



EBC Bikewriter

September 2004

The Evansville Bicycle Club Newsletter

Tour de l'Abitibi by Jesse Neithammer

Tour de l'Abitibi? What is that you ask? Well, it is a 7-day race with 9 stages for 17 and 18 year olds in Val'dor, Quebec. I was able to qualify for this international stage race by attending the Midwest Regional Junior Cycling Camp. There they selected 6 riders to represent the Midwest region in Tour de l'Abitibi.

At the camp there were a series of time trials each day. The first set of time trials consisted of three, 3-kilometer time trials. The next set of time trial was a 20-kilometer course. The last 2 time trials were 10 kilometers that went up a nasty 5-kilometer climb. At the end of the camp, I was the second person selected to go the l'Abitibi. It was a rush to get ready for this race that was 3 weeks later.

The first day consisted of a 7-lap crit around a 1- $\frac{1}{2}$ mile course. This race was not for the general classification, just a publicity race to start off the week. The winner of the first, third, and fifth lap won 100 dollars. On the second, fourth and sixth lap they pulled the last ten riders to cross the line, not including they pulled any dropped riders. The winner of the last lap won 200 dollars. It was an unbelievably fast paced race.

The second day started off with the first stage that counted for the overall classification, a 17-kilometer team time trial. Each team has six riders to start with, except for us because one rider was unable to make it to Canada. Also, all the other teams have rode together before this race, which we had not. Considering all these disadvantages, we had a great team time trial. We finished with all five guys and had a good time for us. We did get last place, but only by two seconds. None of us were upset that is was last place; we were all very pleased with our result. Later that evening, it was the second stage, a 25-lap crit on a difficult 1- $\frac{1}{2}$ mile loop. I finished the race, and that is something to be proud of. My max speed that day was just under 50 mph, which was done is a 52 tooth front chain ring and a 14 tooth rear. I was hitting cadences that I never thought were possible.

The third day was finally a road race, what I had been waiting for all week, which was only two days, but felt like forever. It was a 116-kilometer race, the longest distance we would race all week. The race started off fast and very sketchy; there was a crash when the race was still neutral at 1-kilometer into the race. Unfortunately, I was involved in a pile up at about 20-kilometers into the race, which caused me to be off the back for the whole rest of the day. I didn't get any road rash or harm my bike, just banged up and lost the peleton. At around 70-kilometers, the riders involved in the crash finally formed a group of 20 people, which together, we were able to make it to the finish before the time ended and we would be disqualified. We finished just under 20 minutes behind the main field that day. We got into town and finished on three laps of the crit.

The fourth day was the only taste of bad weather we had all week. It had rained in the morning so it was wet and humid for the individual time trial. It was a 12-kilometer course that started in an old gold mine. We had five minutes to warm up on a stationary bike, then five minutes to go to the bathroom and do other things to get ready, and then five minutes to warm up on our own bikes on our trainers. We started in the mine and had to climb the longest 300-meter climb that I have ever climbed. The climb started off around about 6% and ended up hitting 17% in some places. Everyone started in their little chain rings. When I reached the outside, it was so humid that my glasses fogged up and I couldn't see where I was going, so I had to take them off and stick them in my jersey. Later that day we had an 80-kilometer road race in wet and rainy conditions. This was the first day that my legs felt halfway decent, I had been having a bad week. I was able to get up with some attacks and get into the action instead of hanging on the back for dear life. We got into town and finished on six laps of the crit.

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INDIANA BIKEFEEST

REMINDER

**Indiana BikeFest 2004 - National Rally of Bicyclists
Jasper, IN September 3-6, 2004**

Henderson's "Pickin & Pedalin" Tour

E.B.C Members:

My sincere thanks for your help and participation in Henderson's first "Pickin & Pedalin" tour. I was thrilled to see all the E.B.C. jerseys show up the day of the ride. The guidance and support from your organization was critical to our undertaking. I want to particularly thank you for sharing your mailing list and for the guidance provided by David Heng.

Other than being overwhelmed by walk-up registrations (we'd planned for 50, not the 175 we experienced), we've received, for the most part, positive comments about the ride. I'd appreciate hearing any suggestions on improvements from those who participated in the tour. Please feel free to e-mail me your comments at jtalbert@cityofhendersonky.org.

Again, my thanks.
John Talbert

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" The optimum number of bicycles owned by one person can be described mathematically as $n+1$ where n is the number of bicycles currently owned"

Submitted by Brian Esche
seen recently in an internet news group

Last month, I included John Bennett's links. It should have been only the bike racing link.

Bike Racing Web: <http://home.insightbb.com/~xibike>



Highlights of the Nova Scotia Lighthouse Tour

By Vicky Ashworth, Linda Clemmer, Opal Gardner, Hope Rold, Janet Robertson

On Thursday, July 15, Vicky Ashworth, Linda Clemmer, Opal Gardner, Hope Rold and Janet Robertson, flew to Portland, Maine to do the Nova Scotia Lighthouse Tour. We boarded the Scotia Prince Ocean Ferry on Friday evening for an overnight cruise to Nova Scotia. Opal survived the overnight cruise best as she stayed in the casino all night. We got off the ferry Saturday morning and bike 54 miles to Barrington for the evening where the local Curling Club prepared lobster and steak dinners for us. Vicky had wrestled with a whole lobster dinner the day before in Portland so declined to repeat the experience.

Sunday was a beautiful day with a 68 mile ride to Liverpool.

It started raining around 1:00 a.m. Monday morning and continued to rain all day. We broke camp in the rain with me (Janet) the winner for the most water in a tent (we're talking inches). After breaking camp, cking in the rain and stopping for breakfast, we passed a Chevrolet dealership in town where we hired a fisherman from Prince Edward Island to take us to the next town of Bridgewater.... and it was still raining. We called and got rooms at a beautiful old inn with great food and whirlpool tubs. Life is GOOD. We rode two miles on Monday, spent the rest of the day in Bridgewater shopping and eating. Four riders crashed that day with broken hands, arms, fingers and black eyes.

Tuesday, Hope got us rides in a couple of police cars from our inn down to the shipyard campgrounds, we rode from the East coastline through the valley to Middleton on the West coastline. By this time, we have a reputation due to renting a truck to haul us through the rain on Monday and arriving at the campgrounds on Tuesday in police cars. Jonathon Weinzapel's cousin from Florida was on the tour and he is going to report us to the Mayor.

Wednesday was a scenic ride to Annapolis Royal, a very historic town with a great waterfront and beautiful historic gardens that we toured. Linda also took the graveyard tour that evening.

Thursday, we visited Bear River, a fishing village on stilts with lots of craft shops, and stayed all night on the ocean at Belliveau Cove, where the French Arcadian residents prepared us dinner. We had live entertainment afterwards.

Friday, we biked back to Yarmouth, Nova Scotia where we boarded the ocean ferry on Saturday morning for a day trip back to Portland.

Overall, the scenery was spectacular riding along the ocean coastlines. Georgeous flowers were everywhere along with quaint, colorful houses. We visited lighthouses and beautiful old churches. We met a lot of interesting people from all over the United States and Canada. It was a great trip with five fun gals.

Our Trip to Canada with a BIG THANK YOU
by Jim Neithammer

Extra shifters, brakes, derailleurs, tires, tubes, chains, cassettes, wheels, bottom bracket, cables, road bike, time trial bike, energy bars, gel packs, water bottles, and more are some of the items we had to pack for a weeklong race, as was the Tour de l'Abitibi. We also took my bike, not only so I could do some riding, but so we would have an extra bike and parts if needed.

It took 21 hours, 1200 miles one way, driving two days to get to Val-d'or Quebec, pronounced VAL-Door, K-Beck, where the race has been held for 36 years. We shared driving duties and the trip was trouble free. At the Ambassador Bridge, going from Detroit into Windsor, we exchanged some of our American money for Canadian money. We received 126 dollars Canadian for every 100 American. When we filled the gasoline-tank up in Canada, it took about 65 Canadian dollars, which comes out to about 45 American dollars. The gas prices there are around 89.9 cents a liter. We used the credit card on most all purchases except food. We did this because the credit card company converts the bill back to American money so we get a fair exchange.

As we neared Quebec, we kept seeing more and more French, and when we entered Quebec all English disappeared. Most of the people there can speak and understand English. The main problem for us was that we couldn't read the menus or some of the road signs, so we asked a lot of questions.

We had a great experience, and it's possible we could do it again next year. Jesse and I would like to thank the Evansville Bicycle Club and give a personal thanks to the following members for their donations and support: Matt Barker, Sam Titzer, Bob Willett, Graig Watson, Ronnie Lee, Hope Jenkins Rold, Greg Roeder, John Bennett, Gary Gardner, Dave Conner, Dave Ashworth, Dan May, Larry Myles, Kyle McClain, and Curt Jones.

[Continued from page 5] Tour de l'Abitibi

The fifth day was a 90-kilometer road race. At about halfway through the race, there was a very big crash and I was able to get on the better side of it, which separated the field but put me in the first group on the road. I felt good that day also and was able to get up there with all the attacks and get into the action again. There even was one point where I thought a break I was in was going to get away. We got into town and finished on eight laps of the crit.

The Sixth day was a lot like the fifth day. It was a 115-kilometer road race and again, about halfway through the race there was a big pile up and I was able to go around it and latch onto the first group on the road. Again I felt good and got up there in the action with all those future pros. We got into town and finished on 8 laps of the crit.

Finally there was the last day, and it was all over. It was a 35-lap crit on that course we had been doing all week. This was the day that the pressure was gone, and all I needed to do was finish because I was in no position for overall position. This race wasn't as fast as they had been all week, but it hurt just as bad because we had a lot of miles on our legs. Later that night, they had finishing ceremonies and they threw a huge party for all the racers downtown.

Overall, I got a taste of reality and realized how fast those Europeans really were. My dad and I had a great time and enjoyed ever minute of it. We hope to get the opportunity to race in the race next year. It was a very difficult week and it hurt worse than anything I had ever felt before, but I would not trade the experience for anything else.

EBC Bikewriter

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The Evansville Bicycle Club, Inc.

New Membership and Renewal Application 2004

Name _____ Age _____

 Address _____
 City _____ State _____
 Zip _____ Phone _____
 E-mail Address _____
 Signature _____

Individual \$12
Family \$20 +
\$1/child

Release of Liability

Evansville Bicycle Club, Inc. is organized for sole purpose of providing it's members with notification of central meeting points and times. Members freely elect to ride together as a group, following a route of choice. In signing this form for myself and/or my family members I understand and agree to absolve EBC, Inc. and it's organizers or sponsors for all blame for any injury misadventure, harm loss or inconvenience suffered as a result of participation in any ride or activity associated with or sponsored by the EBC, Inc. I further understand that I, as an individual am responsible to abide by all traffic laws and regulations governing bicycling and take full responsibility for my actions.

Make Checks payable to: Evansville Bicycle Club, Inc.

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