



The Long Road

Newsletter of Randonneurs Ontario

May/June 2009
Volume 26, Number 3

Letter from the Prez:

Hello fellow Randonneurs,

Many of you won't be surprised to hear that this will be my final "Letter From the Prez". I've spent this past year mostly off the bike in order to work through a Fiancee Visa for Immigration to the US. After 4 years of commuting every couple of weeks to get together with Bob, we've decided to take the plunge and get married. As of a couple of days ago, I'm now living in Columbus, OH. Maybe now we'll finally be able to spend less time in the car and more time on the tandem. :)

The club has been so much a part of my weekends for 6 years and I'm going to miss the long rides in Ontario. I regret not having the time to travel to the other chapters and ride their brevets because I'm sure the routes are as pretty as the ones that were developed out of Ottawa.

Peter Leiss has agreed to take over my position until the end of the year, and Carey Chappelle will be co-pilot during the few weeks that Peter will be on holidays.

Ride Safe
Patti



Inside this issue:

<i>Letter from the Prez</i>	1
<i>Board of Directors</i>	2
<i>Rando Bio</i>	3
<i>AGM 2009</i>	5
<i>Executive Nomination Form</i>	7
<i>Proxy Form</i>	8
<i>Ride Report: Exploring Eastern Ontario</i>	9
<i>How to Find a 'Safe Saddle'</i>	12
<i>Ride Results</i>	14

Upcoming Events:

- Granite Anvil Aug 13-6
- AGM Sept 13, 2009



The Granite Anvil Needs YOU!

The Granite Anvil 1200K brevet is
Thursday August 13 to Sunday August 16

Volunteers are still needed for controls and the BBQ on Sunday
at the finish

To volunteer, please contact your VP or Jim Morris

Randonneurs Ontario

Long Distance Cycling Association
www.randonneursontario.ca

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Rando Bio

Welcome to the “**Rando Bio!**” the latest addition to the Randonneur Newsletter. The plan is to rotate the Bio picks from each of the Randonneur chapters. The first bio pick is William Lindsay from the Toronto Chapter and his comments are super cool! Enjoy!

Kathy Brouse

Kathy: So, William, you ride an interesting looking Pinarello and it looks like it has a few stories to tell. Can you share some stories about your bike? How long you've had it? Why you bought it?

William: The Pinarello is Italian, built by G. Pinarello (I assume not by him personally) in Treviso. It is a road racing frame, built of Columbus tubing. It is fairly short and steep but very comfortable over distances on the road. The components are mostly Campagnolo Record or Super Record. Its bottom bracket and its rear derailleur and shifters have been replaced but every thing else is original. I put a rack and pack on the seat tube for randonneuring but its sweet geometry and clean lines remain visible.

I got the Pinarello in July, 1977. It was chosen for me vicariously by a friend at Bicyclesport in Toronto, based on the good counsel she received there. I did not see it til I took it out of its box in Thunder Bay. We quickly bonded. It replaced a bike, an Alex Singer, stolen a few weeks before and I was racing as much as I could around the Lakehead then. I had the Alex Singer returned to me three years further along, a rare bit of luck. I can't fully explain the fact I never bought a newer bike but I adored its Italian style then as much as I do now. Sometimes when I'm on it, it feels to me as if the bike is ready to power the ride the way a thoroughbred horse carries its jockey.

Riding this bike for so long has encouraged me to endow it with sentient powers. It lets me know it wants to be ridden to its potential. It doesn't want to be thought of as old or heavy, because it feels as light and fast as it did when it was at the crest of the



wave of bike technology. And it carries the memories of many thousands of kilometres of road.

Kathy: William, whenever I see you on a ride, you always look so content and you make riding a bike look so effortless. Can you share with us the secret of this happiness, or is it simply that you love to be on that bike of yours and observing the world as you motor along?

William: I'm pleased that I can make riding a bike look effortless, although it usually isn't. I do contrive to make it seem as effortless as I can, at least until about five seconds before I succumb to pain or hunger or heat, things that hit us all at some point. Then I begin wobbling along in obvious distress and it is not pretty.

This brings to mind the Bewdeley Glutebuster in 2008, a gratifying and constructive ride but also a cautionary tale of style defeated by hills, wind and 35c temperatures. I think good style enhances the ride: style in the sense of riding economically, of being a safe and reliable rider in a group, of being able to apply every watt of your expended energy to the pedals. This was a constant theme of riders who taught me how to do it better when I was learning to ride. If I look happy out on the road it is a matter of appearance reflecting the emotions within. I refuse to

(Continued on page 4)

(Continued from page 3)

bring anxiety on the bike anymore. I am often happy to be riding. And somewhat grateful, too. Being happy on the road and noticing it is so, can seem to calm the traffic, warm the rain, poke holes in head winds, ease the pains in my knees, even make palatable washing down squashed fig newtons with yellow gatorade. This is related to the method I've adopted of telling myself to "go easy, relax..." when I start up a climb. It paradoxically frees up more strength for the hill with less effort.

I carry set pieces in my mind of people I've had memorable rides with, people I remember with fondness or gratitude, amusement or respect. I recall conversations with them and review images of riding with them. I have a catalogue of these images that inform my mood as I pedal along. I'm adding to the catalogue as I ride more brevets.

Kathy: Can you share one of your most unpleasant memories on the bike? A race, an event, a near accident? Please, do not shy away from gruesome details or visuals in your answer. As a club, we're all fairly seasoned in terms of pain, suffering, discomfort and everything else we've chosen to put up with as Randonneurs.

William: Let me call this occurrence gruesome. I went down on a corner in a criterium in Kitchener, chasing the wheel of someone who was too fast for me that day. Somebody following ran me over but I got up, straightened the front wheel got back in the saddle and moving again. I saw it when I reached down to pull tight my toe strap: a gaping cut in my left ankle and the bone or something was exposed, white and shiny. I noticed people who saw it gagging so I knew it was gruesome. And the doctor at emerg who stitched it up was truly impressed. Over time, I crashed every bike I've owned, including the Pinerello. My bikes have been damaged and I've been injured but the memories that remain are not of the unpleasant kind.

Kathy: You are always very cheerful and sanguine on rides. You welcome newcomers, wave and say a comment to fellow riders as you and the Pinerello

sail past. Aside from encouraging Randonners to not take themselves too seriously and to enjoy the moment, do you have any advice to share for new riders?

William: Yes I have advice. Enjoy the road, love the ride, revel in the physical and outfox it with the mental.

Kathy: Any future plans for you and the bike? Trips? Goals? Bucket List?

William: A 400 this summer perhaps? A 600? To stay healthy and fit enough to continue riding in this vein forever. I started riding with the club in 2007 and actually paid my dues and joined the following season. I had not ridden distances for more than a decade but talking to people at the club booth at the bike show and reading the website made me "brevet-hungry" before I was sure I could spend even four hours in the saddle again. My partner, Susanne, rides a Devinci hybrid. She's hoping to get a road bike this summer. She commutes 35 km daily back and forth to work. We're two years into our second stint of going without a car.

Thanks William!



2009 Randonneurs Ontario AGM

As per By Law, Article 21 (Annual and Other Meeting of Members) notice is hereby given that the Annual General Meeting of Randonneurs Ontario will be held “.....at the head office of the Corporation **or elsewhere in Ontario as the Board of Directors may determine.**”

Excerpt from the Minutes of the AGM of 2008

“ Location of 2009 AGM

As a result of the success of the 25th Anniversary Loyalist brevet in 2008 it was agreed to have the Incoming Board of Directors consider the feasibility of holding the AGM in conjunction with the Loyalist brevet in the Picton/Napanee area.”

At the June 16, 2009 meeting of the Board of Directors it was determined that the 2009 AGM will be held on **Sunday September 13th, 2009** preceded by a breakfast gathering at **9:00 AM** at a location to be determined in the Napanee area. Subject to the financial status of the Club the breakfast may be partially subsidized from Club funds.

The Loyalist 200 km brevet will be held on Saturday, September 12, 2009.

Preliminary Agenda of the AGM

1. - Call to Order, recording of proxies & confirmation of quorum
2. – Addition to Agenda & Approval of Agenda
3. - Minutes of last meeting (September 13, 2008)
4. - President’s Address
5. -Treasurer’s Report
6. – Membership fees for 2010
7. - Budget for 2010
8. – Report of the Ontario Granite Anvil 1200 km
9. - Approval of Brevet schedules for 2010
10. - New Business - Qualification requirements for 2011 PBP.
11. - Elections of Board of Directors
- 12 – Adjournment

Nomination for Board of Directors

As per club By-Laws the term of Office of the current members of the Board of Directors will terminate with the AGM. All position to the Board of Directors for 2010 have to be nominated and approved at the AGM.

(Continued on page 6)



The Board of Directors consists of:

President	Vice President, Administration
Treasurer	Vice President, Huron Chapter
Secretary	Vice President, Simcoe Chapter
At least 2 Members at Large	Vice President, Ottawa Chapter
	Vice President, Toronto Chapter

The Director of Communication, a nominated position, is *ex-officio* member of the Board.

All members running for these positions, whether for the first time or for re-election, must be nominated by a fellow member, witnessed by a second fellow member, and the nomination accepted by the member running for the Board position. The nominations can be submitted either electronically or by hard copy.

Electronic submissions require that the nominator send an email to the Secretary, rgpre32@hotmail.com, with copy to the nominee and to a witness to second the nomination. The Nominee must forward an email to the Secretary, expressing his acceptance of the nomination. The witness must also send an email to the Secretary, stating his seconding of the nomination.

For hard copy nominations, the attached nomination form must be filled out completely, with signatures from all three individuals (Nominator, nominee, and witness).). The secretary must receive all nominations no later than August 21st, 2009; either electronically to: rgpre32@hotmail.com or by hard copy to:

Real Prefontaine, Secretary
1202 Wheathill Street
Kingston, ON, K7M 0A7

Proposed amendments to the By Laws must also be sent to the Secretary by August 21th 2009.

If unable to attend the AGM in person, avail yourself of representation by completing Proxy form (attached) and send it to a Board member or to the Secretary or give it to a member who will attend the meeting.

Real Prefontaine
Secretary, Randonneurs Ontario.
July 16, 2009



Randonneurs Ontario

Long Distance Cycling Association

EXECUTIVE BOARD NOMINATIONS FOR 2010

I _____ nominate _____

for the position of _____

Signature of Nominator _____

Date _____

Signature of Witness _____

Date _____

Signature of Acceptance by Nominee _____

Date _____

N.B. – This form may be paraphrased and sent as an e-mail to: rgpre32@hotmail.com

Or send a hard copy to :
Real G. Prefontaine
1202 Wheathill Street
Kingston, Ontario
K7M 0A7



Randonneurs Ontario

Long Distance Cycling Association

PROXY FORM

I _____ appoint _____

to act as my proxy for all matters that require voting at the 2009 Annual General Meeting of the Randonneurs Ontario to be held **Sunday, September 13th, 2009 at 9 AM in Napanee, Ontario (Location in Napanee to be determined)**.

Dated this _____ day of _____ / 2009

Signature of member _____ Date _____

Signature of Witness _____ Date _____

The form may be paraphrased by the member and witness and sent as an e-mail to rgpre32@hotmail.com

Or give a hard copy to a member of Randonneurs Ontario who will be attending the meeting .

Exploring Eastern Ontario on the Westport 400 Km

by E.W. (Wim) Kok, BC Randonneurs

Intro

Randonneurs like to explore inner and outer worlds, and for that reason I 'd venture, they are always on the lookout for new routes and regions. Since work took me to the nation's capital in May 2009, I saw an opportunity to ride the Westport 400 km Brevet with the Ottawa chapter of the Ontario Randonneurs. This brevet with 6,523 feet elevation gain was rated as moderate on the club's website [<http://www.randonneursontario.ca/route/ottroute.html>]. I had contacted Peter Grant beforehand to find out a few details. The 2009 route would start at Ottawa's Carleton U, take us through the ever expanding urban sprawl of Nepean and Stittsville into the quieter areas of rural Ontario through towns like Almonte, Lanark, Westport and beyond. As the route progressed the landscape would subtly change from the St. Lawrence Lowlands onto the Frontenac Axis, that rocky spine and link between the Canadian Shield and the Appalachians. Once across it, the route would briefly descend into the Great Lakes Lowlands from where it would take us back to the start.

A second reason to ride this route was an opportunity to connect with the past. When my wife and I emigrated to Canada in 1973, it was in this area where we 'landed' and as such gave us the first impressions. Many a family from my rural neighbourhood in the Netherlands had seen members leave for Canada during the post-WW II emigration wave. Quite a few settled in the Eastern Ontario. An uncle of mine spent his initial years in the Perth/Balderson area (famous for its cheese and curds), only later on to settle just outside Smiths Falls. These places and others like Jasper, Kilmarnock, Merrickville, S. Elmsley, Perth, the Rideau Canal and Lakes became part of our vocabulary and sense of place.

In addition to studying the route sheet – for whatever that's worth – I also obtained a copy of the Back Roads Map of Eastern Ontario. My experiences

during the 2001 Lonkeker 400 in the Netherlands and Germany - where I did have a road map, and that of the 2005 Oak Ridges Moraine 400 where the route sheet was incorrect and I did not have a road map, underscored the value of maps.[for the Lonkeker 400 see: http://www.randonneurs.bc.ca/newsletter/submissions_2001/n5-10_wim3.html and Oak Ridges Moraine: <http://www.randonneursontario.ca/result/rrmoraine05.html>]

The Ride

On brevet day, six riders appeared at the start. For five it also was a reunion as we had participated in PBP 2007: Peter Grant, Vytus Janusauskas, Guy Quesnel, Trevor Stocki and myself. Mark Scott was the sixth rider. Colleen Janusauskas was there to see us off. While the weather in the preceding days had been rather wet, the improved forecast looked promising "occasional showers ending late morning; winds light". Forecasts are indeed that: forecasts! No sooner had we completed the paperwork for the brevet, raindrops announced the beginning of the first occasional shower. Somewhat reluctant I climbed into my rain gear, a good choice, because.....you can forecast the rest. As we left the parking lot the rain started in earnest; it was not long before it came down in buckets. A major squall dumped its excess moisture and would do so for most of the first 100 km. Cats and dogs!!! By the way, those forecast light winds were stiff breezes from the wrong direction. Notwithstanding that, we stoically continued in the rain to Ashton. Here the route sheet indicated: "up the hill," making me wonder why this slight rise had to be identified as a hill. For British Columbians such rises are often welcome change from the more serious ups and downs. In all fairness to the route organizers, the 'up-the-hill' reference unmistakably clarified the choice we had to make when we came to the fork in the road. While Yogi Berra's advice was "to take it," for us that wouldn't quite do it. So up and over that hill we went.

At km 64 we entered Almonte, boyhood town of James Naismith, inventor of basketball. Here a river runs through, the Mississippi with its rapids and

(Continued on page 10)

(Continued from page 9)

falls creating a very picturesque site. There were the buildings of the old textile mills, the economic base of the past. We descend into the valley – our tires making that squishing sound on the wet pavement – crossed the river and ascended on the other side. Cycled through the Tannery, Union Hall and continued to Middleville, another one of the many small settlements with almost as many denominations as there are people, at least judging by the number of churches. Then again the population appeared to be rather small and dwindling, yet sizable graveyards so richly decorated with granite and marble headstones told a different story. Hmm, where have all those people gone? An exploration of the headstones might reveal the truth. While there was no time for that on this brevet, as an aside it did remind me of two books about the topic. Both are titled *Once upon Tomb*, one with the subtitle *Stories from Canadian Graveyards* by Nancy Millar (1996), the other by J. Patrick Lewis with the subtitle *Gravelly Humorous Verses* (2006).

In Lanark [*Control # 1: Km 96 @ 08:55am*] we dropped our rain gear, enjoyed an extensive breakfast, and resumed under improving weather conditions. The old weather lore “rain by seven, dry by eleven” definitively had some truth to it. As we moved on the Axis, the forest cover changed as did the surface characteristics. Farms were now interspersed with forest, marsh, and lake. Shorelines covered with ragged cattails provided shelter for waterfowl and other winged friends. Red-winged blackbirds purred their peaceful ‘conk-ah-reeh’ sound – but as we approached – only to switch to a more alarming and rapid rhythm, much like a blacksmith’s hammering on an anvil. Perceived danger.

As we cycled along, both route sheet and road signs revealed interesting tidbits about the region’s settlement geography and history. The route sheet made reference to the Hope ‘Side Road’ and the ‘9th Line’. At many intersections there were signs marking ‘concession roads’, which carried names such as Dalhousie, Lanark, Ramsey, Sherbrooke, and were numbered 1 through to 12 or higher. What we were looking at was a land sub-division system,

firmly embedded in the landscape, on road maps and route sheets. During pre-Confederation the Colonial government of Upper Canada took a systematic approach to land settlement and development. It created administrative units known as districts. These were divided into counties, each of which was subdivided into township. At that level concessions were created, pieces of land about two km wide and up to 16 km long. These concessions were subdivided and surveyed into lots up to 80 ha in size. Ultimately these parcels would become private land holdings, so that a legal a description of one’s property might read Lot 7, Concession III, Montague Township, County of Lanark. A township would have up 10 or 12 concessions, each separated by concession roads. Roads laid out perpendicularly to concession roads were called side roads or sidelines. The first concession road was often known as the baseline road, while the townline represented the township boundary. With the super imposition of a geometric system on a natural area that is anything but geometric, strange shapes are the result, as shown maps of Eastern and Southern Ontario. Carefully reading (of) the landscape can indeed reveal much of the past.

Somewhere around Maberly we crossed Hwy #7. A youngster took a break from mowing ditches. Judging by his facial expression he appeared very bored with the chore. In the olden days such boredom would have been chastised with a veiled warning to go dig ditches. Since these were already dug, his task now was to mow the ditches. Go figure! Down the steep hill into Westport Peter and I sailed into and through the place, concentrating on the corner at the bottom of the hill. We failed to hear the call from Vytas and Guy, who somewhere in a bakery were sampling the goods. They tried to get our attention. We thought they were ahead of us and focused on reigning them in. When we briefly stopped further on, they reigned us in. Between Salem and Fermoy we cycled between a rock face and wet place (Wolfe Lake), one of the most scenic sections on the ride. As we approached Godfrey there was commotion on the road: a horse on the run, bringing traffic to a near halt. We slowly proceeded, letting the locals deal with this issue.

(Continued on page 11)



(Continued from page 10)

Not that far past Godfrey, we turned left and went another 10 km or so to **Desert Lake [Control #2: 206 km @ 3:00pm]**. This section had lots of short snappy hills. I called it ‘lumpenland’, not in derogatory terms, but on account of those lumps. The contractor must have been looking at how he could best connect every hill and hollow. The result: a road weaving back and forth, as well as up and down. Riding along this section felt a bit like a ship on stormy seas, rolling and pitching. Did not get land-sick. It did however tests one’s strength and disturb any rhythm, because it meant shifting to bigger gears when flying downhill, then quickly into smaller gears when climbing, so as not to lose that precious momentum. The lumpy section was finished as suddenly as it had started, for when we hit Sydenham, a scenic place on a lake with the same name, it was over. When we turned on to CR 5 toward Harrowsmith there they were: the head wind and the long hill, which I had been warned about. “You can see it a long way in the distance; you won’t miss it!” Considering the earlier lumps, this hill was actually a (headwind) breeze. The rock cut along the road revealed a neat pattern of horizontal strata, evidence of the sedimentary rocks of the Great Lakes Lowlands.

At the **Harrowsmith [Control # 3: Km 230 @ 5:00 pm]** we briefly stopped. By now we had been 12 hours on the road. Thirty minutes later we were back in the saddle, and surprise: a pleasant tailwind pushed us as we cycled to Godfrey. A nice reward after slogging it out in the first half of the ride. We wished and hoped that wind direction and route orientation would continue to cooperate for the remaining 170 km. And they did. The power of wishful thinking! At Godfrey we turned onto the Westport Road into now familiar country. While I had been looking forward to a bite to eat in Westport, others expressed an interest in making it to Perth before 9:00 pm, so we continued the extra 50 km or so. Of course there was that climb out of Westport, the last of the challenging bits. After the turn to Perth the route became more or less level. More, meaning a bit uphill, less, a bit downhill. Combined with a steady tailwind we basically sailed to **Perth [Control #4:**

322 Km @ 8:55 pm].

By the time we had restocked and were ready to leave Perth, it was dark. With lights and reflective equipment in place we could now blaze through the night. Navigating through Perth was not the biggest challenge, but the bridge across the river Tay, followed by a sudden sharp right turn required focus. We briefly cycled ‘down by the riverside’ before moving into the countryside. The route sheet insisted that we turn left on McPhail’s road – DO NOT MISS THIS TURN read the emphatic instructions – and we did not, thanks to those familiar with the area. Considering the urgent nature of the message, I suspect that there may have been some issues in the past. Uneventful we made it to the urban scene. Somewhere on Meadowlands there was supposed to be one more hill to climb. Effortless we went over it, then across and along the Rideau and there it was, the finish line [**Km 400 @ 00:58 am +1**]. Peter had already arrived, while Guy and Trevor were on their way. Mark, who accelerated some 35 km after the start most likely had been in for hours. For us the time was just under 20 hours. Considering being off the bicycle for more than 3 hours, the time was pretty satisfying. For my fellow cyclists, my appreciation for your hospitality. I enjoyed the ride.

Controls	Distance	Time	Duration	Av Speed
Carleton	0 km	5:00 am		
Lanark	96	8:55	3:55	24.5 kph
Lanark	96	10:00	1:05	Breakfast
Desert	206	15:00	5:00	22.0
Desert	206	16:00	1:00	Lunch
Harrows-	230	17:00	1:00	24.0
Harrows-	230	17:30	0:30	Quick
Perth	322	20:55	3:25	26.8
Perth	322	21:35	0:40	snack
Carleton	400	00:58	3:23	23
Overall speed (including breaks) 20kph				



How to Find a 'Safe Saddle'

By Ed Pavelka of www.RoadBikeRider.com

Since the late 1990s, saddle design has seen major innovation.

A big impetus came from a prominent doctor's contention that sitting on a bike seat might lead to damaged nerves or blood vessels in some men. This risk, plus the occasional bout of temporary genital numbness that many riders experience, put designers into action.

The result is a new generation of saddles with special shapes, padding or cutouts to reduce crotch contact and pressure. As a side benefit, riders have found that they experience fewer saddle sores on these seats.

Saddle selection is highly individual. Despite how effective a saddle might look or how highly praised it might be by a riding buddy, there's no guarantee that it will be comfortable for you. You need to ride it to tell.

Here are some selection guidelines, followed by two things you must do to further reduce risks and discomforts: (1) develop a good riding position, and (2) use smart riding techniques.

Saddle Selection

Width. Squat and sit on a low stool or curb. What you feel supporting your weight is your ischial tuberosities, the points of the pelvis that are commonly called the "sit bones." These are what should support your weight on a saddle.

A seat that's too narrow will place your weight on the soft tissue between your sit bones -- for men, on the perineum where the penile nerves and blood vessels are located. Women also need to put a high priority on width because, on average, they have wider sit bones than men. Anatomically designed women's saddles are a bit wider in the main sitting area.

Curvature. Looked at from the rear at eye level, a

seat should be flat or only very slightly domed. A significant curve causes your sit bones to be lower than the saddle's center, contributing to crotch pressure.

Dip. Looked at from the side at eye level, a seat should be nearly flat from nose to tail. A slight dip (say six degrees or less) is helpful to give you a feeling for the saddle's center while riding. More dip creates positioning problems. That is, when the nose is set level, the tail sticks up and may be uncomfortable to sit on; when the tail is set level, the nose goes up and exerts pressure right where you don't want it.

Padding. Some is good, more is *not* better. You want enough foam or gel to cushion your sit bones for comfort. Thick padding can actually increase crotch pressure because as your sit bones sink in, this has the effect of making the center press upward.

Special sections. These are what set the new generation of saddles apart. These sections range from gel-padded areas, to wedge-shaped cutouts, to holes through the top. Rider reactions to these innovations are all over the board. Do they lessen contact or pressure? No doubt. Do they absolutely, positively prevent numbness or worse problems? No saddle maker can guarantee that. Are they comfortable? It depends on whom you ask. The saddle that one rider swears by will be the same saddle the next rider swear at. There's simply no way of knowing until you ride on a given design. Some bike shops have a test ride program or will allow you to return a saddle that you simply can't stand.

Saddle Position

Please check our guidelines in the article, *How to Perfect Your Riding Position & Technique*. You'll find advice for setting saddle height, tilt and fore/aft location. Of course, don't stop at the saddle. Go through all of the steps to get an overall well-balanced riding position. If your saddle position is right but your handlebar position isn't, you still might run into problems.

(Continued on page 13)

(Continued from page 12)

TIP! For many guys, a saddle that's slightly off center (compared to the top tube) feels more comfortable. If the nose keeps pressing you in the wrong spot, try a bit of left or right angle. According to Andy Pruitt, Ed.D., who has refined the positions of many top cyclists, the right approach is always to make the bike fit your body instead of making your body fit the bike.

Riding Techniques

The rule is simple: **Don't sit statically in one place for more than a few minutes.** When you keep moving on the saddle, as well as on and off the saddle, you avoid constant pressure and compression. Blood keeps circulating, nerve transmissions keep flowing, and the risk of numbness is greatly reduced.

This is pretty easy to do off-road, where terrain changes and body English keep your crotch from locking into a set position. It's harder on a road bike unless you cultivate some good habits.

For example, get out of the saddle for at least part of every hill. Stand when exiting every turn or any other time you need to accelerate. Even just a few seconds is helpful when repeated often. On a ride in flat terrain, shift to a higher gear so you can stand and pedal out of the saddle for at least 30 seconds every 20 minutes. When sitting, keep your butt far enough back for your sit bones to be supported by the seat's wide rear section. Beware of the tendency to creep forward onto the nose and dwell there, especially when pushing hard or riding in a low position.

Other Pointers

If you use an aero bar, you'll tend to lock into a low, forward position for minutes on end. It's a nuisance, and it takes effort, to break this position to stand. But it's risky if you don't. Also, try to stay back on the wide area of the saddle. Tilting the nose down 1 or 2 degrees can reduce crotch pressure, but more will tend to make you slide forward onto the

skinny nose.

Ride like a jockey when you come to anything rough. By leveling the pedals, flexing your knees and holding your butt an inch above the saddle, you'll avoid impacts that can cause bruising and pain. A shock-absorbing seatpost is another way to reduce the risk, but don't let it lull you into remaining seated all the time.

Carry stuff on your bike, not on your body. This isn't always possible, but realize that when you ride with a backpack, fanny pack or hydration system, you are adding weight to your seat. This makes a wide, supportive saddle even more important. The same goes if you're overweight.

Be smart when riding indoors. With no terrain changes or other natural opportunities to move your butt, you need to invent some. Pedal out of the saddle for one minute in every five. Consciously move to a different sitting area every couple of minutes. Keep sessions short and varied rather than long and steady. Using bigger gears lightens saddle pressure because your feet must push harder.

Wear high-quality, lightly padded cycling shorts. These, plus a skin lubricant such as Chamois Butt'r, increase comfort and reduce the risk of developing raw or tender spots. These can stop you from shifting position to all parts of your crotch and the saddle.



The Problem??



The solution??

Ride Results

May 02, 2009 Bowle Buster 300

Hank Bouhuyzen - 14:34
 Carey Chappelle - 14:34
 Dick Felton - 15:40
 Tristan Goguen - 17:44
 Nathon Klages - DNF
 Nestor Koturbash - 17:44
 Fred Krawiecki - 14:34
 John Maccio - DNF
 Con Melady - 14:34
 Juan Munoz - DNF
 Liz Overduin - 17:44

May 02, 2009 Vennachar 300

Peter Grant - 17:10
 Vytas Janusauskas - 17:10
 Suzanne Pond - 17:10
 Mark Scott - 13:40
 Patricia Von Niessen - 17:10

May 09, 2009 Maple-Conestoga 300

Henk Bouhuyzen - 11:53
 Brian Brideau - 16:30
 Louis Dionne - 18:43
 Tristan Goguen - 16:30
 Bruce Hogg - 15:05
 Ken Jobba - 13:29
 Robert Kassel - 13:05
 Dave Laird - 15:05
 William Lindsay - 13:01
 Jean Longtin - 13:05
 Linda Perkin - 18:43
 Arthur Reinstein - 16:30

May 09, 2009 Animalathon 300

Mark Scott - 13:05
 Trevor Stocki - 16:56

May 17, 2009 Maple Orillia 200

Owen Beck - 11:25
 Henk Bouhuyzen - 9:10
 Kathy Brouse - 11:25
 Louis Dionne - DNF
 Fred Krawiecki - 9:10
 William Lindsay - 8:13
 Linda Perkin - 11:25
 Arthur Rienstien - 11:15

May 23, 2009 Concord-400

Renato Alessandrini - 19:00
 Henk Bouhuyzen - 16:37
 Derek Hardinge - 16:37
 Mark Hopper - 19:00
 Robert Kassel - 16:37
 Fred Krawiecki - 22:45
 Jean Longtin - 16:37

May 23, 2009 Wakefield 200

Peter Grant - 10:07
 Guy Quesnel - 11:07

May 30, 2009 Cremore Classic 400

Carey Chappelle - 24:59
 Dick Felton - 24:59
 Tristan Goguen - 24:59
 Ken Jobba - 24:59
 Liz Overduin - 24:59
 Linda Perkin - 24:59

May 30, 2009 Westport 400

Peter Grant - 19:53
 Vytas Janusauskas - 19:58
 Wim Kok - 19:58
 Guy Quesnel - 20:20
 Mark Scott - 16:30
 Trevor Stocki - 22:33

May 30, 2009 Lake Simcoe 300

Henk Bouhuyzen - 13:04
 Kathy Brouse - 16:25
 Pierre Coutu - 15:25
 Marti DuPlessis - 17:40
 Allen Holloway - 14:35
 Mark Hopper - 13:04
 Stan Shuralyov - 14:55
 Paul Slavchenko - 15:25
 Glen Steen - 14:39
 David W. Thompson - 14:00
 Martin Williams - 16:25

June 06, 2009 Old 400 Revisited

Fred Krawiecki - 19:03
 Arthur Reinstein - 21:40
 Glen Steen - 19:03
 David W. Thompson - 18:25

June 7, 2009 Six Nations 200

Results not available

June 13, 2009 Haliburton 600

Results not available

June 20, 2009 Lakes and Vines 300

Results not available

June 20, 2009 Placid 600 (Massena)

David Bilodeau - 34:47
 Peter Grant - 37:29
 Vytas Janusauskas - 37:19
 Ken Jobba - 37:29
 Mathieu Lapointe - 34:47
 Sylvie Menard - 34:47
 Bill Pye - DNF
 Guy Quesnel - 37:19
 Mark Scott - 34:47

June 27, 2009 March to the Nuke 600

Renato Alllessandrini - DNF
 Brian Brideau - DNF
 Jerzy Dziadon - 35:05
 Tristan Goguen - 37:42
 Liz Overduin - 38:08
 Linda Perkin - 38:08
 Arhur Reinstein - 38:08
 Stan Shuralyov - 37:42
 Glen Steen - DNF

Breakfast after the Fleche,
 May 16,17

