

# Woodstock Cycling Club

The Voice of the Woodstock Cyclist

## News From The Prez:

Happy spring everybody, as I write this that is a bit hard to say because outside it is -17, but the forecast for the upcoming weekend is plus 8.

I have had the first meeting with the UTRCA on the lease for this year, some highlights are: There is some discussion on keeping the "members only" status on the Pines or possibly dropping it. My response to this was asking if we would be able to build some riding structures similar to what used to be in the playground, and keeping the "members only" so you would have to be an insured rider to go on the stunts. These are the types of bicycles the youth are riding these days and they are looking for a place to ride them. Cross country MTB's are not what any of the bikes shops are selling the majority of these days, so we need a place for them to ride these bikes. The UTRCA responded yes if, we can prove we have insurance to cover the area. This is what we are working on now from a couple of different avenues. I will keep you posted on this. If you have an opinion on this, or anything else, please let me know, my e-mail is on the bottom of this note.

Also we asked for WCC club members with a valid sticker on their bike, have open access to Fanshawe and Wildwood riding trails. We were turned down, on open access but, included in this newsletter is a article on how you can get a Fanshawe trail pass by being a member of our club.

We also have received permission to build a new technical trail this spring so keep an eye out for it! I promise the technical riders are going to love this one!!

The deal is done and the new website should be up and running before the

end of March. I have seen the work in progress on this over the last few weeks and it is going to be great. Some features will be a "bulletin board" where you can leave messages or just check in for trail conditions/closures of wet areas etc. I will be trying to keep the trail conditions up to date. Looking for riding partners? MTB or road. There will be an area for this with contact info for people, if they signed up for it. A map of the Pines you can download, and many other new features. Make sure you keep checking in on the site, and let us know what you think.

Last weekend I took my kids through the free admission "leisure fair" the city puts on up at the complex, and it was good, and very well attended. Next year for sure I think the club needs to put a booth at this show, and let people know what were all about.

That's about it for now, it looks like it could be a spring for road riding. I think the Pines is going to be while drying out this year with all the snow out there, but it has made for some great XC skiing adventures this winter!

If your riding out to the Pines this spring BE CAREFULL as you will see in Ike's article in the newsletter, the CP Rail construction is in full swing and the truck traffic out there is crazy. If you have not been out there for a look, it is something to see, just make sure you don't wash your vehicle before you go the road is a mess. Driving out Lansdowne ave./ township rd.3, then coming in to the parking area from the east will be much better for your vehicle, and probably better with all the construction than riding out there!

Thanks Ryan

[rludington1128@rogers.com](mailto:rludington1128@rogers.com)

**Thomas**

## **Tongue and Cheek**

When I first came into the sport in the late nineties mountain biking was something much different because that was it, it was just mountain biking. Not any more, the sport has diversified! It's like traveling abroad and when people ask where you're from you say, 'Toronto, Canada' then if their Canadian they ask, 'Where are you actually from?'. The same thing happens in mountain biking now, when you tell someone that you mountain bike and if they do as well then you have to inquire as to which type. In a buyers guide from a bike magazine they listed the categories as; trail bike, cross-country race, dirt jump, urban, black-diamond, downhill, mountain cross and dual-slalom. There's no reason to stop there, we can throw in single speed, 29'er, road and cycle-cross, I'd be willing to bet that I'm missing a few. I think that this is great, I mean the more riders the better but what I recommend is drastic diversification!

So I went out and bought a BMX. Yeah, a little odd, what's a person who's throwing on all the carbon fiber parts he can find on his cross-country hard tail doing on one of those? It really wasn't my fault. I took a couple of little guys to the indoor skate park in St. Thomas. They loved it, and I quickly realized that this would become a regular outing and

that I needed something to do, I couldn't just sit there and watch them for four hours every time we went. This was the rational justification I needed for the purchase, but of course not the reason. Seeing kids almost young enough for me to be their father (I'm 24 just to give you an idea) effortlessly boosting easily six feet into the air off some of those jumps, the tail whips, the 360's that looked like a lot of fun. I could picture myself sailing through the air just like them. We went to the park on Sunday and by Monday the next day I had my bike picked out and put away at Pedal Power.

Then came my first time out. I was nervous and it kind of clouded my better judgment. Instead of going to one of the smaller ramps and learning to drop in on those, I figured that to save the most embarrassment I should go to the back corner of the park where the fewest riders are and try my luck on the half pipe. It really never dawned on me that it was the highest ramp at six feet, just that it was in the most remote location. I got to the top of the pipe, looked over the edge a couple of times, then just went for it. Amazingly, I dropped right in like I had done it a million times.

I was confident and went right back to do it again. This time around I just clipped my chain ring on the copping but still made it. The third time around, well... I'm not really sure what happened exactly, but I do know that

it ended with my chest coming down on a steel top tube at the bottom of the pipe. Which very effectively knocked all the air out of those lungs of mine. After a little break from riding I was back out with an odd pain in my rib cage. Not enough pain to stop any thing, that is until the next morning when sitting up to get out of bed was no longer an option but rolling off the bed worked fine. Then lifting so much as a drill at work brought out that stabbing pain in the rib cage. After work I headed to the hospital emergency to see what was wrong with me. Before the nurse got to the paper work I had a few questions, like is there any thing you can do for a broken rib, to which she said, 'Not really, but we should take an x-ray to see if it's protruding into your lung' okay, that sounded bad, but she was sure that if that was the case, I would know, as in I would have taken to self dictating but this point. When I found out that x-rays where a three to three and a half hour wait, I figured I could live with out knowing if I actually broke a rib, or if I just fractured one of them.

I've been to the park five times in the last eight weeks and I'm happy to say I've escaped

free from harm twice! Not to get all cheesy, but it's teaching me a lot of things. I can't really do any tricks yet, and I can't boost out of the ramps but I can say I'm getting comfortable on the ramps

and I did ride out of my first fakie the last time I went. What I'm learning though, is how you can't just stay where you're comfortable,

getting over that jump means hitting it at a speed that seems a little stupid. It's all about conquering those fears, and as soon as your in a place where you don't' have that little feeling of fear, then your in a place where your probably not going to accomplish something new.

When this dawned on me, then I realized that getting better at this form of biking was the same as getting better on my cross-country bike. On that bike it isn't so much

getting over your fear, it's getting over the pain, those burning legs and lungs. If my rear tire isn't coming loose through the Twisties or if I'm not grabbing that bigger gear on Cardiac Hill, then all the carbon parts I can find won't make me as fast as Gerald. I mean, come on, he's old enough to be my father!



## Rough Winter:

A couple of our of our long time members had a winter to forget!! Andrew Box and Mike Poole both suffered major crashes this winter, Andrew on his bike and Mike on his skis. Many of you may have seen Andrew's accident on the front page of the Sentinel Review but they did not give a name in the article. I ran into Andrew a few weeks ago and he is in very good spirits and is keeping a very positive outlook and told me he will be back to riding his bike to work on a daily basis, which by the time this newsletter gets out, he is probably doing.

Mike has been nice enough to share his x-rays with us in the newsletter. He had a major skiing accident in B.C. and broke his back, so he will probably not be doing any riding with us this season. I also spoke with Mike not to long ago and, he too is in good spirits. We are very fortunate not to have lost these guys!!

Myself and and all members of the WCC wish you both nothing but the best and, our prayers are with you for complete recovery.

thanks **ryan**

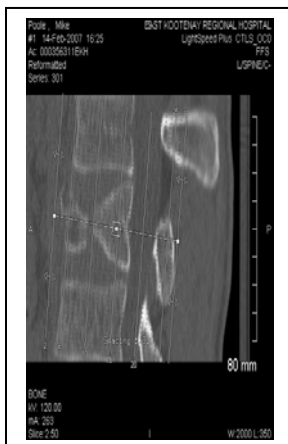
## I'll be back!

Just a note to say thanks for all your support during a pretty tough time. For those who don't know, I broke my back on Valentine's Day while skiing in Fernie, B.C.. If you are going to break your back, I'd recommend this area because they see it all the time and have excellent surgeons. As a matter of fact I shared an ambulance with another fellow who had broken four vertebrae; this guy screamed every time we hit a bump, obviously not a mountain biker! Anyway now I have six screws, two rods and assorted other hardware holding me together, all stainless steel, no titanium option!

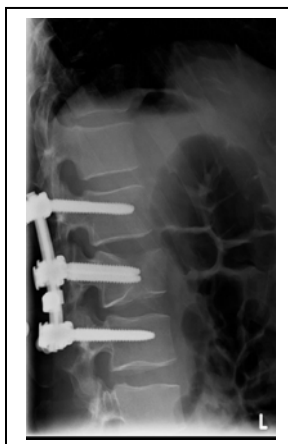
Hoping on a slow return to the trails, maybe July.

Thanks again  
Mike Poole

**Before**



**After**



# The Pines. They are a-changing.

## **IKE DONNAN**

On two recent visits to The Pines it is evident that work is well under way on phase 1 of the project to construct a railway bridge from the existing C.P. track on the North shore and exiting at the old entrance to The Pines.

Phase 1 is primarily designed to get the bridge in place before the spring-summer rise in lake levels.

## **VIEW FROM THE OLD ENTRANCE TO THE LAKE**



This view is looking down to the lake from the old entrance at the gravel pit.

On my second visit on the 28<sup>th</sup> Feb I was given a tour of the site by our own Alex Smith who is the Contract Administrator for the project. Unfortunately the site was a slushy mixture of soupy mud but impressive nevertheless.

Some facts.

The bridge will consist of a 120 foot centre span and two 36 foot spans at either end, it will be approximately 24 feet above the water level.

10,000 cubic meters of sludge from the bottom of the lake will be removed to facilitate access to the bed rock.

19 trucks and 5 rock trucks are currently moving fill from the south side of regional road 4 to the bridge construction area at the end of the old rail trail.

10,000 cubic meters of gravel and 30,000 cubic meters of fill will also be used at this stage.

#### LOOKING TOWARDS THE PROPOSED BRIDGE LOCATION



The final plan calls for the rail bed to be raised up to 38 feet above current grade.

Phase 1 will be completed this spring Phase 2 scheduled for 2008.

A pond will hold some run off water and will be at the same level as the lake. A walking path will be arranged along the old rail bed and around the new pond with access to the Pines via a tunnel from the old rail trail area.

This may give us access to more land (more Trails) when the project is complete.

The rail exit will be close to the old entrance and the crossing of regional road 4 will be at grade level and of top quality.

We may get some of the old Gravel pit back for even more trails.

Even though the site was very sloppy today there are plans to landscape the area and return as much as possible to its original condition or perhaps improve the appearance.

I must say I was impressed by the safety and environmental concerns that I saw on site and plans for future landscaping.

#### THE OLD RAIL TRAIL AND UP TO OLD ENTRANCE



## *GERALDS NEW TOY*

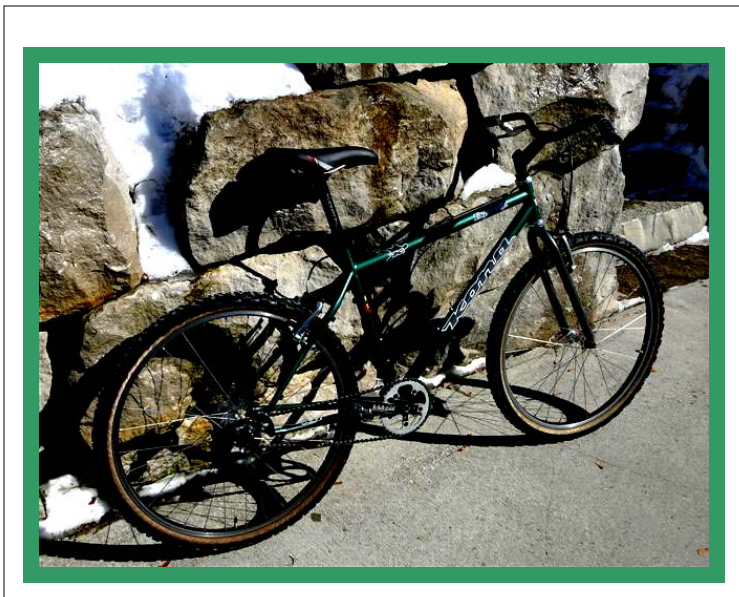
Last March of 2006 a group of WCC members headed off to Guelph to visit the two frame builders of Winterborne Bikes and Wallace Precision. After the visit, I was determined that my next bike was to be a single speed and it would be green. This past winter I was contemplating this so called green single speed, and kept on thinking this was just some sort of a little pipe dream that would just sit inside my head with all of my other little wish list items.

Back in January I just happen to pop into Pedal Power to see whats new, and at the same time my dog Kobi needed his butt rubbed by Fiona and behold the 2007 bikes were starting to fill up the floor. I also noticed that Brian was now carrying the Kona brand, so I picked up the Kona catalogue to check their new line. The one thing I noticed about the catalogue was there was a big section devoted to frames only. Talk about product placement. Staring at me was this Kona Explosive frame in GREEN and it had this interesting feature of sliding aluminum dropouts for singlespeeds and a built in derailleur hanger for the option of making it a geared bike. The frame was also CroMo which along with Ti are the essential materials of a single speed frame.

Brian caught wind of my peering through the catalogue and implied, "Ya like the bike". "Ya." implied potential customer. Well Brian put in the order and said "she'd be here, end of February". The ironic thing was that in 1994 I rode in my first Mtb. race, and after getting the itch I needed to get a race bike. At that time my first bike of choice to go racing on was a Kona Explosive and in 94 the frame was green.

One of my favorite bike magazines is called Singletrack out of England. The reader audience is an older crowd and they along with the American mag of Dirtrag like to feature and promote singlespeeds. One interesting product I would see in Singletrack was the OnOne Mary bars. I had mentioned this to Brian and he had never heard of these bars. Well! The next time I pop into Pedal Power Brian has to show me the new Haro Mary 29" single speed they had just got in. Well the " Mary" in on this Haro was in reference to the Mary bars that come on the bike. I mentioned this to Brian "Duh" so he ordered me a set.

Building up a bike from scratch is always a lot of fun. It is usually always a more expensive way of doing things, but in most cases you put on some used but loved components sitting around the house. What you don't have, you just head up to the bike store and buy some new bling, and there is some nice Chris King bling up at Pedal Power.



# The Tour de Grand

Dear Cycling Club Members

Help celebrate the 10th Annual Cambridge Tour de Grand Bicycle Ride on Sunday, June 10, 2007.

Do you want to ride a "Century" either 100 km. or 100 miles in and around the scenic rural areas of Cambridge?

This year will again feature both a 100 km. and 160 km. ride together with shorter distances, all fully supported. Entry fee includes the special 10th Anniversary T-shirt and heaps of food. Each route has fully stocked rest stops with washrooms.

More information, including an application form and waiver form is available at our website

[www.cambridgetourdegrand.com](http://www.cambridgetourdegrand.com)

Please advise your members that we would welcome a group from your club. 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

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

Don Pavey

Chair, 2007 Cambridge Tour de Grand - the 10th Annual

[pavey@paveylaw.com](mailto:pavey@paveylaw.com)

519-621-7260 Ext. 227

519-621-1304 (fax)

19 Cambridge Street

Cambridge, ON N1R 7G8

## MONDAY NIGHT RIDES

Now that we are on daylight savings time, and as soon as the snow melts, I will start our out of town Monday Night Rides. Bikers meet at Roth Park at 5:30 and we will car pool to the destination determined at departure. Since I work shift work two weeks days - two weeks evenings, a volunteer leader for when I can not attend would be nice. Any questions call Gerald 539-5583.

# CLUB TOURS

## 1. Pancake Ride to Jakeman's

**Date:** April 1st (April Fool's Day)

**Meeting Place:** Pedal Power parking lot

Will leave at 11:00am on an easy 25km ride to Sweaburg. Bring your family, friend or just yourself and fill up with delicious homemade pancakes and sausages.

## 2. Spring Ride at Puslinch

**Date:** May 27th

**Meeting Place:** Pedal Power parking lot

Will leave at 11:00am and car pool to Puslinch for a smorgasbord of single track, double track and technical mountain bike riding. Something for every type of rider. We will then slide over to the picnic park beside MacDonald's and enjoy the snacks everyone has brought.

## 3. Christine's Radical Ride at Turkey Point

**Date:** July 8th

**Meeting Place:** Pedal Power parking lot

Will leave at 11:00am and car pool to Turkey Point. Bring your swim suit and enjoy the fabulous Turkey Point beach. Hostess and host are Christine and Bill. For those who wish to ride their bike from Woodstock, good luck and leave early enough to enjoy the beach. The "Radical" ride will be approx. 40km of winding, hilly, scenic road.

## 4. Balzac's Coffee Ride (some people will do anything for a cup of good coffee and Balzac's has the best)

**Date:** August 19th

**Meeting Place:** Pedal Power parking lot

Will leave at 1:00pm on a long road ride to Stratford and Balzac's Coffee Shop ( approx. 40-50km). Those who wish to return to Woodstock by road bike will end up doing close to 100km. Those who wish to use several sag wagons (arrange before leaving) can enjoy dinner and drinks with their special one and then have a lollygag drive back home.

## 5. September's Surprise Ride

**Date:** September 16th

(surprise tour guide and destination)

More info to follow.

## 6. Gerald's Annual Fall Colours Ride

**Date:** October 21st

More info to follow.

## 7. " The Tour De Pizza"

November 18th. More info to follow.

**\* Helmets mandatory! Food and drink is highly recommended. It's a good idea to bring a little cash with you also. Recreational pace, everyone will be accommodated and no one will be left behind...!**

All rides distances approximate.

# SINGLE SPEED RACING

The majority of mountain bike races and event this year are being hosted by CHICO Racing. The O-Cup races this year will have a Single Speed class. For more info contact Al Bennetto at 421-2251.

# Road Schedule

Hi,

I would like all the rides to start at Pedal Power.

To start with I would like to have

April 5 meet at PP for 6pm 1-2 hr group ride

April 8 Group ride to leave PP at 11am email if you are coming -my email

April 12 Group ride meet at PP for 6pm 1-2hr

April 19 Group ride meet at PP for 6pm 1-2hr

April 22 Group ride to leave PP for 11am email if you are coming

April 26 Group ride meet at PP for 6pm 1-2hr group ride

April 29 Group ride to leave PP for 11am email if you are coming

May 3 Group ride meet at PP for 6pm 1-2hr

May 10 Time Trial in Innerkip meets at 6pm at PP or be in Innerkip to start at 7pm sharp.

May 13 Grup ride to leave PP at 11am email if you are coming

May 17 Group ride meet at PP for 6pm 1-2 hr

May 24 Time Trial In Embro meets at PP for 6pm or be in Embro for 7pm start (sharp!)

May 27 Group ride to leave PP at 11am email if you are coming

May 31 Time Trial from Bower Hill meet at PP for 6pm pre-ride or Bower hill for 7pm start

June 3 Group Ride to leave PP at 11is email if you are coming

Some notes on this- we will have directions for the different TT sites.

Also Sunday rides will be up to 5hrs but anybody can come out and just turn back before the end. If you bring a buddy who wants to go the same distance then you aren't heading back alone. If you email ahead of time we can plan a route that works out well for everyone.

Group rides through the week are casual but there will be pack riding and drafting. If you are not comfortable in that environment then contact Rhonda. We won't turn away someone using aero bars but please don't use them while riding in the group.

I hope that everyone is excited as I am to get this season started! Please email me any feedback, questions or comments.

[rhondaallcock@hotmail.com](mailto:rhondaallcock@hotmail.com)

or contact us @ Pedal Power 519-539-3681

Rhonda

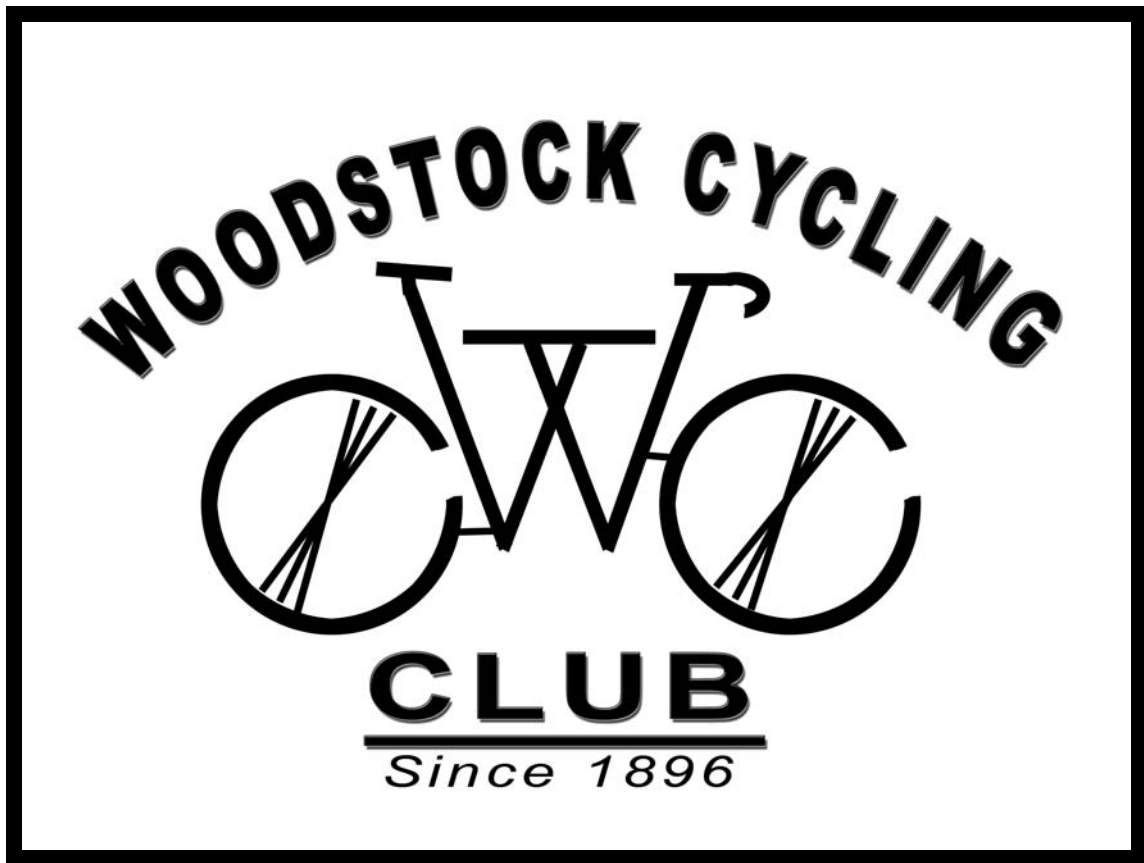
# LONG DISTANCE SUFFERING QUANTIFIED

Mileage of the 2004 Race Across America (RAAM) course: 2,958  
Number of rest breaks RAAM competitors are given: 0  
Average daily sleep for solo RAAM competitors: 2  
Number of solo RAAM events 49 year old Rob Kish has completed: 19  
Number of miles Kish has ridden in RAAM events: 53,00  
Hours 2004 solo category winner Jure Robic stayed awake, once a month, in preparation for the RAAM: 48  
Miles ridden on rollers in 24 hours, by solo entrant Pius Achermann, in preparation for 2004 RAAM : 624  
Winning time four-man Action Sports team took to complete 2004 RAAM, in minutes: 7,697 (5 days,8 hours, 17 minutes)  
Action Sports' average speed, 23.06 mph  
Dollar prize for Action Sports: 25,000  
Dollar prize in 1996 for previous 23.04 mph four-man record: 1,000  
Number of times Seana Hogan has won RAAM in solo woman's category: 6  
Fastest average speed of a RAAM solo rider, Pete Penseyres 1984, 15.4 mph  
Age of oldest 2004 RAAM competitor, Ron Bell: 72  
Number of riders in 2004 RAAM: 99  
Feet below sea level at RAAM lowest point, north of El Centro California: 100  
Total elevation gain on RAAM course: 103,910  
Riders killed by traffic during RAAM events: 1 (2003)  
Number of drug categories banned by RAAM: 15  
Number of cold medications banned by RAAM:11  
Number of anti-diarrheal medications banned by RAAM:1  
Level to which caffeine is banned by RAAM: none  
Cash amount RAAM rider must pay to organizers when accusing another rider of doping (money reimbursed if accusations prove true):200

## F.Y.I.

Can a bicyclist travel faster than the speed of light? Some can. The speed of light is not constant: only in a vacuum does it reach its maximum speed of nearly 300,000 km per second, says the "book of general ignorance"(Faber and Faber) Going through diamonds, for instance, light goes less than half as fast as that. When traveling through sodium that is cooled to Minus 272 degrees c. its speed is just over 60km and hour. slower than a bicycle or maybe Gerald.

Globe and Mail Social Studies Dec 20, 06 M Kesterton.



## New Website

Don't forget to check out the new and improved web site @ [www.woodstockcyclingclub.ca](http://www.woodstockcyclingclub.ca)

A complete calendar of events and tours will be posted on the new site. Also the new membership form is available for download there as well.

Well that's all for now. See ya on the roads and trails!

