



HAMILTON CYCLING CLUB

hamiltoncycling.com

June 2010

President's Update: The 2015 Pan Am Games Velodrome

By Wayne Atanas, HCC President

There have been two velodrome meetings in Hamilton in recent weeks. The first meeting was open to the public and focussed on ways that Hamilton's coming velodrome, for the 2015 Pan Am Games, can be used by non-cycling groups when riders are not on the indoor track.

Apparently, this is the best way to prolong the building's life, with proper tax support.

Grants for the Pan Am Games will allow Hamilton to build an indoor 250-metre cycling track. Stands will hold 3,500 spectators. This is a "Class 2" track capable of hosting any event other than a world championship or the Olympics.

On May 17, the cycling community was invited to a meeting at the National Cycling Centre Hamilton (NCCCH) to brainstorm cycling possibilities.

I was pleased that the city invited me to represent the Hamilton Cycling Club. We were the only local club invited. Attending the meeting were reps from the Canadian Cycling Association, the Ontario Cycling Association, the Forest City Velodrome in London, the NCCCH and, from the City of Hamilton, a recreation director and a 2015 Pan Am Games co-ordinator.

We were asked to give input for a report that

will help Pan Am organizers decide on the velodrome's location, size, funding, among other details. Ideas included:

- The track should be permanent
- The building structure should last at least 40 years
- Training Canada's elite athletes should be a primary use
- Youth development programs with qualified

coaches would be important

- The facility should partner with schools and local clubs to develop skills and competitions
- Special events could be arranged such as championships for Special Olympics, provincial and national championships

- It can serve other functions like running on an upper track, volleyball, basketball, and fitness training.

Hopefully, I will soon receive a final copy of the velodrome proposal. This is an exciting project for this region's cyclists. Let's hope the decisions made will provide local cyclists with another cycling venue for training, interest and competition.

Learn more:

<http://www.ncch.ca/>

<http://www.toronto2015.org/>

<http://www.myhamilton.ca/articles/pan-american-games-2015>



About HCC:

- A fast-growing OCA-affiliated club.
- Serving riders on the road, trail, track...
- Support for youth with sponsorship, training...
- Calendar packed with time trials, races, more

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Bells and Helmets: Required by the Highway Traffic Act

By Kevin Henderson

Helmets and bells are synonymous with cycling. In fact, any cyclist without a bell and any cyclist under the age of 18 not wearing a helmet is subject to a fine under the Highway Traffic Act.^[1] In the civil court system, the requirement to wear a helmet or have a bell can be different than under the HTA.

Penalties for this in civil court relate to the concept of contributory negligence. In the cycling lawsuit context, contributory negligence is a percentage of fault attributed to the cyclist for his or her own injuries. If a percentage of liability is attributable to the cyclist, the amount awarded for pain and suffering will be reduced by that amount.

For example, a finding of 25

per cent contributory negligence would result in a \$10,000 judgment being reduced by \$2,500.

Here are two examples:

1. A cyclist struck with an open car door who suffered a concussion^[2] was 25 per cent liable for her injuries for not wearing a helmet.^[3]
2. A cyclist did not contribute to his injuries by not having a bell on his bike; it did not change the nature of the injuries.^[4]

A review of the examples and other case law suggests that accident dynamics and injuries sustained affect whether a cyclist is partially at fault for their injuries, not the Highway Traffic Act.

As cyclists it is best to always wear a helmet and to have a bell on your bike, so you can avoid both criminal and civil

consequences.

^[1] Section 75(5) of the HTA discusses the Bell requirement, while Section 105 discusses the Helmet requirement.

^[2] Had she suffered a leg injury, case law has suggested that she would not have been found partially liable for her injuries.

^[3] *Evans v. Toronto (City)*, 2004 CarswellOnt 4721

^[4] *Herbert (Litigation Guardian of) v. Brantford (City)* 2010 ONSC 2681

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Youth Rider Report: Greg Archi

The Hamilton Cycling Club is sponsoring five youth riders in 2010 to help them develop in the sport. This is one of their stories.



Finally some great weather for training! After being indoors all winter and bundling up all spring, it feels so good to be out in this weather. It's been a busy season so far, between the O-Cup events and all of the HCC events, but I wouldn't want it any other way.

Good Friday was my first race, and it was a great learning experience; it really helped me get a feel of what I was really in for. After I had a chance to see dynamics of a race, I started getting ready and training harder for Springbank, in London. This was a good

course to practice my bike handling and pack riding,

"It's great to see the club support at the Tuesday night TT's as well as the Saturday morning TT's. So many people out, it's great to keep you motivated."

and the race ended in a bunch sprint. I wasn't positioned well enough to contend for the win, but I still enjoyed the experience.

After that it was on to the Niagara Classic, where I came on strong on the final lap, and more importantly,

the final hill. Starting out at the bottom of the hill towards the back of a pack of 25 riders, I came across the line in 8th place, which was a good result for me. I have also been working really hard on getting stronger in time trials. I have set some personal bests early on in the year, and I am working towards lowering my times even more by the end of the year.

It's great to see the club support at the Tuesday night TT's as well as the Saturday morning TT's. So many people out, it's great to keep you motivated. Next up is the Kitchener-Waterloo Classic. I'll keep you posted on how it went. Get outside and get some miles in, it's too nice to be reading this!!!



About Marc Risdale
Quiet and unpredictable Marc is the thinking man's cyclist. Marc's strengths include elite walking, snow riding and result spoiler.

The Accidental Advocate: How do you Build a Chain with Broken Links?

By Marc Risdale

Last issue, I talked about cycling advocacy in very broad terms. This issue, I'll dive into a very specific topic: the resurfacing of Queensdale Avenue and the Cycling Master Plan.

As part of the work I do with the Hamilton Cycling Committee, I attended a public meeting in early April where the community surrounding Queensdale Avenue East was invited to voice their opinions regarding the addition of shared bicycle lanes along the street as part of the resurfacing project between Upper Gage and Upper Ottawa.

Queensdale is already identified within the city as one of the preferred east-west cycling routes north of the Linc. The Cycling Master Plan calls for shared lanes (with sharrows) along its length, from Upper Wellington to Upper Ottawa. That work is slated for this summer.

As you may or may not already know, the Cycling Master Plan is a comprehensive and well-vetted municipal policy document that outlines how cycling infrastructure will unfold in and around the city over the next number of years. It's a great, if long, read (www.hamilton.ca/CityDepartments/PublicWorks/TrafficEngineeringAndOperations/Cycling/shiftinggears.htm). It paints a picture of Hamilton's future as a veritable cycling

utopia with a viable network of cycling routes criss-crossing our landscape. Unfortunately, it's not binding and councillors are afforded a veto over elements they don't like.

Although the plan has been in place for a while, there were enough concerned citizens at the previous "final" public consultation that Ward 6 Councillor Tom Jackson thought it warranted a broader discussion.

Three thousand invitations were sent out and roughly 35 people showed up. After the plan was explained to the attendees, the floor was opened to questions. While there were many voices "for" the shared lanes, there

"(The city's Cycling Master Plan) paints a picture of Hamilton's future as a veritable cycling utopia with a viable network of cycling routes criss-crossing our landscape. Unfortunately, it's not binding and councillors are afforded a veto over

were still a significant number of people opposed to the idea (the plan does eliminate the sparsely used parking on the south side of the street). Most comments tended along the lines of "it's fine the way it is so why change it now..." There was a straw vote of 15 "for"

and 12 "against" the shared lanes.

Fast forward to mid-May, and I learn the following from Daryl Bender, Project Manager, Alternative Transportation for the City of Hamilton, "The Councillor informed me about five weeks ago that he does not support marking any defined cycling infrastructure on Queensdale Avenue, therefore the 2010 road reconstruction (Upper Gage to Upper Ottawa) will essentially create the same roadway as currently exists - with on-street parking on both sides of the street and two travel lanes (one in each direction)."

This is a major disappointment to say the least. Since this resurfacing project is meant to be one of the first under the new Master Plan, it is being seen as a model for future projects throughout the city. Its importance to the plan's integrity cannot be overstated. If you ride Queensdale or are committed to making our city a better place to ride, please take a minute to write a quick note to Councillor Jackson at tjackson@hamilton.ca.

Let him know how you feel.

I know I will.

Stay tuned for the next installment of The Accidental Advocate where I'll cover a specific advocacy related topic and how it affects you and your club.

News from the (other) Hamilton Cycling Club

In a parallel universe... OK, in southeastern Australia, there is another Hamilton Cycling Club. And, believe it or not, the local paper is called the Hamilton Spectator. Strange? Yes. True? Must be, we found it on the Internet.

Hamilton, Victoria, Australia is not a big town, just 9,000 folks call it home. They have a botanical garden. They play Aussie rules. It's the "wool capital of the world", apparently, and hosts a big trade show each year called Sheepvention. (We couldn't make this stuff up.)

Curious about this other HCC? Me too. So—just in case it is not a spoof site created by some jealous Burlingtonian—here are a few snippets

from the Hamilton Cycling Club (Australia) newsletter.

Tour de France Sweep

Due to popular demand this Year we will be running 2 Tour de France Sweeps, tickets are selling fast but there are still some available from Mark McLaren. For all those people who have books could you please return them ASAP to Mark McLaren.

Pizza Night

The draw for this years Tour de France sweep will be conducted at the Club rooms on



Friday 2/7/10 at 6.30pm. We will be having a Hunty's home made pizza night so come

along and have a few drinks and see what rider you get in the sweep and enjoy the night. \$5.00 per person or \$10.00 a family.

Hamilton 120km

The Cecil shore Hamilton 120km will be held Saturday 3/7/10.

Brendan Schultz will be organising all the corner stewards for the day if you are available please let Brendan know ASAP. This race is one

of our biggest races for the year and we need 35 corner stewards to make the day safe and enjoyable for all riders.

The club will be holding presentations after the race at the club rooms and we need people to help out in the kitchen.

We also will be requesting donations of afternoon tea.

South West Series

This years South West Series is well underway with the first 7 races over and more to come.

Hamilton has got 3 riders in the top 10 Stuart Robinson 3rd 81 Points, Dean McLaren 5th 76 Points, Brendan Schultz 7th 64 Points, Mark Hermon 8th 63 Points. (More at banksthargo.com.au.)

Youth Bike Loan Program Racing Tip of the Month

The Hamilton Cycling Club is pleased to announce that we will offer bikes out on loan for a period of up to 10 months.

We have several road and mountain bikes available in a variety of sizes. Some have been purchased this year with funds from our Trillium grant and some have been donated by members.



Eligibility criteria are as follows:

- Preference given to youth age 18 and under.
- Must be member of the Hamilton Cycling Club for

duration of the loan.

- Must provide a post-dated cheque for \$100 dated March 31, 2011 which will be returned to you when the bike is returned in good condition.

- Must be an active participant and out riding regularly.

- Must participate in some club event or activity at least once per month.

If you are interested please fill out the application. Completed applications should be returned to Henry at qtip40(at)rocketmail.com or Denise at denise-johnson(at)sympatico.ca as soon as possible.

You have to try harder than you want to.

- Fred Pepper.



Cycling News Around the Region

GO Transit Has Bike Coaches

Cycling enthusiasts from across the GTA had a chance recently to check out GO Transit's new bike coaches at an unveiling at Union Station.

The bike coaches are exclusive to the Niagara Falls weekend rail service which began May 21, in time for the Victoria Day long weekend. The bike coaches will make it easy for cyclists to travel with their bikes when travelling to and from the Niagara Region on the weekend. Each Niagara-bound train will have two designated bike coaches that can hold 18 bikes.

The exclusive bike coaches are available to passengers Saturdays, Sundays and holidays. This is the second year GO Transit is launching their

weekend rail service to Niagara Falls. The last day for the seasonal Niagara service is September 26, 2010. Details at <http://www.gotransit.ca/public/en/travelling/seasonal.aspx>

Source: Metrolinx – GO Transit

Cycling interest and spending

The city's first car-free cycling and pedestrian street fair was a success despite iffy weather and little media attention, CATCH reports. Coincidentally, a city report the same week calculated that city spending on expanding cycling has been only a tiny fraction of the roads allocation over the last decade.

The Open Streets event in June won praise from Mayor Eisenberger. The event repeats Sept. 26 when cars will again be

barred from James between Cannon and Burlington streets.

The cycling infrastructure report said \$7.1 million was spent from 2001 to 2008. Multi-use trails like those reconstructed in Red Hill Valley post-expressway, accounted for most of the spending (\$4.4 million). See full report at source.

Source: CATCH

(Citizens at City Hall) uses transcripts/public documents to highlight information about Hamilton civic affairs not generally available in the mass media. Visit hamiltoncatch.org.



The Trans-Sylvania Mountain Bike Epic: A Race Log

The Trans-Sylvania Mountain Bike Epic held May 30-June 5 did not, in fact, traverse Dracula's castle grounds. It's seven days of "mountain biking bliss" in central Pennsylvania. Here is day one of a log by HCC MTBer Marc Risdale.

Day 1: We're not at Albion anymore

A prologue TT is a profoundly odd way to start a stage race. You wake, guzzle some coffee, drift into town, eat an omelet and just generally sit around camp waiting for something to happen.

Finally, at 3, it's time to bust a sweat. Starting order was not in fact random. It was seeded slowestish to fastestish by category, which put Team Monster in the enviable(?) position of being the first riders to start the first Trans-

Sylvania Epic. On our heels would be a pair of Elite-level women. Then the 50+ men, the 40+ men, the Women, the Single Speeders and finally the Open men (that's where the pros live). Nice. With luck, Jeremiah Bishop wouldn't run us down before we got to the free Recoverite at the finish line, 10 miles later.

And so, with much fanfare, we were off! The course was great. The mix of riparian fishing trails, dusty camp roads and Haliburton-esque single track was a treat. The only real difference from Haliburton was that, instead of granite, the trail is littered with sharp, jagged hunks of sandstone.

Foolishly, we were still running Albion tire pressure and sure enough Mrs. Monster succumbed to a rear pinch-flat about half-way through the

race. Having actually really worked on this aspect of our stage-racing, we were off again in no time.

Suffering no other drama. We wrapped it up strong only to find the Elite duo already there. When did they pass us? Well, it turns out they missed a turn and cut the entire first single track section. Slowly, more and more riders came in with similar but different stories. At least six riders went off course somewhere despite

what I thought to be ample markings. Weird.

We're all well-fed (home-made lasagna and brownies!) and tired now. Ms Vagabond

did outrun the ailing no-gears but that tale also involves a litany of flats, busted pedals and a ram-paging peloton of pros. We'll have to keep following this battle for a few more days yet!

Read the full race log at <http://forums.mtbr.com/showthread.php?t=622463>. The Coles Notes? Marc and Kim won the Duo category, but entirely by accident!





The Hamilton Cycling Club

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Pushing the Pace Since 1881

THE ONTARIO
TRILLIUM
FOUNDATION



LA FONDATION
TRILLIUM
DE L'ONTARIO

What is the Hamilton Cycling Club?

Founded in 1881, the Hamilton Cycling Club is an amateur club of more than 150 members based in Hamilton, Ontario, Canada. We are active in road racing, mountain biking, time trials, hill climbs, track cycling, cyclocross... and having fun.

We run weekly club events and also work hard to host top-quality regional events such as the Good Friday Road Race (an Ontario Cup series event). HCC is the place to come if you want to learn to ride, to ride faster and to enjoy the wonderful sport of cycling.

For more details about the club, visit our website hamiltoncycling.com, which has a forum. We are also on Facebook and Twitter.

Want to Sponsor a New HCC Trophy?

The Hamilton Cycling Club is asking our members and our community supporters to consider donating a trophy to our list of annual awards that the club awards members every year.

We have a good number of donated trophies, some dating back many years, showing the rich history that our 129-year-old club carries.

Unfortunately, the trophies we now have can only reward a select few - and this has resulted in a lack of balance at our banquet's annual awards ceremony.

So, if you can help HCC, we would love for you or your



organization to make a donation towards a trophy, which may be done in memory of a loved one, in your own name, in the name of your business, or just because you have some sick love of our gut-busting hill climbs.

Contact Henry Dudko [qtip40\(at\)rocketmail.com](mailto:qtip40(at)rocketmail.com), (905) 628-2786.

Word of the Month: Flahute

“The term Flahute is thought to be coined by French journalists after WWII who used it endearingly to describe their Belgian neighbours, the cyclists who rode the legs off their rivals over the pave and through cold, rainy conditions. These were people that had just had their country torn apart by war. People who gave themselves one choice, pick beets all day or become a cyclist.”

Upcoming Events

June, 2010

June 15: 15km TT Safari Rd.
(+kids race)
22: 15km TT White Swan Rd.
(+kids race)
24: Sydenham 1.3km Hill climb
26: Falkland TT 20km/40km
29: 15km TT Safari Rd. (+kids)

July, 2010

6: 15km TT White Swan (+kids)
8: Valley Rd. 1.4 km Hill climb
10: Ayr 100km Road Race
13: 15km TT Safari Rd. (+kids)
20: 15km TT White Swan (+kids)
22: Sydenham 1.3km Hill climb
24: Binbrook TT 20km/40km
27: 15km TT Safari Rd. (+kids)

More details at hamiltoncycling.com Events/Calendar.