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# OUTSPOKEN

The official newsletter of the Owen Sound Cycling Club

[www.owensoundcycling.ca](http://www.owensoundcycling.ca)

April 2004

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## Editorial

Only three weeks have gone by since the season opening Outspoken went out and there hasn't been a lot of cycling activity since then. While our president is already seeing the signs of spring (see President's Message), the off (bay) shore offices of the editorial team are still surrounded by snow and wet, muddy roads.

But things are definitely poised to burst into life. We already have a full schedule of road and MTB races. And Emil has a couple of group rides planned. At the Health Fair 21 people renewed their membership. I'm sure that number is growing by the day.

Old contributors to this newsletter have come out of hibernation: we have entries ranging from the Orwellian to a Stephen Hawking like dissertation on cosmology, astronomy, and mysteries of the universe. Only in Outspoken!

To contact me or to send your contributions to the newsletter, write to [info@owensoundcycling.ca](mailto:info@owensoundcycling.ca)

*Trevor Stokes.*

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## President's Message

April has arrived and the time trials are just around the corner. This year's schedule starts early, so make sure you

review the events planned and come out. The Mountain Bike Cup is set and I would like to thank Ken Avery and Didier for taking the lead. So look for mountain bike TTs on Monday nights throughout the summer.

The signs of spring are all around - birds are singing, the air is fresh, people are outside enjoying the day smiling and saying hello as you go past and the new seat that you thought would be great is just beginning to get comfortable.



Thanks very much to everyone who helped out with the health fair.

In April we will be having some workdays at the sawmill Trails to get them back in shape for the season. Watch your email for dates and times. I will send the dates once the trails are accessible for clearing.

See you soon out and about.

Yours truly,

*Greg*



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### Future Shock: How the Insurance Industry Changes the Sport of Cycling

The year is 2104. Your Great Grandparents used to ride with a club called the OSCC back at the turn of the millennium, before insurance companies ruled the world. Now you are classified as a safe urbanite - a rider that uses computer hook up and virtual reality to ride in the comfort of your own home. Your bike is really a transformer - highly adjustable, able to turn into any type of bike you desire. You race against anyone you want to in the world, using a handicapping system and choice of venue, terrain, obstacles, era, and bike. Out of boredom you sometimes program bizarre combinations such as competing against cars, animals, in weird locales like under the ocean but sometimes a sense of nostalgia has you on well known historic routes such as different Tours de France, Shallow Lake time trial, or Whispering Pines single track, all recreated from old photos and video footage. Sometimes you use programs that make you feel like a racer from years gone by. You often choose to be Lance Armstrong, the only rider to win 7 Tours de France.

Then one day, you discover a website that encourages real racing - outdoors on bikes like people used to do. Radical stuff because nobody is allowed to ride bikes outdoors anymore. Far too dangerous! However, your heart quickens as you read about these urban adventurers who do illegal riding and you excitedly access their communication

lines and arrange to meet with them. After several meetings to determine your dedication to the cause of "real riding" and to make sure you are not some insurance police, they let you into the group and in the days that follow, help you to locate a bike and parts with their black market connections. Before long you are a regular, racing with the gang on the property of abandoned factory sites or in remote areas where the locals are known to be biker friendly. You thrill to the wind in your face and the sound it makes as it rushes by your ears.

Life becomes a whole lot better.....as long as you don't get caught....

*Hasta Crankalot*

### Planning a Ride

If you are planning a ride please let me know in lots of time so I can inform the OCA for proper coverage and permission.

If you are looking for a ride check out the website for all events and times.

*Greg*

### Rain Snow Wind Construction

If you think that an OSCC event may be canceled due to inclement weather, listen to Bayshore Broadcasting for updates or check the website. Sorry - rain will not cancel the buses, although I am not 100% sure of this. *(This is apparently an inside joke which went over the head of the editor. Why would club members (school kids I can see) be disappointed if the rain **doesn't** cancel the buses? Ed.)*

*Greg*

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#### Emil's Early Days Road Rides

**Dates:** Sunday, April 4th and Sunday, April 11th

**Time:** 9AM Daylight Savings Time!!! Rain or shine.

**Place:** 1856 Third Avenue West, Owen Sound

**Plan:** One and a half to two-hour training ride at a moderate, steady pace.

This is a GROUP ride so please, no sprinting up the hills, Greg. If you get a flat we'll wait for you, but no coffee breaks.

More Info: Emil at 376-5303 or [emil@bmts.com](mailto:emil@bmts.com)

#### Upcoming Events

Sunday, May 16th - short track/dirt crit, Whispering Pines

Sunday, May 23rd - short track/dirt crit, Whispering Pines

#### Carmichael Training Videos

I have received the Carmichael Training Tapes and next week the execs will figure out how to make them available. There are Time Trial, Sprinting, Mtn Bike, Criterium &

Climbing. I started looking at the TT tape and you will need Heart rate, Cadence and power output from your wind trainer to do calculations. So far it looks like interval training to elevate VO2 Max.

*John Brown*

#### Bike Ergonomics / Fit

Another interesting story - I have a friend who has been training with CTS web site

<http://www.cadencecycling.com/>

this winter and has improved his performance, but has a knee problem. Last week he went to see Brian Walton in Eastern PA to improve his knee condition. (*I hope I reconstructed it correctly. Ed*)

Doug: Have you every heard of Brian Walton the Canadian cyclist? He is going to be fitting my bike and checking out my biomechanical issues to solve my knee problems.

Doug: I completed the fit yesterday and they really changed my set-up. They spent over 2 1/2 hours measuring my flexibility, body and bike. They also took videos of before and after... you can really see the change. Brian is a real nice guy and will (be) working at the new facility. He retired in 2000 and has two kids. Did you get the videos?

Doug: ... They took digital videos before

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and after to see changes. I haven't received all the documentation for the changes but my seat was lowered almost an inch and moved back a bit. It feels weird but I should have much more power as I was over extended in my previous position.

My new TACX trainer has power and cadence (and heart rate) all on the computer. Also I bought new computer for my Cannondale that has cadence. All of which I use for the Carmichael training sessions.

*John Brown*

*(I read that Lance Armstrong measures his bike setup down to the millimeter. And, it looks like we'll all need cadence, heart rate monitors and new wind trainers. At least, mine is not wired to measure power output. Ed.)*

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### Tip – Use an Old Bike Computer for Cadence

Looks like we'll need a cadence read out on our home trainers. If you don't have a computer that has this function, you can use a regular road-speed computer.

Let's assume this is for the old bike on the trainer or rollers in the basement. You're not going anywhere, so you don't need road speed. Proceed as follows.

1. Take the sensor and magnet off the front wheel and put them where the cadence components would normally be, on the crank and frame.
2. Program the computer – telling it you have a wheel size of 166.66 cm (assuming it takes circumference in cms and you're displaying Km/Hr.)

If I've done the math right, when the computer thinks you're doing 10 km/hr you're really pedaling at 100 rpm. If you're not too bleary eyed and oxygen deprived you can mentally multiply your speed by ten to get your cadence. (Runners use a technique called willful distraction to take their mind off the pain. If you really want some distraction, leave the computer at its default and do all of the math in your head while you're pedaling!)

*Sepp Schrägkettwinkel.*

*(I thought we'd never hear from Sepp again. Ed.)*

### Ned Sez – Life, The Universe and Everything

On November 22 of last year the Rad Dad and me were...what? I'm retired? Who says? I did? Oh yeah. Well...whatever. Changed my mind obviously. You'll recall, I had some tasks to attend to. I finished them off, and decided I had a bit of spare time in spite of being given



possibly the biggest challenge yet. Many of you have probably seen a picture of the Hubble Deep Field (of galaxies), and some of you may have seen the recent picture of the Hubble

Ultra-Deep Field. *(Depicted here is the Hubble Deep Field – not the Ultra-Deep Field. Ed.)* Scientists all over the world want to know what is outside of the universe i.e. what was there before the Big Bang. Once again, they have turned to Ned. I'm working on a couple of theories:



1. That it is us. This is an extremely complicated and technical hypothesis involving super strings, space/time distortion, gravity lenses, and a bunch of other stuff.
2. Stupidity, because that is one thing that is truly infinite. And in the end, is there much difference?

Anyway, me and the Rad One are having an end-of-year ride and we get to talking, you know, the way you sometimes do on a bike ride, about the coming year. Rad says Lance will be beaten in the Tour this year. Ned predicts a record-setting 6 straight. Rad then states that George Hincapie will never win Paris-Roubaix. Ned believes that this is the year. Ned sees Mike Barry winning gold in the Olympic road race. Rad sees him at least in the race.

So, Trevor, Tom gave you the keys but didn't tell you how to start the engine! You sometimes have to prod your contributors a little. *(There's already a pattern emerging. Five percent of the membership sends in 99% of the contributions in the last three days of the month. It just takes one friendly reminder to "prod" though. Ed.)*

### *Ned Sprocket Head*

#### **Time Trial Talk**

The Time Trial is known as "The Race of Truth". The fastest man/woman of that day "wins". By far and away the most important factor is the competitor himself. Lance or Jan or Genevieve would leave all of us mere mortals at the start line even if they were riding tricycles! However, there



is equipment specific to time trialing, and different from road racing. This equipment is designed for human powered speed. Not efficiency, or comfort, or climbing, or power sprinting, but for covering a set

distance in the least time possible.

The single most important piece(s) of equipment is the wheel. If you have money to spend to improve your time, this eclipses other equipment upgrades. Light weight is always better, but much more important is aerodynamics. A disc wheel is fastest (This discussion does not factor in climbing, where weight reduction can become more important.). The heaviest road wheel I have is my solid rear disc, but it is also the fastest. The most economical means of acquiring a disc is covering a standard spoked wheel with plastic or vinyl (make your own, or \$100 at your LBD). Buying a carbon disc can range up to \$3000+ (talk to

Shane). Because it is heavier, it is slower to accelerate to speed at the start or turnaround, but makes up for its weight on the flats. It has a noticeably stiff or rigid ride, but makes an inspiring rumbling sound on the road. Other means of improving wheel aerodynamics include deep (and deeper) dish rims, bladed steel spokes, and bladed carbon spokes in a reduced number (3,4, or 5).

A narrow profile also improves aerodynamics. Your body provides the biggest wind drag, making other factors you can purchase of much lesser significance. Shaquille Oneill would present more of a wall to the wind than the Erbinator or RadDad. Narrow profile tires (18 or 19), narrow frame, and an aerodynamic frameset (NACA profile) contribute to reduced wind drag. There is a legal limit on improved frameset aerodynamics in cycling based on UCI (Union Cycliste Internationale) rules, and I believe these rules are significantly less stringent in triathlon. Frame wind resistance is reduced in a double diamond design frame by shaping tubes with a curved leading edge and a tapered trailing foil. This also applies to the fork and other bike parts. Further frameset modifications can add big bucks, such as the Cervelo P3 seat tube curved leading edge matching the rear wheel cut-out, and the continuous foil shape into the seat post. Again, considering the time gains to be had, this can be more of a personal aesthetics choice than "bang for your buck". (I still love my P3!)

Continuing on the theme of aerodynamics and bodies is the position maintained for a time trial. Significant improvement can be gained simply by adding a clip-on aerobar to your ride, or for more \$ a full aerobar complete with foil shape and built in arm rests/extensions. This allows the rider to assume a lower (front) position with less drag, which must be balanced with rider comfort, power, and efficiency, as well as UCI rules. Position will be dealt with further in a subsequent article.

Other peripheral equipment includes stiff soled road shoes for better power transfer to the drive train, slippery form fitting skin suits, and aerofoil shaped helmets (Louis Garneau now makes an affordable aero helmet available at your LBD and used by several of our local riders). These may help you look the part, but remember, your personal fitness, grit, and determination are still the biggest factors in reaching your personal goals by reducing your time and maybe catching that rider just ahead of you, or making the next minute mark.

See you on Wednesday!!

*Scott T*

## Classified Ads

### For Sale:

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1. Klein Palomino '03, Maverick full suspension, medium frame, Duke sl fork, lx/xt mix, first \$1500.
2. Santa Cruz Bullet large frame and available parts
3. Klein rigid single speed, black, cheap and negotiable.

Call Scott 371-0544

## Contributors

Thanks to...

Greg Nicol, Emil van Dijk, Rebecca Hilts, John Brown, Steve Lidkea for contributing to this month's newsletter.

### Stop Press / Sophie Needs Help

Someone from Chicago stumbled across our Yahoo Group while searching for an Owen Sound link. She tried to get approval to join the group. I challenged her since I didn't recognize the email address as that of any member of our club.

She says her grandmother lived in Owen Sound from 1912 through 1925. She's 91 now. Sophie's been working on a present for her - a couple interviews from people who remember her father's business, their family, etc.

But she'd really like someone to take digital pictures of the town, their old house, etc, and send them to her.

If anyone is interested, I can put you in touch.

Trevor.

P.S. Did you know that Sophia/Sophie and Trevor both mean "the wise one" in Greek and Gaelic respectively?