



HAMILTON CYCLING CLUB

hamiltoncycling.com

Fall 2010

About HCC:

- A fast-growing club affiliated with OCA and IMBA Canada
- Serving riders on the road, trail, track...
- Youth support with sponsorship, training and more
- Calendar packed with time trials, races, more

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Going to Nationals

By Sarah Rasmussen, HCC Sponsored Youth Rider

Canada's top Pro, Elite, Junior, and Master cyclists battled at the Canadian Road National Cycling Championships in Edmonton and Devon, Alberta June 25 to July 5, 2010. It drew more than 500 athletes aged 16 to 60-plus for a national road race, criterium and time trial. One racer there was Sarah Rasmussen, an HCC rider who topped the 2010 Ontario Cup road series in the Junior Women category in her first year of racing.

At the beginning of this summer I was invited to participate with Team Ontario at Junior Nationals in Edmonton, Alberta.

I competed in a time trial, a road race and a criterium. My favourite event was the time trial. I placed eighth overall and seventh out of all the Canadian Junior Girls.

The time trials hosted by Hamilton Cycling Club were comparable to the time trial in Edmonton. I would like to thank all the members and non-members that volunteered this year at the club time trials.

As well, one of the Team Ontario members, Steven Noble, was the first member to place on the podium with a Junior Men's ITT bronze medal.

The following day was the road race. My road race was 72 km on a challenging course where the national champion was very deserving. The course consisted of both flat and hilly sections which were surrounded by farmers' fields.

In my age category, I placed 13th. Cayley Brooks was Team Ontario's top female competitor for the road race placing an amazing eighth place among the Junior Women.

In the Junior Men's road race, there were many breaks in the group which resulted in Team Ontario's Noah MacCullum placing an incredible fifth place. The following day I competed in the criterium which was on a course that was 1 km long. To this date, it is

the fastest race I have ever competed in.

I completed 21 laps before being lapped by two other riders. This criterium I found very challenging due to the many attacks in the pack and analyzing where you have to be. Team Ontario had another impressive fifth place finish by Florence Laplante-Lamarque.



Sarah and mom Kim celebrated a win at the 2010 Provincial Criterium Championships in Windsor on Labour Day weekend.

The podium was not awarded to the individual that placed first, second and third at the end of the race because it was a points race.

A points race calculates how many points you will receive depending on what place you come in the various sprints during the race.

All in all Team Ontario finished with fantastic results and team coordinators Denise Kelly and Brendan Arnold were very pleased.

Legal Corner: Can We Ride Two Abreast?



By Kevin Henderson

One of the questions I am most frequently asked by cyclists and motorists relates to group rides: Can two riders in Ontario ride abreast legally?

Unfortunately, the answer is less than clear.

Unlike most other provinces, which explicitly prohibit riding two abreast, the Highway Traffic Act in Ontario does not make specific reference to the issue of riding two abreast. Section 147 of the act indicates that slower-moving vehicles must move as far to the right as practicable unless making a left-hand turn or passing another vehicle.

Although riding two abreast is not technically against the law under the HTA, if riding two abreast in heavy traffic, it is foreseeable that a cyclist or group of cyclists could be charged for failure to ride as far right as practicable.

Despite it not being prohibited by the HTA, municipalities can enact their own bylaws for riding two abreast. Hamilton and Toronto have instituted these bylaws, with fines ranging from \$8.75 to \$65. Ottawa, however, has repealed an unpopular bylaw prohibiting riding two abreast.

In most circumstances with respect to riding two abreast, common sense is likely to

prevail. If riding in the city where traffic is heavy, it is important not just legally, but for your own safety, to ride in single file. Failing to do so can result in charges under local bylaws or the Highway Traffic Act.

However, if one is on a road where traffic is no issue, it may be reasonable to ride two abreast. Just be aware that, just as cyclists are often unclear on the law, motorists can be too, resulting in unnecessary and potentially dangerous interactions.

Kevin Henderson is a Hamilton-based lawyer practicing at Pelton Law in the areas of Personal Injury and Civil Litigation, with a focus on auto accident claims. Reach him at khenderson@peltonlaw.ca.

G'day from Hamilton, Victoria, Australia

By Mark McLaren, of the 'other' Hamilton Cycling Club

G'day from Hamilton, Victoria, Australia. As a member of the Hamilton Cycling Club in Australia, I can say that everything in your last newsletter is true.

Our Hamilton Cycling Club was established in 1893, and over the years we have hosted some big races such as the 1992 and 1993 Australian Track Championship, and a few stages of the Vic Health Herald Sun Tour, which is a 10-day tour with some of Australia's best cyclists competing.

We are a small club with around 60 members ranging from our youngest riding member at five years old to our oldest riding member at 65 years old.

From March to September we run club races most weeks, which are usually 40 km handicapped road races.

From October to March we run a variety of track racing. Our track is a 400m outdoor track, sealed in hot-mix asphalt which in February 2010 we named the Wal Smith Velodrome after a long-serving Life Member of the Club.

We hold one track combine and four road combines, which are races where we invite 10 other clubs from the district, which covers around a 200 km radius from Hamilton. We run one road open which anyone can ride from Australia or overseas. Our races include:

The Frank Long Classic: Held in May in honour of one of our members who was hit and killed by a drunk driver while training. This year was the 60th running of the event. It is a 38km road handicapped race which attracts around 60 senior riders (over 16 years of age).

The Cecil Shore Memorial: Held in July in honour of a past

member and official of the club. This year was the 61st running of the event. It is a 120km road handicapped race, which over the years has attracted 60 to 130 senior riders (over 16 years of age). This is an open event and any licensed cyclist in Australia or overseas can ride.

So... if you are planning a holiday to Hamilton (Australia) don't forget to bring your bike and have a ride.

See Hamiltoncycling.com.au... or the 'other' Hamilton Spectator.





About Dr. Steve Baker

When he is not crushing HCC hill climb records, Steve balances life as a clinical medical specialist, a McMaster University associate professor, a father of four and the 2010 Ontario champion in the Masters 1 road category. His column will share insights from all angles.

Doctor's Orders: Discover and Develop Your Genetic Strength(s)

Cycling is a challenging sport for numerous reasons. It is a multi-dimensional sport that demands skills in several key areas involving power and endurance.

There are certain types of riders who excel at different disciplines of the sport or even at certain aspects of a specific type of race.

Below is a list of rider phenotypes.

- Time trialist
- Sprinter
- Endurance rider
- Climber
- Break-away specialist (combo of 1 + 3)
- All-All-rounder

Over the past three to five years research has begun to unravel a fraction of the 'genetic fingerprint' that dictates why athletes excel at strength/power versus endurance sports.

Unfortunately, the nearly impossible complexity of multiple tissue involvement and gene-gene interactions renders deciphering the fingerprints a distant goal of genetic science and sport physiology.

In the end, your genotype (i.e., the genes you have) are immutable or fixed.

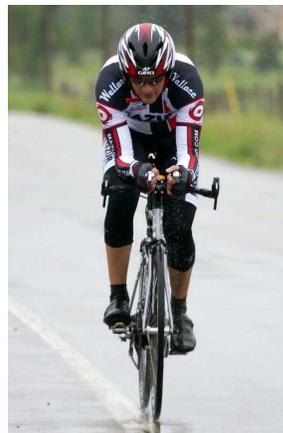
Therefore, as a cyclist you need to know what your strengths are and train them. It is intuitive that everyone has natural ability. I have yet to see a TT specialist

outspurt a sprinter and vice versa. Training success, in large part, is predicated on knowing your abilities so here are some practical field tests that you can conduct to discover your genetic giftedness. These tests are geared towards junior/senior/master riders.

A. Are you a time trialist?

The first question is what is your pain tolerance? It is not as simple as determining to "suck it up" and be tough. If you have a low pain tolerance then TTing may not be for you. Some riders can tolerate fairly significant pain but only for short periods so a 40 km TT is not something they would excel at.

TEST: Choose a 10-15 km favourite training route, without stop signs if possible, and simply hold 40 km/hr. If you can do this you may well have the predisposition to become a TTist. As HCC now has the non-aero category go out and see what you've got over 15 km on a Tuesday evening. If you're fast then invest in aero equipment.



B. Are you a sprinter?

The best answer would be to get a muscle biopsy to determine your percentage of fast-twitch muscle fibres. Not up for it? Then do this field test.

TEST: Find a flat stretch of road that typically has a soft cross wind or a minimal tail wind. Mark out (on the shoulder or using telephone posts) a 250 meter section. Start your approach about half a kilometre up the road so that you hit the sprint start at about 40-45 km/hr. Then simply go all out. If you can top out at 60 km/hr you are likely a sprinter. In a race situation your sprint may start at 50-55 km/hr in which case you may go faster than 60 km/hr but on your own with no lead-out you should be able to hit

C. Are you a hill climber?

TEST: Simple, go out to the HCC climbs. If your times are close to the standing records then you have something to work with. Your focus should be on power-to-mass ratio. Cutting weight directly translates to speed. As a very loose rule of thumb on a 10% grade 10 lbs equals about 1 km/hr for about 400-450 W. For example, a rider weighing 150-lbs who drops to 140-lbs would shave about 10-12 seconds off of his/her Sydenham PB.



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 in Hamilton, Ontario with more than 130 members. 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.

Get Your Nov. 6 HCC Banquet Tickets!

The sale of the century has begun for the annual Hamilton Cycling Club Awards Banquet, a.k.a. the \$15 festival of food that is guaranteed to double your time on the 2011 climbs up Sydenham Street hill in Dundas!

Tickets for the awards banquet—where we give out lots of trophies, medals and handshakes—are \$15 for members and volunteers, \$30 for non-members.

Chef Henry, though not working the kitchen this particular night, has arranged a feast for us that includes soups, pasta, roasted chicken, stuffed roast pork with a port wine sauce, potatoes, salads, and... yes, desserts.

It's a great time to meet fellow HCC members, enjoy a great meal at a great price, and remind every-

one that the older you get the faster you were.



When: 5:30 p.m.-?, Saturday, November 6, 2010

Where: Marquis Gardens (1050 Rymal Rd. E., Hamilton)

Tickets: Contact Henry at qtip40@rocketmail.com or (905) 628-2786

Suggest New TT Sites

The White Swan time trial course can't be used in 2011 due to heavy traffic and safety concerns. So, please send suggestions for new TT courses to Wayne at wmatanas@yahoo.com. Criteria are...

Mandatory:

- Start/stop at same point.
- No stop signs/traffic lights on course
- Cyclist need right of way at all intersections
- No controlled pedestrian crossing
- No railway crossing
- No downhill turnaround; flat uphill is best
- Good visibility for turn marshal at turn
- Parking within 500 m of start/finish
- Speed limit 70 km/h maximum
- Low traffic volume from 5pm to 8pm
- Within 30 min of downtown Hamilton
- Smooth pavement
- Not a residential area (driveways, etc)

Desirable:

- Washrooms somewhere near start/finish
- Generous, paved shoulders