

October 2007

# Outspoken

[www.owensoundcycling.ca](http://www.owensoundcycling.ca)

The Official Newsletter of the Owen Sound Cycling Club

## Another Great Season



- Plus
- *The Whemmys Wrap*
  - *Underground Railway*
  - *The Short Goodbye*

# Coming Events

Oct 13, 10:00am - Sawmill Trails MTB, Hepworth

## The President

### Another one in the bag

With the end of a 3 hour Enduro comes the end of my season of racing. The Whemmy's was my last Official race of the season. I must say it felt great to have a win to finish my not so spectacular season. With a lot of things happening and changing it was nice to have some legs to race on one last time.

Looking back to last November a lot has changed in my life and the Club. For starters I became President. I figured it was going to happen eventually, just not this soon. I don't think I'm the youngest President of the club. Maybe someone could find out?

As meetings started with the executive, another change happened. We added Thursday night events and moved TT's to Tuesdays. I don't think the change has had a negative effect. Participation in the TT's is still quite good. We have also had the chance for people to try different events.

More changes will be happening in the coming weeks. I believe that some executives are going to be stepping down at the end of this season which will mean we will be looking for new bodies. All interested parties please contact me.

With racing over for the year let's hope for a beautiful fall with lots of riding. *Rody*

## Trevor's Ramblings

by Trevor Stokes

### Ramblings

So – that's it for 2007? This year we moved the Wednesday night TTs to Tuesday, and had a variety of events on Thursdays. Road T.T.s continued to be well attended. We've seen course records fall, including a sub 20 minute ride at Shallow Lake by Joe Chapel. And Lynne Vaughn-MacDonald broke the women's record. I had one or two PBs for the newer courses such as Epping and Walter's Falls. But the one we use as a "Yard Stick", Shallow Lake 15 Km keeps eluding me. My P.B. there is two years back. Even the sleeker hair cut didn't help. I should have known that. Lauren Fignon's pony tail cost him only eight seconds over three weeks. There's been healthy rivalry: Joachim and I keep trading positions at Waterfalls and Big Bay. Joe and Martin are usually within seconds of each other.

I took part in two of the Fast Group Rides (Annan North and Lincoln Park). Thursday was not a convenient night for me, so I didn't make it to any of the others. But I hear the events at Grey Roots were fun. I hope the organizers of those events will continue with them next year.

Thanks to everyone who organized rides, races and events. One thing, however, never seems to change and that's the core group of ride organizers and volunteers. Remember that anyone can lead a ride. You just have to announce it well in advance so Jason or Lynne can get it registered for insurance purposes. So if you have a favourite route or an idea for an event, please step up and share it with the club next year. Some suggestions: Sunday morning brunch runs (to Wiarton for example), morning training rides (for the retired and independently wealthy), slower, recreational rides (we have over 100 members – not all of them want to train and race).

The Owen Sound Triathlon wasn't exactly an O.S.C.C. event, but the club was well represented. Greg and his volunteers did a great job of organizing it and we can look forward to competing in future years. It motivated me to start running again (about six weeks before the event). Hopefully I'll keep that up through the winter.

Talking about keeping fit through winter... It was suggested that we get together in someone's basement for group home trainer riding. A few of us did it just once or twice, but it never really got going. Maybe that's something to think about for this winter. So who has a large basement, with a big screen TV, a bar and a Jacuzzi?

### Race Stats

You probably noticed all the features of [www.sportstats.ca](http://www.sportstats.ca) – the company that compiles the results for the Subaru Triathlon, Round the Bay, etc. You can sort the results by time, name and athlete's home city. You can filter out categories and genders. If you click on an athlete's name, it takes you to a list of every race (timed by sportstats) that they ever participated in. So, my project for the winter is to do something similar for our web site. The spread sheets are getting a bit unwieldy. And they

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are not easily sorted or filtered. I'm sure you'd like to list all of your previous Shallow Lake times to find the fastest. And women would like to be able to filter out all the men so they can see how they are doing against their peers. And Aussie Pursuit organizers need a quick way of finding this year's best times at a given venue. Some things I don't plan to do right away. For example races with "wave" starts and races with multiple legs (split times). I might be able to handle tandems (hmmm – two names for one start number?) and teams – we'll see. If you have any special requests, or suggestions, please let me know.

#### Answers to Last Month's Quiz

- 1) Yes
- 2) No
- 3) Not when the train is standing in the station
- 4) Maybe

## Left of Centre

by Tom Hakala

### Good Bye

Well, I think many of you who still read this newsletter knew that it was on the brink of extinction. As the season wore on, I began to realize that there was not much point in flogging what is, I guess, old tech. The straw that did it was when I tried to promote the Tom Thomson Trail Ride at the end of last month in the newsletter and received only one response, but when I sent an email reminder around I received a dozen or so responses.

The other shortcoming throughout this season was a general lack of participation by other members than myself. There were a few regulars, and I thank them for their contributions, but nothing like a few years ago when members regularly added their two cents to stories and ideas expressed in these pages. It was not that I minded that much doing a bit more work. It was fun. (At least as long as I knew that someone was reading it.) But I think that my opinion only goes so far and does not represent what all 120 of you feel should make up a good or interesting article.

So what happens next, do we drop the whole thing and forget it? Will someone else take over and try once more? Or will we try something new, innovative and more timely? I am proposing the latter.



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My wife recently took a course through her job on setting up a blog, and I thought that seems pretty simple to create and work on... why can't the cycling club do that? People can submit articles as they please and will not be tied to deadlines (I'm sure Jason would go for that!). Other members can make comments or add to the stories or advice on the blog. As events are thought up, we can post them on the blog. No need to wait until the end of the month.

This is what I am proposing. I don't know a great deal about creating blogs or any of the pitfalls, but if anyone does and cares to share them with me I would be glad to get some help. If you are interested send me an email at: thomas.hakal@sympatico.ca. Thanks and good bye.

### Tim Hill tries to Ditch his TT bike

Poor Tim was out for a pleasant ride a few weeks back and as he zoomed down Twentieth Street East, he noticed a car approaching the stop sign on 16th Avenue East. Tim thought he made eye contact with the driver as he came up to the intersection. I guess he did not. The boob pulled right in from of him. Tim swerved in the direction of the vehicle in an attempt to soften the inevitable blow. The car hit him and both Tim and his new time trial bike careened together into the huge ditch on the other side of the road. Ouch! Tim said he was sure he broke his back, but fortunately he did not. He luckily did not break any bones, but did get pretty banged up.

Tim is back on his bike again, but riding more cautiously. Maureen suggested that he get one of those orange vests with the big yellow X on the back, but Tim so far has opted for a rearview mirror and waving at cars it intersections. Sorry to hear of your misfortune, Tim.

### Movie Review

The first movie at the Tom Thomson Art Galley Movie Night was none other then "The Flying Scotsman" a biopic about the oddball former cycling hour world record holder, Graeme Obree. This was a British film through and through with excellent acting, along with a gritty and depressing story line.

Obree grew up in the entrails of typical grimy Scottish streets. Local bullies saw early on that Graeme was not a regular Scottish tuff-guy and would beat the crap out of him on a daily basis. When his dad bought him a bike

his life changed. Unfortunately, he did not escape the bullies in his mind, even when he became famous. Like Margaret Trudeau, Graeme was bipolar and had mood swings of extreme elation to total depression. Maybe because of this he looked at the world and cycling from a different perspective than most others. He built his funny bikes, (which even the Outspoken saw fit to make fun of back in 1994) and went on to win, lose it to Chris Boardman, then win again. The asses that were in charge of the world cycling body held nothing but contempt for this Scottish upstart and weirdo that did not follow the 'normal' cycling position and more importantly, did not buy high end equipment from large bicycle companies. In the end, he proved himself to be worthy of his feats.



The movie was both interesting and enlightening, with the only shortcoming being the lead actor's skinny legs.

Too bad there are no more issues to do movie reviews, because this month's movie was about French songstress, Edith Piaf. I think it was called Piaf Tonight.

### Provincial Time Trial Championships

Justin Zottl won gold at the Ontario Provincial Time Trial Championships. Justin finished the 15 kilometre TT in 24:09, good for first in boys 13-14 division. Jane Thomson finished second in the women's 17-18 division with a time of 25:05. Connor Musselman of Cremore took silver in the boys 10-12 division.

Mack Thomson was fourth in the boys 13-14 division, while Stephan LaForest was fifth and Jeffery Thomson finished 8th. Dylan Musselman posted a seventh in the cadet men's division, while Joe Chappell was eighth in the masters 40km. Ryan Murray was also eighth in the under 23 men's 40 km. event. Lynne Vaughan-MacDonald was fourth in the Master B women's 40km race and Mike Campbell came in 37th in the master B men's 40 km race.

### Stolen from the Sun Times Landis Loses Arbitration

The verdict said "guilty." Floyd Landis lost his expensive and explosive case Thursday when two of three arbitrators upheld the results of a test that showed the 2006 Tour de France champion used synthetic testosterone to fuel his spectacular comeback victory.

The decision means Landis, who repeatedly has denied using performance-enhancing drugs, must forfeit his Tour title and is subject to a two-year ban, retroactive to Jan. 30, 2007..

### And More Druggies

*Also stolen from the Sun Times*

Retired Canadian cycling champion Genevieve Jeanson has admitted that she used a banned substance during her competitive career.

Jeanson told Radio-Canada in an interview broadcast Thursday night that she took erythropoietin, or EPO, for several years before finally testing positive in 2005. She was originally given a lifetime ban by the U.S. Anti-Doping Agency, but she argued at the time that she never took the banned substance and the ruling was reduced to a two-year suspension.

"I knew it wasn't good but I got caught in an vicious cycle," she told the CBC's French-language service. "I didn't have the tools to get out of it." Her admission is a complete reversal from her earlier denials. Following the USADA's decision to reduce her suspension, Jeanson denied ever taking EPO or "any other banned substance."

Now she says she began taking EPO when she was 16 years old under pressure from her coach, Andre Aubut. Contacted by Radio-Canada, Aubut reportedly said the decision to use EPO was taken with Jeanson. The network says he then retracted his statement in a subsequent e-mail. Jeanson claims the competitive environment within cycling fosters doping.

### Not About Drugs but also Stolen from the Sun Times

**Desboro-area man completes 'ultimate ride'**

*by Mary Golem*

It was a gruelling test of both cycling ability and human endurance, a challenge Nathan Klages has conquered. Klages, a 31-year-old Desboro-area beef farmer, who also works as an agricultural marketing representative in Guelph, recently completed the 1,200-kilometre Paris-Brest-Paris Randonneur.

The world's oldest open road cycling challenge, held in France once every four years, takes participants from Paris to the port city of Brest on the Atlantic Ocean before returning to Paris along the same route. While no longer riding over dirt roads or cobblestones or using the primitive machines used by randonneurs over 100 years ago when the race was first established, the cyclists still have to face rough weather, endless hills and pedalling around the clock in order to complete the challenge in the 90-hour time limit. The limit, race organizers say, ensures that only the hardest randonneurs earn the prestigious PBP finisher's medal and have their name entered into the event's "Great Book" along with every other finisher going back to the very first PBP. Klages joined the elite group of cyclists who have met the challenge when he finished the Aug. 20-24, 2007 race in 83 hours.

"It was hard, really hard," Klages admits. "It took everything I had just to finish . . . but boy, did it ever feel good to cross that finish line." Not only physically gruelling - the first 24 hours he rode 450 km non-stop - the race was also mentally challenging.



"It was cold, rainy and windy the entire time," he said. "There were times I just wanted to quit . . . I had to re-focus, think positive, stay on my bike and keep going. It was hard, no doubt about that." Klages made his first stop - a three hour break to eat and sleep - 24 hours after the race began. He was back on the road at 3 a.m. and did another 360 km before sleeping for just over an hour. He tried to complete the remaining 450 km in one non-stop effort but admits he "got so tired I pulled over and slept in the ditch for a bit. I just wanted to do it . . . I had been training for it for so long and all I wanted to do was finish," he said, adding his neck muscles gave out near the end of the race "forcing me to constantly lift my head up so I could go on. It made for a long ride."

Not only did cyclists have to endure miserable weather, "there was also 30,000 feet of climbing over the 1,200-km distance," Klages said. "It was really hard on the legs and the knees." The Paris-Brest-Paris is a race meant only for amateur cyclists who enjoy the challenges of long-distance cycling. Friendly camaraderie, not competition, is the hallmark of randonneuring.

A total of 5,000 cyclists started this year's event. Carey Chappelle of Port Elgin, a member of Randonneurs Ontario, also completed this year's event. Thirty per cent of race participants eventually dropped out. Because of the difficulty of the PBP cycling challenge, cyclists are required to complete a series of four brevets (rides) in order to qualify. The traditional brevet series consists of 200-km, 300-km, 400-km and 600-km events, each with time limits of less than a day, except for the 600-km ride which has a 40-hour limit.

Klages, who has been serious about cycling since 2002, spent 45 days in the summer of 2003 biking 4,500 km from Ontario to the East Coast and back.

"When I first thought about going to France, the farthest I had ever gone on my bike in one day was 250 kilometres," he said.

Starting three years ago, Klages began building up his endurance. He spent most of his weekend hours cycling. Neighbours became accustomed to seeing Klages on his mountain bike, on country roads near his Desboro farm, even during the winter months. He realizes some of them "must have thought I was a bit crazy out there on my bike in quilted coveralls, mitts and a toque." Along with successfully meeting the obvious physical and mental challenges of the race, Klages said another memorable aspect of the event for him was the "incredible support" of people along the race route.

"Total strangers were out there, sometimes standing by themselves in the wee hours of the morning, cheering us on. What an incredible feeling that was," he said. With wedding plans to make in the next year, Klages plans to take some time away from cycling, but says he can certainly see himself trying another 1,200-km race someday. It was, after all, what he calls "the ultimate ride."

## Just Emil

by Emil van Dyjk

### Historical Society:

#### The First Mountain' Bike Race

Settle down you kids, Grampa's gonna tell a story. A long, long time ago, before we knew what the Inturdrnet was, a bunch of guys down in Caleefornyuh invented mountain' bikin'. Word of this great invention slowly spread across the land until it eventually reached all the way to Willieville, where a young feller heard the call and decided to get himself a mountain' bike. Bein' of good Scottish blood, he wasn't about to buy a new mountain' bike, no sirree. Buyin' a used one on E-buy wasn't an option either because, as I mentioned earlier, we hadn't heard about the Net yet. Furthermore, since mountain' bikin' hadn't been around that long, there probably weren't any used bikes around to buy anyhow. So, bein' the intrepid lad that he was, he decided to make himself a mountain' bike, usin' only the finest components he could lay his hands on. After much tinkerin' and foolin' around, he rolled his creation out of the basement for everybody and his kinfolk to look at. It was a sight, let me tell you.

The centerpiece of the whole affair was a custom-shel-lacked lead-pipe frame. Heavy duty touring wheels mounted with semi-slick Farmer Bill tractor tires put the power to the trail, and a one-off hand-cut cow-horn handlebar (upside-down road bar) with Universal brake levers provided precise steering control and ever-reliable stopping power. So beautiful to behold was this creation that it even had a name: the Junk Yard Dawg. Our hero quickly adapted to his new mode of transport, and could be spotted all over hither and yon, shocking the ladies and stampeding the livestock. Before long, though, he tired of his solitary pursuit and decided that what was needed for him and his beloved JYD was a spot of friendly competition.

So he called upon his cycling brethren in the Scenic City and informed them of a grand mountain' bike race that he was puttin' on, to take place at the famed and treacherous Whisperin' Pines. Our hero did his best to win, but had to settle for second to a Eurotrash whippersnapper who had the gall to use a production mountain' bike, not a handbuilt work of art like the JYD. But that's what it is to be a gracious host. Sometimes you got to let the little kids win. A total of thirteen lucky sportsmen came out to race that beautiful day, and they're still racin' today. THE END.

#### The TRUE Story

In response to Vic Michener's e-mail question about when the Whemmys began, I dug through an old photo album and came upon some pictures that tell a bit of the story. Martin Kerr did indeed organize a mountain bike

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race (as embellished above) on Saturday May 12th, 1991. That first race didn't have a name (perhaps we should call it "The First Race"), but it was held again the following year on Saturday May 9th.

No further historical record is available until April 23, 1995, when the inaugural Spring Fling took place. Actually, it was called the Suntrail Spring Fling in honour of the sponsor, Suntrail Outfitters. Does anyone remember the little fire-starter kits that were among the draw prizes?

Evidence of the Whemmys is a little harder to find. There may or may not have been a Whemmys in '95, but I'm fairly certain there was one in 1996. That would mean that this year's Whemmys were either the 11th or 12th edition. Time flies when you're having fun.

**Edit P.S.** I have also been diggin' in the archives and thanks to our intrepid co-editor who was able to dig through the files at the Outspoken South Headquarters. We came up with a few revelations in regard to the Whemmys.


The September 1995 issue of Outspoken had on it's



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last page, an entry form for... "The Western Hemisphere Mountain Bike Championships", 3 hour enduro, Whispering Pines, Hepworth, organized by M. Kerr, etc., etc. Could this be the first Whemmys? The September 1992 edition of this infamous rag contained a short piece by Mr. Kerr, promoting an Offroad Duathlon ("Bring your mountain bike and running shoes")

at Whispering Pines on September 27 of that year. The files for the years in between those memorable events are mysteriously missing. Could Ken Avery be correct when he observed late night flashlights and doors being pryed open at the Ski Trail work shed? Could this be... Whemmygate?!? *Ed*

## Whemmys 2007 Race Report

There was a lot of good racing at this year's Whemmys. Joe Dirt and Blue Velvet were unable to resume the duel they began in 2006, but some quality riders stepped in to take their place.

The feature bout saw Team Thomson roar out to an early lead over Late Entry, who humbly discounted their chances of overtaking the Thomsons. But, inch by inch, they clawed their way back and passed the erstwhile leaders to take the overall team victory by a single second. Another epic tilt featured Six Wheels against Spirits In The Sky. These two powerhouses swapped positions numerous times over the course of three hours. Entering the finishing loop for the last time, Six Wheels had the lead with their rivals glued to the back wheel. Out of sight of the cameras (and the crowd) Six Wheels lost their lead and Spirits In The Sky took an opportune win. What happened to Six Wheels? Only JZ can tell us, and he has been strangely quiet. Hmmmm.

The solo category also entertained the spectators, with Sennen Yapp and Doug Miller staging a valiant struggle. Sennen took the early lead but Doug gradually reeled him in, sometimes giving up the lead when taking one of his numerous lap-end pit stops, but prevailing over his fellow master by the end.

The cream of the crop though, was Jason Rody, who, despite the tremendous pressure to repeat as Solo Champion, rose to the occasion and defeated all comers. Not only did Jason beat all solo riders, he showed his class by besting all the teams as well.

## Whemmys Thank-yous

An event like the Whemmys cannot take place without lots of help. Thanks to Rebecca Hilts for registration and suffering in silence; Tom Hakala, Tim Koker and Arno van Dijk for marshalling; Rodina Koker for acting as Emergency Action Plan coordinator; Rich Fletcher for supplying the PA and Vic Michener for transporting it; Patty Marr for directing registrants and last-minute trophy making; Doug Miller for providing tasty good-

**Western Hemisphere  
Mountain Bike Championships**

SUNDAY, OCTOBER 1ST AT  
WHISPERING PINES, HEPWORTH  
START TIME: 2:00 PM SHARP


The Course - Murr Kerr is still working on it but told me to make a fast and not too technical.

The Goal - The Fossil. No need to try too hard. We just want to ride and have a good time.

The Competition - Teams from  
Crest 14, Deer, Jokers,  
The Dryden Pack and all  
other competitive mountain bikers  
in the area. That includes YOU!

Come out and have a good time. Challenge yourself and your friends. See if you (we) have what it takes. Find out what mountain bike racing is all about!! RACE INFO: 534-5729

Mountain biking in the fall is really cool and Hepworth is a good place because the trails range from easy to wicked, but there aren't any rocks or super-dangerous things. It will be lots of fun!



ALL COMPETITORS ARE ELIGIBLE FOR REGISTRATION AS COMPETENT MOUNTAIN BIKE RACERS

Category	Novice	Sport	Enduro
Female 14 & Under	1 Lap - 2 Laps	1 Lap - 2 Laps	1 Lap - 2 Laps
Female 15 - 18	1 Lap - 2 Laps	1 Lap - 2 Laps	1 Lap - 2 Laps
Female 19 - 24	1 Lap - 2 Laps	1 Lap - 2 Laps	1 Lap - 2 Laps
Female 25 - 34	1 Lap - 2 Laps	1 Lap - 2 Laps	1 Lap - 2 Laps
Female 35 - 44	1 Lap - 2 Laps	1 Lap - 2 Laps	1 Lap - 2 Laps
Male 14 & Under	1 Lap - 2 Laps	1 Lap - 2 Laps	1 Lap - 2 Laps
Male 15 - 18	1 Lap - 2 Laps	1 Lap - 2 Laps	1 Lap - 2 Laps
Male 19 - 24	1 Lap - 2 Laps	1 Lap - 2 Laps	1 Lap - 2 Laps
Male 25 - 34	1 Lap - 2 Laps	1 Lap - 2 Laps	1 Lap - 2 Laps
Male 35 - 44	1 Lap - 2 Laps	1 Lap - 2 Laps	1 Lap - 2 Laps

Name: \_\_\_\_\_ Phone #: \_\_\_\_\_  
 Category: g. Jr. Sport) \_\_\_\_\_ Participant's Signature: \_\_\_\_\_ Sex (Circle One) F \_ M \_  
 Date: \_\_\_\_\_ Parent or Guardian's Signature (if under 18): \_\_\_\_\_  
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ies; Bob and Paula of St. John Ambulance for medical first response; Fred Scheel for sorting out electrical bugs; Didier Perin and Ed deLaplante for tear-down assistance; Tim Koker again for sign collection; Shane Jolley of Alternative Wheels, Steve Kearns of Mark's Work Warehouse and Thanita Adams of Dirt Rag for sponsoring prizes and swag; Reg MacDonald and Lynne Vaughan MacDonald of Baywest Toyota for sponsoring the number plates; Jack Roderickson for prizes and radios; Anton van Dijk for radios; and probably a few other people who helped out in ways that I can't remember.

Also, thanks especially to everyone who put their money down and entered the race. Without racers there are no races.

## The Future of the Whemmys and Spring Fling

My main objective in organizing the Spring Fling and Whemmys Enduro this year, besides raking in gobs of filthy lucre, was to increase the level of competition by enticing non-OSCC members from outside the area to take part. Sadly, this did not occur. It could be due to lack of marketing, but back in the mid-90's I didn't do much promotion and people still came; or it could be that there are more events on the calendar these days and Golden Horseshoe residents no longer have to travel to distant Hepworth to race.

Compounding the lack of "foreign" competition is the cost of holding a sanctioned race. The vast majority of revenue is used to pay insurance, sanction and levy fees. I had been warned of this fact, and I was aware of the risk, but I thought it could be overcome. Obviously I had to learn the hard way. Between the Spring Fling losing a little money and the Whemmys earning a little, I broke even. Not a stellar business model.

Perhaps it is possible to grow these races into something big, or it might be best to return them to OSCC club races. If anyone has any opinions they would like to share on this subject, please share your thoughts. I'm not sure how to proceed.

## Valley to Village MTB Race, Sept. 15

This 60km romp from Beaver Valley Ski Club to Blue Mountain would have been a tough race under good conditions, but heavy rain and cool winds made it an epic. Two climbs up the escarpment to get warmed up, then lots of goeey, sticky singletrack punctuated by stretches of dirt road was the order of the day.

Congratulations to Scott Thomson for finishing second overall (first master), only two minutes behind the winner. Kudos also to the locals who all finished: Rich Fletcher, Doug

Miller, Ian Miller, Didier Perin and Emil van Dijk.

Prior to the race it was thought that the winning time might be around two and a half hours. In fact Scott finished in just under three and a half hours, with the rest of us much further back. The last finishers came in at six and a half hours!

## Conclusion della Interclubbe

by Michele Hodginsini

Saluti!!! Long time no scriva. I had originally meant to provide updates after every race. But, we all know that the Appian Way is paved with buone intenzioni. I'm sure that you've all been wondering about my progress in the quest for swarthisness and passione. Well, thanks to my persistence (i.e. just showing up) I managed to accumulate enough points to place 10th overall in the series. The proceeds from fairly good turnouts combined with the generosity of Bikeland in Barrie allowed excellent prizes to be claimed well down into the mid 20's. Unfortunately, the Fasso Bortolo (a vintage Italian team) jersey was snapped up before it was my turn to pick. I did manage to score some pretty spiffy sunglasses – reminiscent of Tifosi Forsas. I think that they make me look somewhat Latin. Cath is still trying to find the Italian word for "goofy".

Anyway, it was another great season. I'm still duking it out with the same guys. They're still ten years my senior. I keep hoping that they'll slow down, since I don't seem to be speeding up very much.

There were a couple of very memorable moments. The Oro short course proved to be a cool and somewhat soggy affair. The damp conditions made for a more temperate pace. As a result I was able to stay with the big bunch. The hiss of the tires on the wet roads and the



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occasional road spray in the face made me feel like a real bike racer. Chuck Berry's "Maybellene" started playing over and over in my head – especially the part about "The rain water blowin' all under my hood, I knew that it was doin' my motor good..." I was able to hang on right to the end. My positioning for the sprint finish was brilliant. Unfortunately, my visions of Cippolininess were quickly shattered as I managed to launch myself off the back a couple of hundred metres before the line. Still, for once I got to actually see the finish. Just being that close is enough to keep me coming back. The water sloshing around inside my frame for the next two was an audible reminder of a really fun day. Thank goodness carbon fibre doesn't rust. But, for that kind of money you'd think that they'd put a drain hole in it somewhere.

The other unforgettable experience came shortly after the start of the Giro d'Epping. Having watched Le Tour on TV for many years, I've seen lots of crashes - speeding bikes suddenly going down leaving their riders sliding along the tarmac. I've always wondered what that feels like. Well, I got to find out.

It was a perfect day – brilliant sunshine and not too hot. Group 2 was just settling into a nice clockwise double pace line. We had gone a couple of kilometres up the road and with the slight downhill were clipping along at about 45 kmh. I was at the very back and had just moved over to the fast side when Chris - in front and to my right - suddenly started drifting over towards me. The reason for this remains obscure. However, years of not making any sudden moves in the close quarters of a pace line left me paralyzed. I didn't brake nor was I able to swerve very much to get out of his way. Time seemed to slow down. My brain became a detached observer, content to simply watch the crash unfold. Chris went into my right side and took us both down. I then found myself skidding along the pavement in my Lycra at 40 kmh. It wasn't nearly as bad as I had expected. Being at the back of the pack meant that no one else ran over us. Also, we stayed on our side of the road which meant that oncoming traffic wasn't a problem. I fared remarkably well – sustaining only some goodly abrasions to my right knee, hip, elbow and shoulder. My jersey was toast. Amazingly, in spite of wearing a 10 cm hole in the skin of my hip, my shorts remained intact. More importantly, my bike was unscathed. Chris didn't get off quite so lightly. He looked like he had landed on his face and was a little bit unconscious. One of my fellow paysans, Mark, came back to help. A couple of cars stopped and an ambu-

lance was summoned. Chris slowly came around and we were able to move him out of the small puddle of blood from his nose, onto the side of the road. We watched the succession of groups 3 through 5 zooming by. It's pretty impressive. Those bikes go fast! Chris was doing OK by the time the paramedics arrived. He was alert and sort of oriented, but completely lacking in short term memory. He was taken to hospital in Meaford. The facial wounds proved to be fairly superficial. Ultimately, aside from the concussion, his most serious injury turned out to be a broken little finger. He was back in the saddle again three weeks later at the series final at Moonstone. Getting back to Epping, Mark and I decided that to paraphrase Yosemite Sam, "I paid to do a bike race, and I'm a'gonna do a bike race!!!" We rode the course backward until we found our compadres. For some reason - likely a combination of the endorphins from my bumps and scrapes and the fact that I didn't ride a good chunk of the first lap - I felt GREAT. The main bunch caught us part way into the second lap. I ended up taking a number of serious pulls at the front. It was awesome – roaring through Clarksburg with thirty bikes behind me. I was Sandy Casar, the heroic, road rashed (courtesy of an encounter with a dog) winner of Stage 18 of this year's Tour. I was Robbie McEwen. I was Superman. At least until I dropped my chain on the penultimate climb. Unfortunately, I had to dismount to get the chain back on. I watched the pack zoom away over the top of the hill, taking my dreams of glory with them. It's always impressive, how fast they disappear. Mark had fallen of the back a bit, so he picked me up. We made a half-hearted attempt to claw our way back on. The gap was already several hundred metres, and we were unable to close. Who were we kidding? Those were the Interclub Cycling Gods and we are just the mere mortals with whom they toy. It was still a beautiful day for bicycle riding. After the final 4 km climb I crossed the finish line somewhat battered and bloody and feeling like a real bicycle racer. As a ski instructor once told me: "It's not really the nice days that you remember, it's the epics ... the somewhat nasty, hairy ones." You know, he's right.

Anyway, enough about me. OSCC's participation in the Series was pretty reasonable – especially laterally due in no small part to the efforts of David Starrs. Rather than write the occasional article, and whine about poor turnout, he actually phones people and arranges car pools etc. Thanks David. The final results are posted on the Newmarket Eagles web site. The Murawsky brothers were quite consistent – using my approach and going for participation points. Martin seems to have opted for the opposite. He rose from the dead to appear at the last two races and scored a fourth and a second. So, after riding only two of six races he accumulated enough points to place eighteenth overall! Emil once again took The Pledge part way through the season and tried to hang up his shootin' irons. However, his bike didn't sell and he just couldn't stay away. He had solid finishes and big smiles at both Epping and Moonstone. David Starrs' reward for his hard work at getting us out to race appears to have been all for naught. The final standings have missed his fine finishes at Epping and Moonstone. If those had been included, he'd be up there in the standings with Emil. The ever-mysterious, fellow Group 2er, Bert Hack was also a model of consistency.





He ended up as OSCC's second highest finisher. At Moonstone he made an inaugural ride on a brand new bike. The way he went up those hills makes me wonder if it has a motor in there somewhere. I think that I'll be in serious trouble next year. Speaking of trouble, young Mack Thomson took a day off from his mountain biking to put in an appearance at Epping. It was his first road race. He still managed to finish number one in his group. I'm hoping that all of you mountain bikers and time triallers will stay away or I'll never get any more loot.

So, that's all of the Interclub News for 2007. I'm already looking forward to next year. The training program has started - lots of pasta, practicing my Italian by reading the labels on the bottles of cheap Chianti and watching Bugs Bunny in "The Rabbit of Seville". I'm also thinking of getting my leg hairs transplanted onto my wimpy chest.

Abbia un buon inverno. Riguardi, Michele

# Results

## 04/Sep Walters Falls 30K

1	Joe Chappell	43:33	41.33	
2	Martin Kerr	43:34	41.32	00:01
3	Mike Campbell	48:30	37.11	04:57
4	Fred Zottl	51:06	35.23	07:33PB
5	Doug Miller	51:27	34.99	07:54
6	Trevor Stokes	53:38	33.56	10:05
7	Joachim Ostertag	53:55	33.38	10:22PB

## 04/Sep Walters Falls 15K

1	Scott Thomson	22:46	39.53	PB
2	Jason Rody	23:56	37.60	01:10
3	Justin Zottl	24:14	37.14	01:28PB
4	Mack Thomson	24:51	36.22	02:05PB
5	Joe Lehmann	25:32	35.25	02:46PB
6	Jane Thomson	26:39	33.77	03:53PB
7	Stephen Laforest	26:41	33.73	03:55PB
8	Susan Avery	27:30	32.73	04:44PB
9	Amy Nicol	29:09	30.87	06:23
10	Jeffrey Thomson	30:29	29.52	07:43PB
11	Chris Laforest	32:05	28.05	09:19
12	Lindsay Avery	33:25	26.93	10:39

## 04/Sep Walters Falls 10K

Robert Starrs/David Starrs	23:36	25.42
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Timers: Mary and Scott Thomson

Conditions: calm, cool, and beat the rain; 21 riders; great ride by Stephen LaForest!; welcome to young Robert Starrs

## 13/Sep MTB TT - Whispering Pines

	Lap 1	Lap 2	
1	Jason Rody	14:52	29:57
2	Emil van Dijk	14:40	30:09 00:12
3	Sean Calhoun	14:59	30:34 00:37
4	Brian Radbourn	15:16	31:36 01:39
5	Dennis Dalton	15:50	32:26 02:29
6	Mack Thomson	15:54	32:46 02:49

7	Scott Burgess	17:32	33:18	03:21
8	Jane Thomson	17:36	34:46	04:49
9	Vic Michener	18:21	37:17	07:20
10	Arunas Liskauskas	18:44	38:23	08:26
11	Ed DeLaPlante(Late)	22:32	40:48	10:51
1	Scott Thomson	14:39		
2	Dj Perrin	16:39		02:00
3	Steven Naejiwan	21:46		07:07
4	Lindsay Avery	22:18		07:39
5	Storm Johnson	34:42		20:03



## 18/Sep Shallow Lake 15 Km

1	Martin Kerr	20:32	43.83	
2	Scott & Mack Thomson	21:35	41.70	01:03
3	Greg Nicol	22:37	39.79	02:05
4	Jason Rody	22:57	39.22	02:25
5	Dennis Dalton	22:58	39.19	02:26PB
6	Sean Calhoun	23:05	38.99	02:33PB
7	Emil Van Dijk	23:30	38.30	02:58
8	David Starrs	23:54	37.66	03:22
9	John Elvidge	24:10	37.24	03:38PB
10	Trevor Stokes	24:47	36.31	04:15
11	Doug Miller	24:52	36.19	04:20PB
12	Jenn Wardell	25:08	35.81	04:36PB
13	Joachim Ostertag	25:22	35.48	04:50PB
14	Don Taylor	25:36	35.16	05:04
15	Anne Lyddon	25:37	35.13	05:05PB
16	Stephen LaForest	26:58	33.37	06:26PB
17	Jane Thomson	27:10	33.13	06:38
18	Emese Stokes	28:09	31.97	07:37
19	Jeffrey Thomson	28:36	31.47	08:04PB
20	Amy Nicol	28:45	31.30	08:13
21	Richard Askwith	28:48	31.25	08:16
1	Robert Starrs 10K	22:39	39.74	02:07

Timer: Mary and Scott Thomson, with Tom Hakala assisting  
Conditions: 24°C and SW Breeze; 23 riders; 9 end of season PB's; welcome to Don Taylor

### Want Ad

Vintage Edwins hand-built TT bike. \$400.00 or best offer.  
John Brown at: jab-rae@sympatico.ca or 519-372-2505



# 2007 Whemmys Enduro

Sawmill Trails, Hepworth ON  
Sunday September 23rd

Sponsored by Jolley's Alternative Wheels,  
Mark's Work Wearhouse, Dirt Rag Magazine  
and Baywest Toyota.

One Lap = 5.5 km

Team Category (Combined Team Age)  
Under 50 Female

1st Dream Catchers (Abby Jones, Shania Squires, Jessie Stanish) 8 laps in 3:22:20

Under 50 Male

1st Six Wheels (Jeffrey Thomson, Avery Vreugdenhil-Beauclerc, Justin Zottl) 10 laps in 3:06:55  
2nd Fast Foxes (Cody Campbell, Elwood Jones-Watkinson, Steve Nadjiwan) 8 laps in 3:20:10  
3rd Nawash Warriors (Dakota Cutting, Kirk Jones, Wolf Squires) 8 laps in 3:26:00  
4th Northern Drummers (Storm Sandy Johnston, Kaplie'l McDonald, Kristian Stanish) 6 laps in 3:23:30

50 – 100 Male

1st Late Entry (Greg Nicol, Brian Radbourne, Jeff Wardell) 12 laps in 3:10:40  
2nd Spirits In The Sky (Andrew Debassige, BJ Paul, Murray Ense) 10 laps in 3:06:47

101 – 150 Male

1st Two Wheel Junkies (Dennis Dalton, Jamie Robinson, Jason Robinson) 11 laps in 3:07:00  
2nd Well-Hung Doors (Didier Perin, Stu Manwell, Patrick Walsh) 10 laps in 3:01:27  
3rd Broken Spokes (Ed deLaplante, Arunas Liskaukas, Mark McGee) 10 laps in 3:18:50

151+ Male

1st Two Freds with Mike (Mike Campbell, Fred Scheel, Fred Zottl) 11 laps in 3:04:20  
2nd Improv3 (Fred Kozlo, Vic Michener, Jim Wadleigh) 10 laps in 3:19:11

Open Mixed

1st Team Thomson (Jane Thomson, Mack Thomson, Scott Thomson) 12 laps in 3:10:41  
2nd Friends of the Cape (Joanne Cameron, Phillip Davies, Matthieu Pocard) 8 laps in 3:03:24  
3rd Nawash Mi'ingens (John Cameron, CJ Hussin, Jack Nadjiwan) 8 laps in 3:08:10

Solo Category

Junior Male

1st Taylor Pieprzak      Barrie, ON      11 laps in 3:07:48

Senior Male

1st Jason Rody      Owen Sound, ON      12 laps in 3:08:25

Veteran Male

1st Doug Miller      Durham, ON      10 laps in 3:12:58  
2nd Sennen Yapp      Collingwood, ON      10 laps in 3:21:19



# Underground Railway Adventure

by Bill Van Wyck

I remember the conversation clearly. “You want us to drive all the way to Buffalo, then cycle back to Owen Sound via Collingwood camping out every night and pay \$US699.00 for the privilege?” It wasn’t quite the response I was looking for, but at least he wasn’t saying “no”. “He” is Ron Jacques, my cycling buddy and great friend from Bracebridge, and the response came as a result of my desire to join Adventure Cycling (AC) for their inaugural Underground Railway Celebration Event (UGRR) as they pedalled “the final leg of the path to freedom” from July 30th to August 6th, 2007. I persevered by noting that it was seven days, only 440 kilometres, and rated a “beginner+”. I also argued that this event would be a wonderful opportunity to meet 80 people from different racial and cultural backgrounds who shared a common interest in cycling – a perfect mix, I persisted.

Ron relented and on Monday, July 30th, with the kind help of Reverend Ralph Schmidt who drove my car back to Owen Sound, we found ourselves surrounded by cyclists registering at Nichols School in Buffalo, NY. Serious changes in the ride had occurred in the two months since sending in our deposits. Most notably the number of riding days had fallen from seven to a little over four and the number of kilometres had increased to over 500. It was no longer a “beginner+” ride. Oh well, in for a penny, in for a pound! There were also 89 riders, but only two Canadians – us!

Over dinner we listened to a host of experts on the Underground Railway who Adventure Cycling had invited to speak. For most of them, the UGRR was a passion, and seeing so many wanting to share their passion was extremely heartwarming. The most interesting speaker was Anthony (Tony) Cohen, who has walked several different UGRR routes from Mobile, Alabama to Ontario. No, that is not a typo, he has walked several thousand kilometres over the years retraced the steps that slaves made along waterways and rail lines to churches and Quaker sanctuaries. And we thought cycling 500 kms was going to be tough!

At 05:30 the next morning we were breaking camp and heading over to the hall for breakfast. It was the first of five beautiful sunny days as we left in a group so that we could all cross the Peace Bridge into Canada at the same time. AC had done an excellent job of organizing the border and all of us cleared customs in a matter of minutes. Soon we were cycling along the Niagara River Recreation Trail past the falls then up to Niagara-on-the-Lake where we joined Lakeshore Road that took us into St. Catherines then a few hills and a bit of gravel and we were at our campground in Jordan Station. We had cycled 105 kms, a few more than the rest, as we had detoured to Creekside Estate Winery to purchase some before-dinner beverages for our newfound friends. We heard the first of many “heat warnings” after dinner at our map meeting and that AC was adding sag stops the next day for our benefit. A great day cycling, a bit of wine and a good meal – sleep was not long coming!

Up again at 05:30, we packed up quickly and headed on our way. I do not do “heat” well, and I wanted to get as much of the journey completed before I melted under the sun. Unfortunately, this was the day from Hell as we cycled 137 kms through the heat (45 C with the humidex) and smog



Top: UGRR group ready to go.  
Centre: Trying the Tom Thomson Trail.  
Bottom: Sheffield Museum quilt.

from Jordan Station to Milton up and down the escarpment through Hamilton, Ancaster, Dundas, and Waterdown before climbing yet once last time to Kelso Conservation Area for the night. A long swim in the lake, some food, another swim, then off to bed but not before getting our second “heat warning” during our map meeting. By this time many Americans were revising their concept of Canada being the land of ice and snow!

Up at our regular time, today was to be a beautiful 111 kms cycle from Milton to Primrose though Georgetown, the Forks of the Credit and Atton. A chunk of it would be on the beautiful Caledon Trailway, and I looked forward to getting off highways for a spell. The air was better but the temperatures persisted and by lunch, it was much the same as the day before. I had been looking at the map elevations and noticed that just after lunch we had a significant hill so I made sure I hydrated well before starting off. The hill is someone’s sick idea of a joke. It was a bit daunting from the bottom as it looked like about three 9th Street West hills in a row, but you could see the clearing at the top, so into the granny gears I went and peddled and peddled and peddled only to get to the “top” to find that the clearing was for the hydro lines, and the road turned to the left and continued up another 500 metres. Ron and I had agreed that we would not walk, nor use the sag wagon on this ride, so up I went the balance of the way. Needless to say, the pool felt great that night, as did the sleeping bag.

Our last full day of cycling took us 103 kms from Primrose to Craigleith Provincial Park via Dundalk, Maxwell and Collingwood. This was a great day as the hot weather had broken and we could really enjoy the scenery and the ride. I jokingly warned several of the riders to remember that the great blast down Pretty River Road and the 10th Concession into Collingwood was what we’d have to go up the next morning to get to Owen Sound, but I don’t think it registered with them until the next morning when they started up Grey Road 40! That night at our map meeting we found that AC had made a mistake and that the Owen Sound Homecoming parade was at 10:00, not 11:00. AC wanted a good turnout for the parade, so they offered to sag as many riders as they could to Owen Sound in time for the parade. Ron and I had made a pact and even though we really wanted to be part of the parade, we really wanted to say we’d cycled the whole route. C’est la vie!

Shortly after five the next morning I heard Ron move. “You awake?” I asked quietly. “Yes,” came his reply. “Want to pack up and leave now to make it to the parade?” I inquired hopefully. “Let’s go!” was his reply, as we raced to break camp, pack up our belonging and head out on the 64 km ride back home. By the top of Grey Road 40, we calculated that we were still tight to make it to Owen Sound in time. Just then, Bruno, a university student that had ridden with us on and off, sprinted up over the hill and soon we were a three-bike pace line of touring bikes, complete with panniers, as we raced back to Owen Sound arriving in lots of time for the parade.

In summary, AC knows what they are doing. They have scouted out excellent routes that make their maps a real asset to the cycle-tourist. The only negatives to the trip were beyond their control – heat and air quality. What they could control, they controlled well by using excellent people who knew their jobs.



*Editors: Trevor Stokes & Tom Hakala • Thanks to this month’s contributors: Jason Rody, Emil van Dijk, Scott Thomson, Tim Koker, Fred Zottl, Bill Van Wyck, Mike Hodgins, Mary Golem, Sun Times Staff*