



# Member Handbook



# **The Horizon 100 Cycling Club Strives to be Different**

## **Club History**

In 1990, 5 riders (Richard Kolen, Keith King, Howard Lowe, Brian Franc and Ray Wight) met on Sundays for 100 km training rides. These riders rode together all summer long and used the rides as training rides for the much longer randonneur “super series” events. It was felt that other riders would like to ride the 100 kilometer distance. We discussed the idea of starting a cycling club. Ray Wight was to get the information from the Saskatchewan Cycling Association on how to start a club. The information was gathered and after a few meetings in the winter of 1990, the club was formed in the spring of 1991 with Ray Wight as the founding president. The other riders became the board of directors. Howard Lowe was the secretary/treasurer. Keith King was the sponsorship coordinator, and Richard Kolen worked as the racing coordinator.

The club philosophy and procedures were founded during the winter meetings. The rides started early Saturday morning so that the riders could be on the highways when there were few cars, and the wind was calm, and everyone could return home and still have the afternoon to perform other activities.

The name Horizon 100 was chosen based on “always riding into the horizon”, and the distance ridden was to be 100 km. The rides would be a cooperative effort in that the stronger riders would support the weaker and less experienced riders by providing a lead or draft position. We would stay in a pack for the first 50km going into the wind. The 50km return ride home could be at any pace.

A few years later a mid week (50) fifty kms ride was added to the schedule. It was to start in May and end the last week of August. The sponsorship director established a sponsorship with Doug’s Spoke & Sport, which is active to this day, and Cheer’s Brew Pub & Restaurant. Cheer’s was replaced by The Muffin Café which was replaced recently by The Great Canadian Bagel. Each rider was encouraged to support the sponsor as the rides started and finished at the restaurant. Currently, the rides begin at Doug’s Spoke & Sport and finish at Doug’s Spoke & Sport. Informal after ride meetings are currently taking place at Fuddruckers.

Club jerseys, jackets, and bandanas have been purchased from time to time from Doug’s Spoke & Sport.

## **Founding Principles**

The basic principles of the club are as follows:

### **New and less experienced riders will be helped on the ride**

One of the executive members will ride with any new or less experienced riders to help and coach them on the ride. It is felt that the club has a responsibility to encourage people who participate in the ride. We do not want to invite people to participate and then “drop” them and leave them by themselves. We are a social fitness club. Not a racing club. Originally, one person was designated as the “sweep” or backup rider. This appointment was later dropped in favor of someone informally volunteering to fill the position. A trophy was donated by Ray Wight to honor the rider who, over the summer, dedicated his or her time to helping new and less experienced riders complete the 100 km rides. This award called the “Best Supporting Cyclist Trophy”. This is a vital action that continues to this day to make sure that those who volunteer to help others are recognized for their efforts. It is important that new people feel welcome and that each rider has an opportunity to successfully complete the ride. It is felt that once a rider has completed a few 100 km rides, they do not need the support.

### **Start time**

The first ride of the year is the first weekend in April. The Saturday rides would start at 10.00 am for the months of April, and October and start at 09:00 for May and September. This was later changed to 09:00 (2003) for April, May, September, and October. Start time is 7:30 for June, July and August. It is important that the rides start on time. The rides are not be held up because particular people came late. Rides are not postponed due to bad weather. It is up to the member’s discretion whether they want to ride in bad weather or abandon the ride for the day. The last ride of the year would be the last weekend in October.

### **Route determination**

The route for the day is determined by the wind direction. The first 50 km is against the wind. The return ride is then with the wind coming home. Six routes have been established. Each route has a rest stop or local restaurant were the riders can stop to recover from the first 50 km.

The effort going out against the wind is a cooperative event with riders taking turns leading at the front. It is important to share the work load. The lead riders ride for 1 km then give a hand signal (by keeping the hands on the handlebars then extending the fingers on each hand). The lead riders then increase speed in an effort to separate themselves from riders who might be following closely behind. Once the lead riders are ahead of the pack they gradually move to the side of the road and decrease speed to let the pack (which rides at a constant speed), pass. The lead riders then join in at the back of the pack. New and less experienced riders are encouraged to take short pulls at the front until they are able to work up to 1km distance.

### **100km certificate**

Each rider who successfully completes their very first 100 km ride receives a certificate congratulating them on their accomplishment. These are given to the successful rider at the next opportunity after the completion of the ride.

### **Participation records**

A record of each rider's participation is kept. Each rider is responsible to place a check mark under the distance (either 50 or 100km) that they are going to complete for that day. The check marks are tallied at the end of the year and a bronze medal is awarded to each cyclist who attains a total of 1500kms. A silver medal is awarded for over 2000 kms and a gold medal for over 2500kms. Any special events that are included in the calendar of events at the start of the year are included in the mileage. These include the Golden Triangle event (total of 300 km) and the mountain bike event (50km). Most recently a night ride of 50 km has also been included.

## **Trophies and Awards**

### **The Ray Wight Best supporting cyclist Award**

This annual trophy was donated by Ray Wight. It is given to the cyclist who best demonstrates a willingness to assist new and less experienced riders as they attempt to complete each day's event. A trophy is given to the recipient to keep. A winner can be chosen more than once. The winning candidate is chosen by the membership.

### **Most improved cyclist**

A "most improved" trophy was implemented. It is given to the rider who shows the most improvement (as chosen by the executive) over the summer. This trophy is typically given to a member who demonstrates improved bike handling skills, and improved physical fitness.

### **High Mileage Award**

A "high mileage" award is given to the rider who has attained the highest number of accumulated kms over the cycling season, at club sanctioned rides. This trophy was later named after Ken Wilson. Ken Wilson joined the club and was a member for many years until his death in the summer of 2003.

## **Annual Awards and Year End Banquet (Annual General Meeting)**

An annual general meeting is held at the end of the riding season. The meeting is held as close to the end of October as possible. The AGM includes a banquet and formal sections of the meeting where the membership has an opportunity to discuss and change the club practices.

## **Executive**

The executive is made up of the following directors:

President, Vice President, Secretary, Treasurer, Statistician, Race Coordinator, Communications Coordinator, Newsletter Coordinator, Special Events Coordinator, and Past President.

The job descriptions are outlined in the Horizon 100 Cycling Club constitution found in Appendix A.

## **Routes 100km**

The routes are chosen based on the wind direction at the time of the ride. The following routes are the routes of the Horizon 100

cycling club.

### **Langham-Dalmeny Route**

North-west wind- Highway 16 to Langham then east to Dalmeny for coffee; on to Warmen and back into Saskatoon by Highway 11 and Warman Road.

### **Pike Lake-Vanscoy Route**

South west wind- Valley road and Highway 60 to Pike lake park, return to Valley Road then west to Vanscoy, The restaurant is available for a break. Then Highway 7 back to Saskatoon.

### **Elstow Route.**

South east wind- East on Highway 16 to Clavet and on to Elstow, returning by Clavet to Saskatoon.

### **Vonda Route**

North east wind- Highway 41 to Aberdeen then East on Highway 27 to Vonda, Sigs restaurant is the stop. Return by Aberdeen to Saskatoon.

### **Hague Route.**

North wind- Hague via Highway 11. Take a break at the Restaurant then return home via the same route.

### **Blackstrap Route**

South wind-East on Highway 16 to Floral, then south on the Blackstrap Highway. East at the junction to the blackstrap park to the Aspen Parking lot then back to Dundurn to the restaurant. Return home by highway 11.

## **Routes 50km**

North west- highway 16 to Dalmeny, turn south on the pave road then back into the city.

West- Grandora road to the stop sign. Return by the same route.

Southwest- Valley road to the Pike lake Highway, then return home by Pike lake road.

Southeast- Blanckstrap highway to 25km point. Stopsign at treed intersection. Turn around and return by the same road.

East- Clavet and back

East- Humboldt highway 5 south to mine road, then back into Saskatoon

North east- Aberdeen and back

## **Basic Equipment Required**

- Road bike in good working order
- Tools for roadside repair including patch kit and pump
- Food and drink for the trip (bonking is no fun)
- Helmet is mandatory
- Positive attitude and desire to ride 50 or 100 km

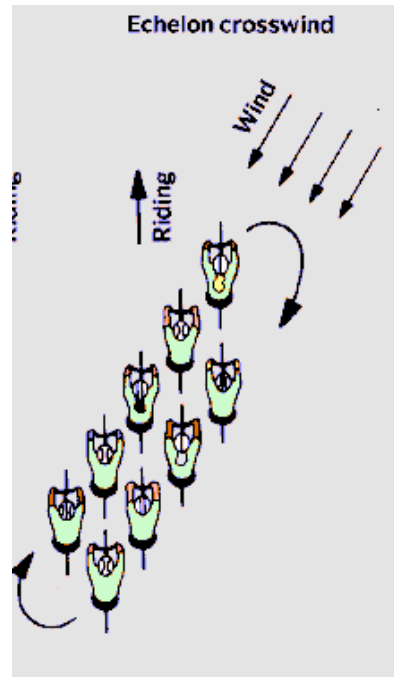
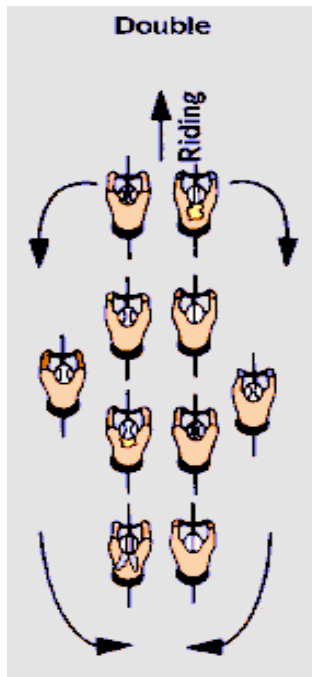
## **Drafting and Paceline Riding**

When you ride close behind another bicyclist, you don't have to work as hard. The bicyclist in front of you serves as a windbreak, reducing your air resistance. Experienced bicyclists take advantage of this effect, drafting each other in a paceline. The Horizon 100 utilizes a double paceline which is riding in two lines side by side, with the leaders dropping back along the outside, right and left.

A well-coordinated paceline is poetry in motion, but drafting is always a little risky. To take advantage of the windbreak effect, you must follow the rider ahead of you closely; but you must never let your front wheel overlap that rider's rear wheel. If the wheels touch, you suddenly can't balance and you'll certainly take a quick, hard fall. Other riders behind you may land on top of you. Ride in a paceline only if you've developed good control over your bike, and you know that the other bicyclists can also manage the situation safely.

Everyone in a paceline must ride smoothly, with no quick braking or swerving. Look past the rider in front of you: Don't stare at his or her rear wheel. Try to anticipate the moves the lead riders will make. The lead riders should announce road hazards: "Glass," "Debris right," "Car up," and maneuvers: "Slowing," "Right turn," The last riders should announce "Car back" when a car is approaching from the rear. In a tight paceline group - keep both hands on the handlebars. When you pull in behind another rider to draft, call out "On your wheel" so he or she will know you're there.

Group paceline riding adds a new dimension to your bicycling. The rules of the road apply to you with other bicyclists just as they do with motorists. Remember to keep the safety cocoon around you, be predictable, and don't follow another bicyclist into a dangerous situation. The rewards of increased enjoyment of bicycling with others are well worth the extra attention.



### Club Contact Information

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