safe, and keep on pedaling! *Brian*

The First Timer

by *Tom Hakala*

When I moved to the East Bayshore Road in the 1970s, I noticed that every Wednesday evening there were cyclists zooming past like the hounds of hell were after them.

Finally my curiosity got the best of me and I took my Eaton's Ten Speed back toward town one Wednesday evening to find a mass of riders on top of the hill in front of the Hobart plant waiting their turn to fly down the hill. I held back as I felt somewhat intimidated by their obviously high end bikes and cycling attire. Then a young woman named Laura came over and started talking to me.

She was very friendly and explained that this was the Owen Sound Cycling Club and they were doing time trials. She then tried to talk me into giving it a try. I was reluctant since I had never done more than ride my bike to work and certainly never rode at a fast pace like a race. But she was very persistent so I finally agreed. She introduced me to Julian who was doing the timing and was also the team coach.



My son Ben and I on my Eaton's Bargain Basement bike back in the 70s.

I went to the back of the line and a young fellow in front of me, who said his name was Emil, said not to go too hard at first. He said that I will ride out to Leith, go over the bridge then go up the hill at Annan. There will be a person standing there where I am to turn and go back down the hill and then head back to Hobart. As the line shortened and I

came closer to this fellow Julian, I thought of bailing but stuck it out.

By the time it was my turn, my heart was pounding and my nerves were frazzled. 10, 9, 8, (What am I doing here!) 7, 6, 5, 4, 3, 2, 1, GO! I came down hard on the open pedals and my foot slipped off and the pedal came around and hit my calf. I mounted again and this time took off down the hill pedalling wildly. Then I remembered what my new friend Emil said, "Don't go too hard a first." So I eased up on the pedals and reached to the downtube and shifted into a higher gear.

As I approached my house I sped up again, but nobody was looking. As I rounded the curve by Paynter's Bay I could feel my legs getting stiff, but I kept going. I almost lost it on the tight turn after the bridge at Leith, but hung on. The climb after Leith got harder and harder until I almost stopped... "Downshift you fool!" I said to myself as I fumbled with the shifter on the downtube.

Somehow I made it to the top and a fellow with his arm pointing directed me to turn and head back down the hill. My legs felt like rubber bands as I turned. I had to put my foot down. It was a welcome relief to coast down the hill. On the other hand I was going faster than I was comfortable with on this old bargain basement bike.

I braked as I came to the curve before the bridge at Leith and floated around without falling. As I headed back toward Hobart, I could feel my hands, arms and shoulders starting to freeze up. My lungs were in my mouth and I wasn't sure I could make it. Nonetheless I did cross the line amid a few cheers. Laura claimed that my under 30 minute time was very good for a first timer. I was buoyed! I pedalled home like I had accomplished something.

The next week I showed up at the time trials again and the week after. Then I tried a Monday Road Ride... I have been with the club ever since. Thank you Laura and Emil for your encouraging words.

Annie Londonderry

She was born as Annie Cohen, when married she became Annie Cohen Kopchovsky, but she gained fame as Annie Londonderry.

Annie was a 24 year old mother of three children when in 1894 she decided to ride a bicycle across the world. Her decision was driven by a bet, as two men wagered that no woman could ride across the world on her own.



The challenge was to complete the journey within 15 months and earn \$5,000 along the way. Her first source of income for the journey came from the Londonderry Lithia Spring Water Company. She received \$100 to hang an advertisement from her bike and to be known as Annie Londonderry. Throughout her trip, she earned money by carrying ads and giving lectures. And just under 15 months after she started, Annie returned home to Boston.

For successfully completing the trip, Annie received a prize of \$10,000.

Webmaster's Report

by Trevor Stokes

I look after the club's website: www.owensoundcycling.ca. That means I keep the software up to date, make sure our directors have access and manage the CCNBikes' profile (where members register for the season) and the CCNBikes' links on our site.



It's been a while since the look of the website has been freshened. Our website is built using WordPress and the look (theme) can be quite easily

changed. If someone has ideas for a new look or other suggestions I'd be happy to work with them to get it implemented.

I don't really look after the content. The site uses a Content Management System, which means that non-programmers can make news posts and edit pages using a simple editor. But, as I write this, the most recent news post is one of mine from August. Actually, 85% of all posts are mine! So... we'd like to recruit a website author or reporter at large. The successful "candidate" would post pictures they, or other members, took on a club ride or links to anything cycling related that they think fellow members would be interested in. Please let me know if you'd like to help out with this: webmsater@owensoundcycling.ca.

Thanks to those of you who have sent photos for the banner in the past. It would be nice to get more recent pictures from a variety of rides. Our current theme works best with an image with a header size of 1140 x 350 pixels.

Group Ride Summary

By Jim Porteous

The club enjoyed a successful cycling season in 2023. I am happy to report that we had an accident-free year. We sometimes forget that cycling can be a high-risk activity and the club logs many rider kilometers each year, so it is always a great thing when the season winds down without incident.



We ran our regular rides for the months of May to the end of September. Tracey, Brian and I had good numbers of participants all season. A big thank you to the regular ride leaders and Betty and Joanne Barber who pitched in when needed. Also a big thanks to all the riders who came out and made the rides safe and enjoyable. Our rides were formatted the same this year, rid-

ing in single pacelines. It has been a pleasure to see how the groups have become proficient at this skill and get to enjoy the benefit of the "draft". We did several rides in different start locations, with varied distances and routes. I believe this was well received.



We have reorganized the executive slightly and are busy organizing our 2024 season. We are reaching out to the membership for positive feedback on what we have gotten right and areas we need to improve on. We are putting an emphasis on ride leader development. We will be focusing on safety training and skill development, so we have more leaders capable of effective leadership. If interested, please contact me at: jimvporteous@gmail.com. We are also looking at creating new rides to reach out to a wider range of riders and keep it fresh.

I very much look forward to working with you in the coming year, in the role of ride captain, helping deliver the types of rides you want in a safe and enjoyable way.

TTs

By Scott Thomson

Later October already! Our TT season was a little shorter this year, with some weather and circumstance cancellations. The participant numbers remained small, but continue to have been time trialists, enjoying their efforts against the clock. A couple of women's records were lowered (Hannah), and the longstanding Shallow Lake men's standard narrowly challenged (Oliver). The commonality of participants is the desire to challenge their personal status quo with improvements. It would be nice to see an increase in recreational club member participation.

Next season will continue with our tried and true schedule, using multiple courses in the area surrounding Owen Sound. These Club TT's are



planned for the benefit of all cyclists, so club members, come out and give The Race of Truth a try. And thanks to Mary for timing!
scoTtyt

New Jersey

By Aidan Ware

The 2024 Owen Sound Cycling Club jersey features the iconic oil painting "Sunset Sky" by Tom Thomson. Thomson (1877-1917) is considered one of the most important and influential Canadian artists and together with members of the Group of Seven, he created a distinct approach to portraying the rugged Canadian landscape that has endured as a form of cultural identity to this day. Thomson grew up and is buried in Leith, just outside of Owen Sound and his family was living in Owen Sound at the time of his unexpected death by drowning in 1917. "Sunset Sky" is an en plein air oil sketch Thomson completed while on one of his canoe trips into the backwoods of Algonquin Park, a place where so much of his subject matter was inspired from.



The Tom Thomson Art Gallery was named in his honour at the advocacy of Thomson's family, friends, and members of the Group of Seven. Today it houses the fourth largest collection of his work in the world and also has a nationally significant collection of contemporary Canadian art.

Ed. Note

After much hand wringing and worry it looks like we have the design and manufacturer that can re-create the jersey we were hoping for. The jer-

sey and possibly shorts will be made by Giordana of Italy. Thanks to the OSCC jersey committee for working out the details. The committee includes: Joanne Barber, Aidan Ware, Will Richardson, Claudio D'Arcangelo, Ann Elford and myself... Tom Hakala.



If you are interested in purchasing a new Owen Sound Cycling Club kit, open the survey from club president, Brian Low, that has recently landed in your email inbox. In the survey you are invited to express your interest in buying the jersey, shorts or bib. The level of interest expressed will determine if the club will proceed to order this unique cycling kit.

Fall Riding

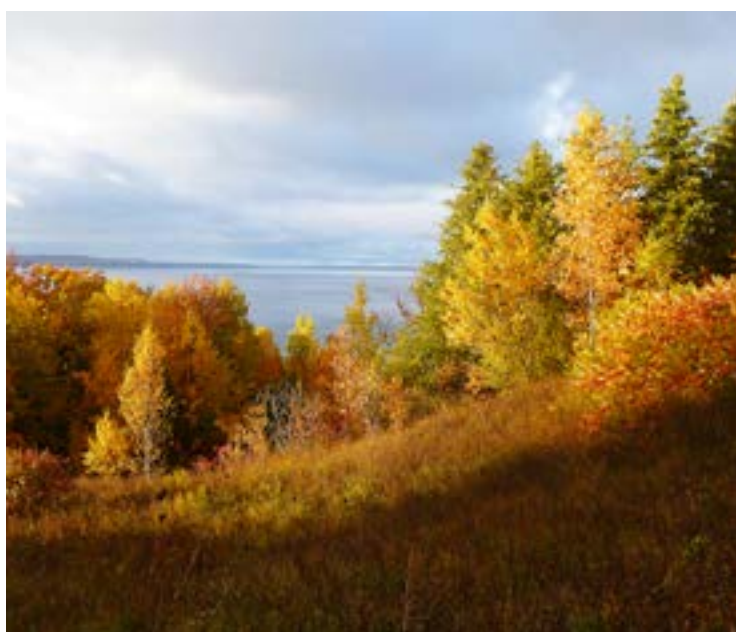
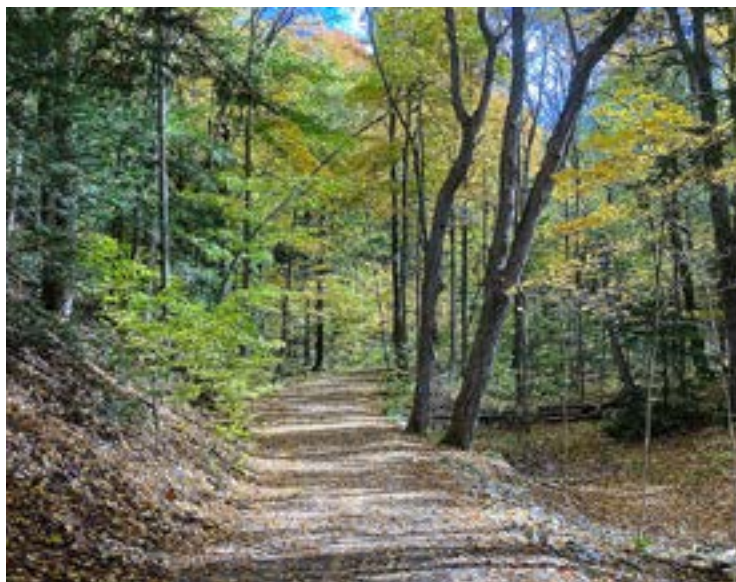
By Tom Hakala

Now that it is fall, most club activities have shut down for the season. That doesn't mean that we have to hibernate as well. Though we have had more rain than we need, there are days between the raindrops that turn out sunny, cool and inviting for riding. I have been tooling around my neighbourhood at a relaxed pace and stopping to see and take pictures of the changing colours.



On these cooler, windier days I dress in layers as conditions are changeable. Be prepared for a sudden shower, a temperature drop or rise or the wind to kick up in your face. Leg and arm warmers are easy to pull on or off. Also, I have a lightly inso-

lated long sleeve jersey that can be comfortable but wicks moisture away as I warm up. I top it up with a bright coloured cycling shell to break the wind. On colder days I have booties that go over my shoes. With the added full finger gloves I am comfortable down to the freezing point or lower.



If you have photos of your rides this fall, send them to our president, Brian, at: president@owensound-cycling.ca. You can also check out our new Photo Gallery pages on our website for recent photos.

Bike vs. Train

The cycling craze in the 1880s became very hot. A Syracuse tool manufacturer, E. C. Stearns, got in on the popular new hobby producing the "Yellow Fellow" bicycle, named for their signature color. E. C. Stearns & Co. became one of the largest bicycle manufacturers in the U.S.

By the late 1890s, the bicycle craze was declining, and manufacturers were looking for ways to better promote the sport. In July of 1896, Stearns decided to drum up some excitement around biking by arranging a race - Man vs Machine. He and a team of sextuplet bicycle riders on a six-seat Yellow Fellow challenged the Empire State Express No. 999 - the very same Engine that had set a world land speed record of 112-1/2 miles per hour on its run from Batavia to Buffalo three years prior.



On race day, the riders awaited the appearance of the No. 999 engine. When the train came into sight, the cyclists got up to pace so that when the engine was nearly alongside, they were going approximately 45 mph. The race continued for the prescribed half mile, and the Yellow Fellow came out ahead by four lengths.