



B.C. RANDONNEUR Marathon Bicycling



Founding Member 1983

The Newsletter of the C.B.C. Randonneur Section

1994 - Issue 1, February

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1000 Vancouver:

Your Name Here, contact Dierdre to volunteer

FROM THE CHAIR

Just a few words at the beginning of a new cycling season. I assume that all of you made promises to yourselves to get into better shape by spending more productive time on your bike. By productive time I mean time spent that will improve your overall fitness. If you don't know how this is done, Ted Milner is putting on a fitness workshop at the SFU downtown campus on March 12. This is well worthwhile attending since those doing the lectures are all professionals in their particular field.

The construction of the Randonneur bicycle trailer is progressing and should be ready for the trip to the Seattle bike show and the Chilly Hilly at the end of February. It has the following features:

- Steel frame with a lockable aluminium body.
- Gull wing doors on both sides to facilitate loading and unloading. These will also provide protection from the weather for the volunteers when the trailer is used as a control point.
- Tandem axles for stability and smooth ride when being towed.
- Luggage and tool lockers.
- Carries ten bikes or five tandems or a combination (one tandem = two regular bikes).
- Can be used to store our equipment (signs, tables, chairs etc.) over the winter.

I said this would be just a few words - see you at the Social on March 5 and the Fitness Workshop on March 12.

RANDO JERSEYS AVAILABLE

GET YOURS NOW!

Orders are being taken by Peter Lysne at (604) 980-6231. He needs a minimum of 10 to send in an order, so don't delay!

They'll be about \$76 each.
Be prepared to reveal your measurements!

THE THIN WHITE LINE

Welcome to the first newsletter of 1994. In this penultimate PBP year, now is a good time to be laying plans and dreaming dreams about what goals to set for the coming season, and what one would like to accomplish. Anna wants to be fast this year, and she got a new turbo-trainer and a heart-rate monitor. She also permed her hair, though won't that slow her down 'cause she's less aerodynamic? I'm dreaming of the stupendous distance I'm going to go in next July's 12-hour time-trial--Harold has more details about that later in these pages.

Take note of the annual Anza Club social coming up in March--Gerry says Super 5000 and Super Randonneur metals will be awarded at that time to worthy recipients. It's also a good opportunity to find out what fellow randonneurs have been up to.

In this issue, Doug Latornell's perspective on his "rookie season" last year, and how to build on it, can be an inspiration for everyone. It is also Doug's first submission to the newsletter; if he can, you can too! Just because someone has already written about a particular ride doesn't mean you can't. Inside are some ideas for submissions--don't be shy!

B.C. RANDONNEUR Marathon Bicycling is the Newsletter of the Cycling British Columbia Randonneur Section. Affiliated with the Canadian Cycling Association. Financially assisted by the Physical Fitness and Amateur Sports Fund.

The opinions expressed in the Newsletter are not necessarily those of the Randonneur Committee or Cycling BC.

The Newsletter is generally published monthly March to October depending on the volume of submissions. Editors - Mike Hagen and Anna Bonga. Production assisted by Gary Fraser, and facilitated through Cycling BC.

Submissions: If you have a computer, a modem, and an Internet account, send it to bonga@unix.ubc.ca. Or call Anna and agree on a local BBS or arrange a direct connection. If you don't have a modem, both IBM and Mac disks can be accepted. If you don't have a computer, fax to 666-6544 during regular business hours (be prepared to try again--I might be out of the office or using a different communications software) or 420-9509 evenings (phone ahead first!). Please type if possible--my fax modem has OCR. Or mail to 2904 Argo Place, Burnaby, B.C. V3A 7G3.

T-BARS BANNED!

You won't be able to use triathlon, or aero, bars in the 1995 Paris-Brest-Paris, so says our governing body in France. "Triathlon handlebars are banned in PBP because they are banned in all cycling events which involve pelotons. So, since we have no desire to see PBP itself banned, we are following the general rule," said Robert Lepertel in a letter to Gerry Pareja.

"The only events in which these handlebars are admitted are time trials. Making PBP a time trial is out of the question; it would take 55 hours to start 3,300 participants if they leave one minute apart"

And a final remark from Mr. Lepertel, "Please tell your friends that it will do no good to protest; we are following the rule and that's final."

SPRING SOCIAL

A colourful evening of cycling camaraderie to re-live past rando experiences and to look forward to the events of the upcoming year.

Still looking for volunteers to:

- bring nibbles to eat (you will be financially reimbursed)
- recount stories
- orate poems
- sing songs
- share cycling tips
- etc.

WHEN: Saturday, March 5th

TIME: 7:30 p.m.

WHERE: ANZA Club, (8th and Ontario)

COST: \$5, at the door

MORE INFO: Judy, 879-3661

DAN GETS A GOLD STAR

Those who were at the Randonneur AGM at the Bedford House last October will remember that a number of awards were given out. One wasn't awarded because all results weren't known then, but they are now, and that last award goes to Dan Wood. Dan, of one-gear mountain bike fame, rode two complete series plus two 1000s in Beautiful British Columbia last summer. Hmmm, 5000 km, one-gear mountain bike . . . a question here--just what is the award for? Seriously, maybe the rest of us should get rid of our derailleurs? Nah . . .

FITNESS AND TRAINING WORKSHOP FOR RANDONNEURS

WHERE: SFU Harbour Centre
(across from Waterfront Skytrain Station)

ROOM: 2270

DATE: Saturday, March 12

TIME: 9:30 a.m. to 5:00 p.m.

PARTICIPATING INSTRUCTORS:

Dr. Wade Parkhouse - Kinesiology, SFU
(muscle metabolism, endurance training, and fitness testing)

Dr. Ted Milner - Kinesiology, SFU
(endurance training programs)

Dr. Dave Sanderson - Human Kinetics, UBC
(biomechanics of cycling)

Dr. Susan Blair - Nutrition, UBC
(nutrition for long distance cyclists)

Dr. Bill Mackie - Sports Medicine, Capilano College
(prevention and treatment of cycling related injuries)

REGISTRATION: \$25 per person

CONTACT: Ted Milner, 291-3499 or 936-3519

TWELVE HOURS ALONE AND UNASSISTED

(Harold Bridge)

A project I have had in mind for about ten years is to organize a 12-hour time trial. The racing community was not interested enough to be able to assemble the required help and the project never got off the ground. Things have changed with the increase in randonnee activity to the point riders are actually asking for it (in both senses of the phrase!)

"Alone and unassisted" refers to the riders' effort in respect of other competitors. There are no pace lines or wheel sucking. But there is all the freedom in the world to have food and drink or a wet sponge on a hot day handed up by helpers ON FOOT. There is no need to stop at control points for a brevet card stamp and signature as there is in a randonnee. It is the riders' responsibility to ensure that checkers hear the rider's number when s/he calls it out at the control points.

There is no reason why a passing conversation shouldn't take place between riders as they go by one another. But the passing rider should go by cleanly without stopping alongside the slower rider. The slower rider too has the responsibility to maintain pace and not accelerate to the faster rider's pace. When the difference in pace is slight the minimum distance between riders should be in the region of 200 metres. These are ideals and the honor system has to apply.

After a lot of thought about routes in various parts of the Fraser Valley I have, as Gordie has already divulged, come up with course in the Agassiz-Hope area. This is the plan:

1. Stay in Harrison Hot Springs Saturday night, 94-07-16 (unless people feel Friday night would be better).
2. Start the first rider at 0601 the following morning and each entrant at one minute intervals thereafter.
3. They would proceed to Agassiz and onto #7 Highway to Hope, onto #1 through town, onto the old road until they are back onto #1 to Popkum where a right turn takes them to #9 Highway at Rosedale. Turn North over the Rosedale-Agassiz Bridge to Agassiz. Staying on #9 and not going into town the riders would repeat the circuit until 1500 hours when it would be closed and all riders would be turned through Agassiz on #7 toward Woodside Mountain. Just west of town they would turn north onto Cameron Road, east on McCallum Road to Hot Springs Road thence back to #7 to repeat the finishing circuit.
4. Timing the finish: There will be 4 time keepers stationed at the four corners of the finishing circuit. At 1801 the first rider will, we assume, be somewhere between 2 of the timekeepers. When the rider reaches the next timekeeper he will stop and the amount by which the 12 hours is exceeded will determine where the rider was at the 12 hour mark.

Help is the critical aspect. I think at least 12 people will be required for time keeping, checking, handing up sustenance and as mobile judges or marshalls.

There are some uncertain aspects to all this. Maybe 1500 hours is too early to turn faster riders off the big loop. But at approximately 80 kms (50 miles) it is going to take from 2 hrs 15 mins to 3 hrs 20 mins to complete. It is unlikely that with the limited experience of this type of effort that anyone will do the circuit in 2 hours. But it is best if all riders run out their 12 hours on the finishing circuit.

Guidelines: British Competition Record is 300.06 miles (482.9 kms) done the weekend PBP91 finished. A point of interest: in the same event "Rocko" Richardson of Audax UK, 50 years old, did 256 miles (412 kms). He finished PBP91 two days before in 85 hours! The Women's record, set in 1967 by Beryl Burton, is 277.25 miles (446.18 kms) and was better than the Men's record set the same day. I never achieved my potential in a 12-hr, the best I ever did was 221.6 miles (356.6 kms). For non-competitive tourists 180 miles (290 kms) would be a good aim.



941-5478

Doug says he's always wanted to use a long, Victorian title that explains the whole theme in a sentence--well, what ever turns you on ed.)

Reflections on the Singular Sport of Randonneur Bicycling : Or How I Came to Find Myself Labouring into Fort Langley One Sunny, Windy, May Afternoon in 1993

(Doug Latornell)

It seems that I have been a cycle tourist almost all my life. I can recall, at the age of about 9, setting out on my banana-seat, chopper handlebar equipped Raleigh 3-speed with a plastic jug of lemonade tied in the carrier and enough money for a Dairy Queen Buster Bar in my pocket. On a cool, grey, windy day I rode a loop through the farm land outside the small town where we lived and celebrated its completion at the DQ. I have no idea how long the loop was but I do remember that I didn't start the homeward part until I found a paved concession road to make my turn on. I guess I've always been a roadie too!

I discovered weekend touring in the late years of high school and continued doing occasional day rides and short tours while I was in university and eventually an eight-week tour of England, France, Ireland and Wales (with my future wife, Susan) in 1987. All these rides were set on a background of no specific training, just riding for the fun of it and using bicycles to get about on a daily basis. Hmmm, can I claim to be a life-long cycle commuter too?

The road to rando riding really began in early 1992 when Susan and I started getting more serious about cycling, riding ever increasing distances just for the fun of it, and doing "training rides"-- although it wasn't quite clear what we were training for! We toured in the Fraser Valley and central California that summer and read accounts of the PAC Tour, Boston-Montreal-Boston, and Paris-Brest-Paris. Then, in the fall, I heard mention of local Randonneur rides on the radio and thought, "Maybe this is what we're training for?"

The year 1993 began and, rando schedule in hand, we had a goal -- the 200 on April 17th! With ever increasing anticipation we met some of you at the Anza Club in March, rode lots, and did the Populaire. Finally the 200 was upon us (or rather we were upon it)! I completed the ride (slowly) but feeling strong. Susan wasn't quite as happy--as she was having digestion trouble she got all of her nutrition from water for the last 100 km. I was grinning from ear to ear and hyped for more. And so I found myself near Fort Langley on that day in May. . .

The May afternoon was May 2nd and the labouring had begun at about the 265 km point of that day's 300. As we neared Bradner Road and the end of the climb away from the Fraser I had dropped off the back of the group of four that I'd ridden with most of the day and I just couldn't get my body to put out enough to catch them again. It's not that I was lying, thrashed in the ditch. I was still rolling along at about 25 kph. I just didn't have anything more than that. It was the gentlest, strangest bonk I've ever experienced.

Does that sound like defeat? Not at all. Within two hours I had finished the 300, the longest ride of my life, and I had done it almost 90 minutes faster than my target. But it was also the last brevet I rode in my first year of randonnees. I'm not sure why, but it just seemed like a 200 and a 300 were "enough".

From my reading of the newsletter articles and conversations with others on the road, I've concluded that my experience is not atypical of rookie randonneurs. The step from riding as an avid recreational rider, tourist, or commuter to riding a full series of brevets is bigger than it seems it should be. Fortunately, the sense of accomplishment that comes after that first 200 or 300 is sufficient to let one say, "That's enough for this year." I think there is also an element of mystery about why the step is such a big one and what happened out there on the newly discovered ragged edge that made it "enough". With mystery, for me at least, comes challenge. How can I ride farther before I reach "enough"? When will "enough" converge with my personal, ultimate limit?

Upon reflection, I am firmly convinced that becoming a proficient randonneur cyclist is not something I should have expected to be able to do in a single season. The adjustments, both physically and mentally are great. Fortunately, a new season seems to build on the previous one. Last year I rode twice as far in a day than I had ever ridden before, twice as far in a year as ever before and I rearranged the distribution of muscle and fat in my body. This year we're looking forward to riding more centuries, 200s, and 300s so that when the 400, 600 (and perhaps even 1000) come around they won't be quite so daunting.

And of course there's the mystery element. I have to go out and try again because the "Singular Case of the Gentle Bonk" is still waiting to be investigated and solved somewhere on the other side of the horizon. . .

QUOTABLE QUOTES

A popular feature of the last few newsletters has been "Quotable Quotes," where Barb Lepsoe culled gems from previous issues and ran them again. We'd like to do the same in our term of editorship, but we don't have our back issues very well organized--they ARE around here, somewhere . . .

But here's another idea: People say the damndest things--let's hear about it! Not just other randonneurs, but also volunteers, family, friends, and acquaintances, even the strangers at the unmanned controls or along the way whose lives we impinge upon so briefly, many have said witty or bizarre things at one time or another. Think of it as a text version of "America's Funniest Home Videos" if you must.

Here's the first: "The reason you're passing us, is that we started from Vancouver at 6:00 this morning and we've already done 60 km!" On the hill on the Mary Hill Bypass, to Anna Bonga and Rusty Fraser, 1987 Vancouver 600--they'd already done 580 km.

FLECHE PACIFIQUE TRIVIA

(Barb Lepsoe and Anna Bonga)

- The Fleche Pacifique is patterned after the Fleche Velocio in France, one of the required rides to qualify for the Super 5000 award. As this obviously excluded people beyond easy reach of France, the Fleche Pacifique was instituted in 1989.
- Named after a noted French enthusiast, the Fleche Velocio attracts large numbers of Europeans.
- A trophy is awarded to the team cycling the most distance and completing the ride contributes towards the Super 5000 award.
- Last year the team of Manfred Kuchenmuller, Gord Cook, and Mike Hagen won with 403 km. The record is held by Tom Atkins, Jeff Brain, Rick Hippe, and Gil Sneed at 557 km.
- Gordon Bisaro, Mike Kamps, Barry Monaghan, and Peter Stary were on the winning team for all other years the event has been held (three years), with Rod Horsley and Jim Cave along in one year or another.
- For the last three years there have been as many women's teams as there were women in the ride previously (two), significantly increasing the number of female participants (let's see if we can bring that up to three and more teams some time!).
- The traditional date for the original "Arrow" ride is Easter. But here in "cold, snowy Canada" an allowance is made for the weather and the Fleche Pacifique is held a little later.

SOME FLECHE RULES

- A team consists of three to five machines. Three bikes could make one team, as could 15 people on five triples.
- A minimum of three of the original team machines must finish.
- Teams must complete a minimum of 360 km in 24 hours. The route must be presented to the organizer by the entry closing date for approval. It is expected that each team will keep its planned route secret.
- A minimum of 25 km must be covered in the last 2 hours of the 24 hour period.
- Rides within 10% of the planned distance are acceptable as completed rides.

For complete details, rules, etc., contact:

Barb Lepsoe
4720 Quebec Street,
Vancouver, B.C., V5V 3M1.
Phone: (604) 876-5228

**NO ENTRIES WILL
BE ACCEPTED AFTER
APRIL 1, 1994.**

Cost is \$10 per rider

B.C. RANDONNEURS -- 1994 SEASON

<u>REGION</u>	<u>100</u>	<u>200</u>	<u>300</u>	<u>400</u>	<u>600</u>	<u>1000 FLECHE</u>
VANCOUVER	10 Apr	17 Apr	14 May	28 May	11 Jun	1 Jul 29 Apr
VANCOUVER (2nd Series)		25 Jun 10 Sep	9 Jul	23 Jul	13 Aug	30 Jul 3 Sep
VANCOUVER ISLAND	20 Mar	2 Apr 25 Jun	16 Apr 20 Aug	7 May	28 May	
KAMLOOPS	8 May	16 Apr	7 May	4 Jun	9 Jul	23 Jul
NELSON		22 May	22 May			
SPECIAL: 12-Hour TT (12 HEURES CONTRE-LA-MONTRE) (Harold Bridge): 16 July						
SEATTLE		16 Apr	15 May	25 June 9 July	16 July	9 July
Contact John Wagner (206 782-8965) for more information about Seattle area rides.						

PERSONALITIES

Ours is an unusual sport in a lot of ways. As has been pointed out in the past, where else would you get a competitive cyclist, a high-school girl, a retired engineer, a grandmother, lawyers, doctors, and plumbers all riding together for hours, sharing the same experiences? At the same time, our disparate speeds means you don't get to meet some people (except at our frequent socials, of course).

So here's an idea--interview someone during a long ride, and write about it! Submissions will be published as a (hopefully) continuing and popular series called "Personalities."

MEMORIES

If you would rather write about yourself than about somebody else, here's another idea: write, in 500 words or less, about your **first** bicycle-related memory, your **worst**, non-randonneur bicycle memory, and your **best** non-randonneur bicycle memory. Starting things off (he happened to call at the wrong time) is this example from Jimmy Vallance . . . (actually, the whole thing is his idea).

MEMORIES

(Jimmy Vallance)

First: Willie Appleyard's tricycle, which boasted two outstanding characteristics. Firstly, it had no fenders, and thus went faster. Secondly, it had a fixed wheel, and this meant that you could pedal BOTH BACKWARDS AND FORWARDS WHILE SITTING ON THE HANDLEBARS! This was a significantly advanced technological concept of mind-blowing proportions for a four-year old.

Best: A July Sunday in 1960, returning home to South Ayrshire from Gatehouse-of-Fleet Youth Hostel, riding a Pagoda Blue "Flying Scot" built by David Rattray of Glasgow (with matching musette, no less); red mudguards, a fixed gear of 71.9 inches--attention, Harold Bridge--and thus a single, front brake--attention, Doug Cho.

Traffic was light, the sun was hot. I cycled bareheaded, stripped to the waist, wearing cavalry twill bike shorts, charging both uphill and down, creating my own cooling breeze at will.

Lots of great days before and since, but never quite on the rivet like that one. I believe I could have cycled to the edge of the world that Sunday, if I hadn't promised my mother that I'd be home for supper.

Worst: A July Saturday in 1974, riding the last fifty-odd miles from Kinlochhourn in a torment of rain and into the fangs of a westerly gale. Started from Loch Lochy Y.H. and split from my two partners halfway up Glen Garry heading west to Loch Hourn to roughstuff over the mountain path to Arnisdale, and so to Ratagan Y.H.

Took the wrong path early on and, after carrying the bike overhead through bracken two metres high, and over mesh wire deer fences three metres high, stumbled down to an

uninhabited croft on the darkening shore of Loch Hourn. After further misadventures, head-shakingly vivid even now, I started back along the lonely, grey road past Loch Quoich, where I tightened a loose bottom bracket with a nail punch (that's right) and a handy boulder, over Glen Loyne, and into the hell-broth of weather above Cluanie Inn and the dark maw of Glen Sheil.

An so to Ratagan at one in the morning. All this on three slices of brown bread, two squares of dark chocolate handed up by a sympathetic hill walker, seven senior service (untipped), and about three teaspoonfuls of a raspberry jam and sugar mixture. It never ceases to amaze me how stupid a person can be and live to tell of it.

BONGA BRONZED

(Mike Hagen)

Anna is known to many randonneurs as that fast woman up at the front. But she's a pretty good cross-country skier too. (She's also my wife, so forgive my bias!)

The Highland Valley Classic is a 33 km loppet hosted by the Highland Valley Ski Club of Logan Lake. Last year it was an unaffiliated event, and a relatively small turnout enjoyed the course and hospitality of the Highland Valley. Last year, Anna was first woman overall, but also fourth to last if you want to be a pessimist.

This year's event, on January 8th, was affiliated with the B.C. Loppet Series, and the higher visibility ensured a larger turnout. Seventeen women competed on a beautifully groomed course, on a sunny day just below freezing. Anna finished third overall, and also third in her age class, winning a bronze metal. (Yours truly doesn't like Classic skiing, and so opted for the 16 km recreational event. There weren't to be recreational awards, but they had some left over. I got a gold; it was kind of embarrassing, actually.)

On January 22nd, we traveled to Kelowna for the Apple Loppet hosted by the Telemark Ski Club. In the past this has been one of the more popular freestyle races, but the new Director, we were told, is of the "old school" and this year's race was classic technique only. Well, that is fine with Anna, but I was disappointed and did not race (the size of the field was down considerably this year, but that might have been because there was less snow).

The mild, dry weather that has plagued the lower Mainland this winter ("plagued" if you are a skier, it's wonderful if you are a cyclist, but gut-wrenchingly ambivalent if you're both) hasn't affected the interior to the same extent--there is snow there, but it might not be fresh power. During the race, I found the race route to be very well groomed, but the other trails were in poor shape.

Anna copped another bronze in the 32 km event, finishing third in her age class, and 13th overall. She would have done a little better, but ran into a waxing problem--she didn't have any left on her skis and so had to stop and apply some.

That evening we checked out Westbank's new Community Center, chatted with fellow skiers, and partook of the refreshments laid out at the awards ceremony.