



B.C. RANDONNEUR Marathon Bicycling



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

1994 Issue 2 - May

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FROM THE CHAIR

We've had a successful social, fitness workshop, participated in the second annual Bike and Inline Skate show, and had yet another successful Pacific Populaire since the last newsletter. Many thanks go to Ted Milner for his effort in organizing the fitness workshop, to Judy Morrison for all her help in organizing the social, to Ian Faris and volunteers for a successful presence at the bike show, and Manfred Kuchenmuller and crew for the ever popular Populaire. Thanks to all.

To those who have not yet volunteered. PLEASE! I hate to harp on this but it will be greatly appreciated if you would help out at one of our future events. Please say YES when one of your friendly Ride Organizers come calling. If you can't afford much time then consider helping at the start or at the first control. If time isn't a problem then help at one of the later controls.

THE THIN WHITE LINE

Our season is now well under way. There've been three 200s, a 300, and, this past weekend as we go to press, the Fleche Pacifique. Look for Fleche stories in our next issue. This issue should be dedicated to Harold--he contributed no less than five articles, as well as providing some gist for Anna's article on the social!

There were a couple of crashes in the Lower Mainland 200 on April 16th. Barb Henniger and Jacquetta Gosling both went down while drafting in pace lines. Jacquetta finished her ride, but Barb ended up in hospital due to blood loss and internal bleeding. She hit a pothole while holding a water bottle. Accidents like these are unfortunate. In a paceline it is important that all riders hold a straight line, and that the leaders point out road hazards.

In a related matter, your executive has had some discussion about the triathlon bar ban in PBP95. At this point, nothing will change at our local rides. But riders need to be aware that T-bars ARE slightly less stable, and that getting to the brakes might take a few hundredths of a second longer. Discretion is the key. Don't use the bars in pacelines, sharp curves, steep downhills, or heavy traffic on narrow roads. Your executive does not want to ban T-bars, they don't even want to have to make recommendations. If everybody rides smart, they won't have to.

HAROLD NEEDS HELP! **(YOU CAN SAY THAT AGAIN)**

Harold Bridge

Harold would like very much to get into clipless pedals but only if it means he can stop walking around like a wounded duck in those odd moments when he's off the bike. Last year he tried the Shimano shoe/pedal combination. Didn't work. Seemed okay at first except with the cheaper pedals he had difficulty clipping in. Then, when he tried a wet cold 200 in March he found those unforgiving bullet proof shoes were hard on his knobby feet. Went back to clips, straps and sometimes cleats.

Harold likes the plastic Cat Eye clips as they are kinder to expensive leather shoes than Christophe ever was. But the strap loop tends to wear through after it has dragged on the road a few times. SO, what Harold needs is: 1. A source of Cat Eye toe clips, black, preferably (getting hard to find); 2. Any old Christophe toe clips you about to throw away. The loops on the top are riveted on and can easily be removed and affixed to the plastic clips in place of the worn-out plastic loops.

BATTLE CASUALTIES

Harold Bridge

A number of our esteemed riders are out of action as the result of accidents. Most, but not all, are of course traffic related. Whatever, spare a thought and some sympathy for the following (not necessarily in any particular order):

Judy Dwyer, better known as Charnock: Back in February you may have seen a Vancouver newspaper photo showing an upside-down \$60,000 Lexus that was "totaled"

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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 hagenm@epvan.dots.doe.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.

while being test-driven by a 20-year-old snot. Judy was a passenger in the Honda that got hit by the errant car. She suffered broken ribs and collar bone and other injuries that are going to keep her from the early series of rides. As she is planning on PBP next year (she spent the last one looking after Dave while they were on Honeymoon) she is somewhat miffed apart from the stupidity of the accident. People do come back from such injuries, Judy, stick with the rehab.

Bob Boonstra is lucky to be alive. He is one of the few to get hit by an avalanche and live to tell about it. He was, I believe, back-country skiing. Sundry injuries include a broken pelvis. But he claims the break is quite high so it won't stop him sitting on a bike! Right attitude Bob. Good luck with the rehab.

Dan Aleman was, so Tim Pollock tells me, skiing in shorts. He fell and cut a tendon in his leg on the edge of a ski. Ouch. Would long pants have helped, Dan?

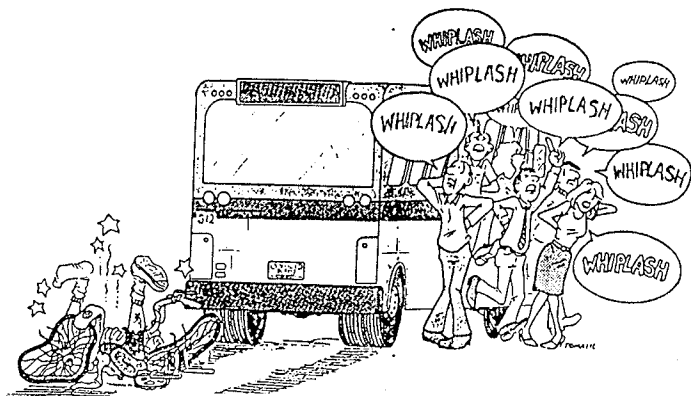
Peter Stary crashed into the back of a car on Cambie Street suffering lacerations and a damaged elbow. When he hit the rear window the people in the car looked round as the car stopped and are suing Peter for whiplash, would you believe? I'm suing him for writer's cramp. The people in the car behind say the car Peter hit didn't have it's lights on and he didn't see it in time to take avoiding action. Hope the elbow treatment works okay, Peter.

Larry Wasik has ordered a new titanium bike. His previous machine got wrecked when a big dog ran into him and Larry crashed into a parked car. He is one of the less injured it seems, except for his frustration of waiting for a new bike!

Some of you will remember that our indefatigable team of Jim and Fay Lee spend their retirement winters in Palm Springs but always make sure they are back in time to help in the first 200. Last year Fay had a fall while they were hiking in the hills near Palm Springs and is still not fully recovered. This year, Jim was cycling in Palm Springs along an empty stretch of divided four-lane road. Wanting to turn left through a break in the Boulevard, he did a shoulder check a saw a car way off in the distance. He moved across and was about to turn when he was hit by the car. Driver? Uninsured Mexican woman! She stopped, but didn't take him to hospital. He got himself there where they found he had four broken ribs and a collapsed lung. I understand from Norm Brodie that Jim is complaining about the money it cost him. Perhaps NAFTA will help? Good luck, Jim., I hope you have recovered.

I'm typing this the afternoon I got home from the Populaire. I rode it with Eldo Neufeld, the bane of my existence at the BC Senior Games. He and I nearly became Battle Casualties on West 16th hill when a female driver tried to overtake and turn right at the same time. There were one or two other hairy moments during the urban parts of the ride. But I must say how well the new No. 2 Road bridge has been designed and built with it's well defined bike lanes separate from the pedestrian facility.

About 0618 this morning, while having my breakfast, I did become a Battle Casualty. I flicked on the BOOB TOOB to see what was on at that hour of the morning. A&E had a recital by Kathleen Battle. Why can't I start more of my days like that!? She's got a beautiful voice and you know how sopranos like low cut gowns?



Isabella Sheardown (via Toronto Randonneurs)

MEMORIES

Harold Bridge

I like the idea of a regular "Memories" column. After all, when you get to Jimmy's age, or mine for that matter, what else is there? But there are so many it is difficult to sort the wheat from the chaff.

1. Dad having a clamp-on rear top tube made for the lady-bank tandem he and Mum rode on a honeymoon tour. That was so he could accommodate a child seat (a couple of years after the honeymoon, I should point out) so that I could be taken with them on their weekend excursions. I have dim recollections of those early years as a 3 and 4 year old. I never did understand where Mum put her knees. Among those vague memories, I recollect waking up, in the dark, leaning at about 45 degrees because Dad had stopped at some road works, missed his footing, and put his foot down in the mud.

2. As a 7 year old (me, not him) Dad adding detachable wooden blocks to the rear pedals so I could go on some rides with him instead of Mum.

3. A year later, Dad rewired a bike shop in his weekends off to earn a 20" framed bike for me to learn to ride on. On the quiet streets of Hampstead in north London he spent about 2 weeks running along behind with saddle in hand until I got the hang of it. Never heard of training wheels? But with fixed wheel and a front cantilever brake I was soon heading for trouble. At 30 mph or more, lost the pedals coming down East Heath Road alongside Hampstead Fair Grounds and finally, in panic at the bottom, I grabbed handfuls of front brake with the obvious consequences. Scared a couple walking along the sidewalk as I came to a halt just behind them. Scraped and bruised it never occurred to me that I might hit my head.

Indeed I never did in all my falls, except one some 10 years later. In 1944, wartime blackout and minimal traffic movement, I was enroute one night to visit a friend. I sprinted up a short, sharp little hill on my 70" fixed gear. But, lack of maintenance meant that I didn't know the 3 pin chain ring had one screw missing and that the other 2 were loose. The flapping chainring shed the chain and I, out of the saddle and going full blast went over the top. I don't know how long I was lying in the road, but I remember hearing the roar of a motor and hurriedly dragged self and bike aside. Nothing came along, it was the roaring of

concussion. I continued to my friend's place where his Mum mopped up the blood I didn't know was matting my hair.

4. 1948. Just demobed from His Majesty's Navy. Two of us rode down the Portsmouth Road overnight so we could be in position at the top of Ports Down Hill ready to hand up a drink to Les Bouzens and Peter Bury, who were attacking the London-To-Portsmouth and back tandem tricycle record. It was a beautiful sight with dawn breaking through the mist over Portsmouth Harbour and Spithead with the Isle Of Wight in the background. The only sound was that of the dawn chorus and then . . . It was wakey-wakey time at Portsmouth Naval Barracks and the PA system let everyone know it, including me who was glad to get away from all that BS that prevented me riding my bike.

5. More recently the most spectacular sight I have witnessed as a randonneur occurred during one of my many aborted 1000 km solo attempts. As an economy measure, I would plan a 1000 as 3 out-and-home loops so that the remains of 2 nights could be spent in my own bed. In, I think 1989, my first leg was up to Boston Bar and back. About 2000 hours I was descending the hill toward the Highway 7 turn off just before Hope. I heard the ominous rumblings of thunder somewhere in the surrounding mountains and expected to run into wet weather. As I turned onto #7, I realized the storm was contained in the mountains to the south of the Fraser with a solid wall of very black clouds forming an awesome backdrop. A stormy sunset was forming to the west giving a golden glow to all and sundry. With the black backdrop, the copper-hued mountains were awe inspiring, made more-so by the formation of a complete rainbow over the whole scene. Then, the icing on the cake: Lightning flashing through the rainbow! I took that vision with me in compensation for the miserable ride the storm eventually turned it into from Mission to home.

1994 Social

Anna Bonga

Once again we had a social social, we got to see what the people we ride with really look like - without sweat caked on their faces and matted hair, and when they're not wearing lycra. There was tons of food, even for our ravenous bunch, and it was good food too - supplied by members.

Gord was our MC, and did a great job of keeping everybody on track, as did Judy with her organization of the event.

Gerry Paraja presented Randonneur 5000 awards to 14 of our members: Deirdre Arscott, Gordon Bisaro, Ken Bonner, Norm Brodie, Dave Charnock, Chris Hacker, Carol and Stephen Hinde, Ron Johnson, Manfred Kuchenmuller, Ralph Lapp, Nigel Philcox, Peter Stary, and Robert Weir. Congratulations to all these individuals!

This was followed by me with a newsletter spiel, and then a bit about riding tandems for blind sports by Manfred and Patrick York, a blind rider who is looking for people to captain tandems - they will supply the tandems. Then Barb told us all about the Fleche.

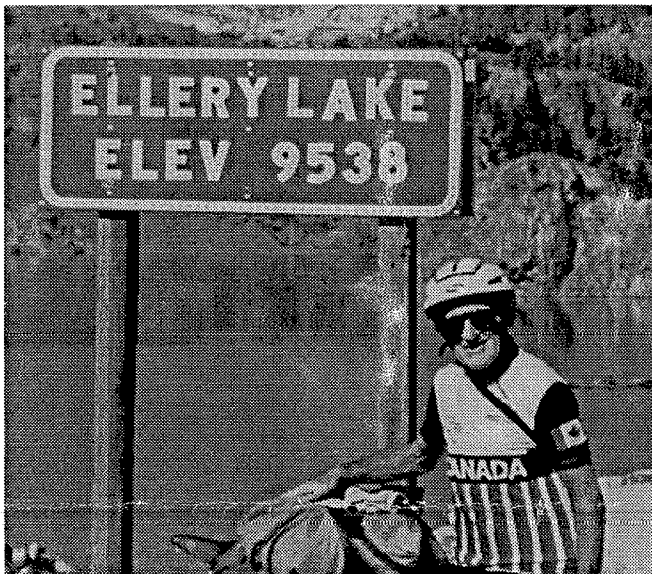
To finish things off, Harold told us about the upcoming 12-hr TT, followed by a few delightful stories: about Deirdre - who showed up for the 100 as her first long ride and went straight to 1000; and about Gord Cook, who finished PBP in

his second year of Rando's. He told us about a German biathlete named **F. Luck**, who in the 4 X 10 relay had to hit all 5 shots. He missed one, then skied his butt off but still missed (I presume the gold medal) by 3.4 seconds. Harold's heart went out to him. Then there's this Scottish chap who met a Welsh woman, later he phones her and says he's got a farm that's paid for, many sheeps and cows, and will she marry him. "Yes" she says, "Who's calling?" This was followed by a poem:

The Last Control

Harold Bridge

The randonneur stood at the pearly gates,
His brevet card he did hold.
Meekly, he asked the man of fate
For admission to the fold.
"What have you done, St. Peter asked,
To gain admission here?"
"I've been a randonneur, he said,
For many and many a year."
The gates were swiftly opened,
St. Peter rang a bell.
"Come in and grab a harp, he cried,
You've had your share of hell."



John Hathaway attended with a detailed map of his 48,000 km journey from Toronto to Vancouver via 48 states in 2 years. Following is a downscaled map, a few of the many pictures he took, and a poem he wrote while on that journey:

U.S.A. 48 State Tour

John Hathaway

Each day at dawn with great thanks,
"Goodbye," for the day is long thro' unknown territory.
The roads, though flat, rise and dip to reveal views
That in earlier years were only a story.

Early bound to home, a coastal route
Of crossing creeks, to bask on beaches.
A tented route shared with others,
A way of life that nature teaches.

Through coastal flats and forest pines
A home for camping ends the day, to rest a night
Until one day no trees to see, only crops, a landscape
Of diverted waters from great rivers that lost the fight.

With Fall awash with leaves, that died for snow
In land so high that snowflakes pack the earth.
It is cold, the tent still rolled, a church my answered prayer
As mountains hold till spring, the means of birth.

This warmth, mid-west on farms and ranches
Reap new life that echoes past and present
A life still enjoyed, with its trust and hospitality
That tamed the earth wherever man was sent.

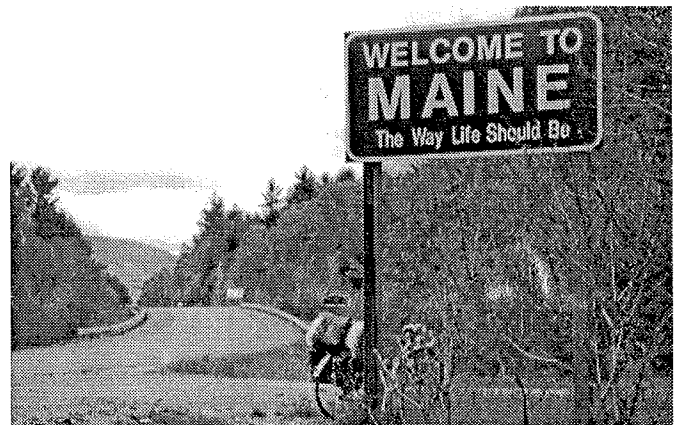
The days that stretch into months of pedalling,
Families have opened their hearts to host
This stranger, a man of marathon tours,
With tales of 'venture, kindness, that's coast to coast.

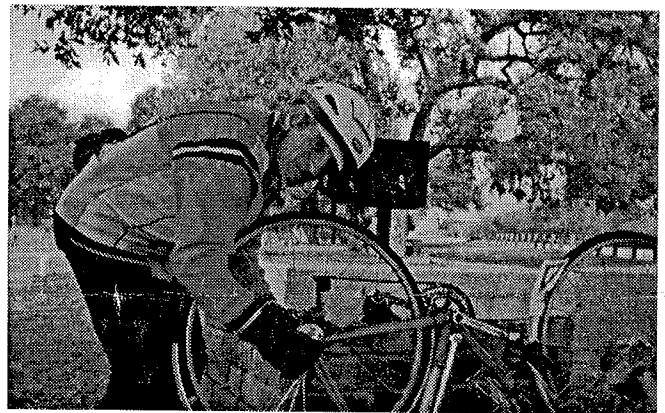
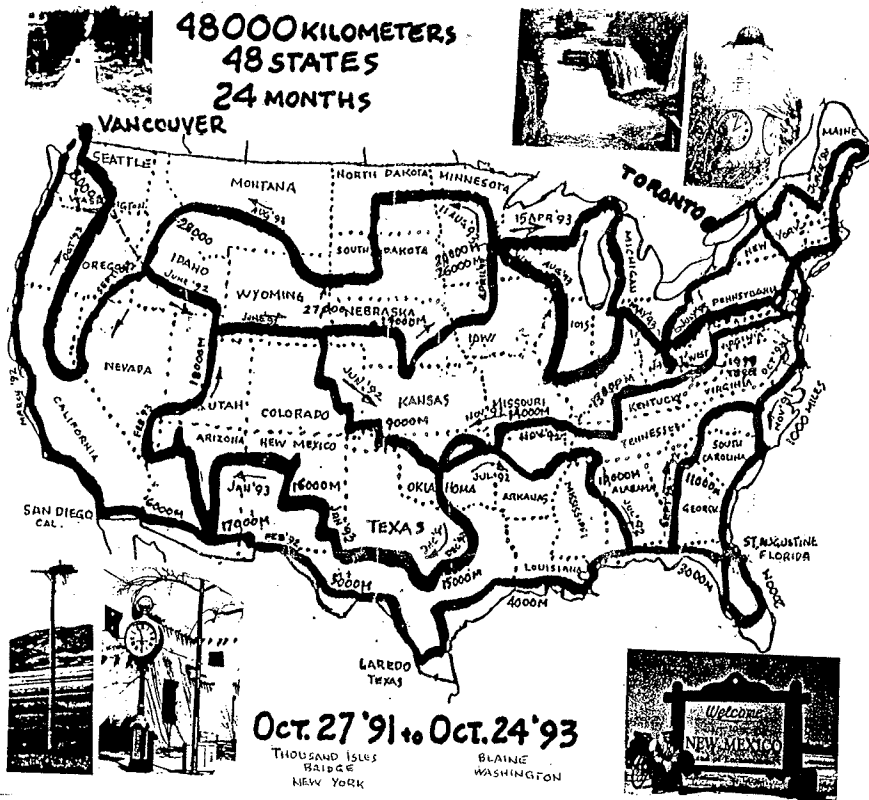
Meandering rivers kept on course by hills
Whose roads do stress man's strength to reach the crest.
Swift descent, that scans the valleys
For spires of habitats, with cafes, and a seat to rest.

Businesses bypassed by aortoaway of roads
Now stand in unison with ghost towns of the west.
Replaced by parking lots of impersonable malls
That hurry us on our way, a life that's not always best.

Nature with its grandeur design
Left man agog with wondrous shapes
That straddle the west from north to south
In forest green to desert red that clothe all 'scapes.

At last, the tour is over, with memories
Of trust and love that permeated all I met.
To forgive the few, whose lives are media bent,
And chronicle my worldly travels still in my net.





Flat at typical picnic site,
Texas, near Hebronville,
February, 1992

Multi sign post south of
Monterrey, California, March 1992

RANDONNEUR 5000

Gerry Pareja

With the recent induction of 14 more members, Cycling B.C. (formerly Bicycling Association of B.C.) now holds the greatest number of Randonneur 5000 laureates amongst all the clubs and societies outside of France, and we're two away from de-throning the venerable ASPTT Anjou Randonneurs as the all-time record holders for this award. We even have more than the AUDAX CLUB PARISIEN itself! The award started in 1961, and in all that time, only 563 randonneurs and randonneuses from around the world have earned this distinction.

We must at this time apologize to Barry Monaghan, who had in fact completed all the requirements for this prestigious award by finishing the 1991 PBP in excellent time. Our mistake was in not going back far enough to look for qualifying rides; we scanned all the results for the 1988 through 1993 seasons, and in so doing, neglected to find Barry's 1000 km brevet, accomplished in September 1987. Since the "5000" award is given to all who can document 5000 km in specified rides within any four-year time span, Barry had completed the process with the 1991 PBP, which ran in late August 1991. Barry's career with B.C.'s Randonneurs started out with a single 200 km in the 1985 season; he has proven his mettle in multiple tests since then, including the prestigious North Road 24-hour time trial in the U.K., which pre-dates the PBP by 5 years!

Barry's medal will be requested this year, but there's a possibility he will have to wait until the next cycle of this award comes around, which is in December (with applications going in at the end of October 1994).

BITCHIN' AND MOANIN' AGAIN

Harold Bridge

What is it this time?

Well, I want to know why bike design has to be dictated by morons?

Whadyamean?

In answer to a letter I sent to Bob Lepertel protesting the decision to make mudguards optional for PBP95, I learnt that the reason was due to the fact that people in France and Spain are having difficulties in getting frames that accept mudguards. Why do they put up with it? What happened to the concept of "The customer is always right"?

There is no reason to take mudguards, alright, fenders, off a bike except for actual competition. At one time when we used 27 inch clinchers for general use and 700C tubulars for racing, I admit the resulting space under the fork crown when racing looked like something you could drive a bus through. But these days, on a properly designed bike using 700C wheels as its base, the removal of fenders doesn't detract from the overall aesthetics of the bike.

Designing every road bike as if it were to be ridden to victory in the Worlds or Olympics is stupid and must be directed by morons. Do you really think that, for the average bike junkie, the difference in structure is going to be noticed in performance? Bike magazine test riders have to find something to write and anything they write has to be taken with a pinch of salt, especially the Americans. Of course the fact that I took an hour or so longer in yesterday's

200 than I really wanted to can be blamed on the fact that my 531 CBS accepts mudguards with ease and had nothing to do with being 10 kg overweight and suffering the "Trots" immediately before hand.

It was during the aforementioned 200 that another peeve came to mind. Between the first control at Aldergrove border crossing and Everson there's barely a hill, just quiet country roads through delightful farm country. Just the sort of place that weak hill climbers can enjoy company. Marion was up the front enjoying the fruits of her six weeks touring New Zealand and I was quite happy to hang in at the back. Marion rides a touring bike. But as she was after getting round as quickly as she could she sensibly stripped all the excess baggage off her bike and hung a Serratus wedge off her saddle.

What happened to the little bag loops that all intelligent saddles used to have at the back? It got quite irritating watching that bag swing constantly from side to side because there is no proper way to secure the bag. Can anyone really suggest (except American mag test riders, that is) that the inclusion of those little facilities can actually denigrate performance?

Yer finished?

NO!

There is an organization in Europe with an acronym something like ERTO. It is something like European Tyre Manufacturers Standards Organization. They are supposed to set up standard references for sizing tyres. For the past 10 years I have used Michelin Hi-Lites, either what they call 20 mm or 23 mm. Recently, I got a good deal on a pair of Continental 700C x 23 tyres and thought perhaps I should give them a trial.

I don't know what the 20 or 23 mm dimension really refers to. I assume the diameter of the tyre when fully inflated. From the point of view of calibrating one's computer it would be nice if it referred to the amount the radius of the wheel is increased from the 622 mm diameter bead seat that is the basis of standardization on 700 C wheels. I flattened three tyres out and measured the bead-to-bead dimension of each. The Michelin 20 mm: 2.1 inches (53.3 mm); the Continental 23 mm: 2.2 inches (55.9 mm); the Michelin 23 mm: 2.6 inches (66.0 mm). I don't know who subscribes to ERTO, but obviously Continental and Michelin use different millimetres.

I liked the concentricity of the Continentals. But they are built on wire beads and thus are not foldable. I had heard that Continental tyres are a bugger if you puncture. Yesterday I got a softening tyre just as I turned off South Pass Road to start that fast ride down to Kendall. As I was with the Blair/Morrison tandem at the time I missed my tandem pacing that I planned on into the head wind down that section. With a monstrous 102 inch top gear no tandem is going to drop me (!? ed.). I had been pleasantly surprised when I installed the Conti's. They went on quite easily. But when I changed the tube down past the Holy Smoke yesterday I wasted about 15 minutes because as I eased the tyre on at the last little bit one end of the overlap the other end kept sliding round the rim. I have never had that trouble with Michelin 23s.

Is that it?

Yep!

KAMLOOPS (INTERIOR) 300/400

Bob Boonstra

The Interior 300 and 400 km courses will be covering some new territory this year. No longer are we small numbers going to be taking excursions to the easy east side of town. This year we will make some forays out to the south and west. Route descriptions are as follows:

300 km. Randonee - Saturday May 7th/94. We'll go west and upwards to Logan Lake, then west and down to Ashcroft via secondary roads. The route will tie in to the 'old' Trans Canada Hwy. and follow southward to Spences Bridge where it will cut eastwards to Merritt and then back north to Kamloops on Hwy 5A. Hopefully we will have a following wind for the last leg. A moderately challenging course with hills. Start at Summit Dr. 7-11 06:00

400 km. Randonee - Saturday June 4th/94. We'll go west and up to Logan Lake then south and down via the Mammit Lake road towards Merritt. Just west of Merritt, this route will swing westward to Spences Bridge where the Trans Canada Hwy will be followed to Lytton. At this point we will cut westwards, following the Fraser River to Lilloett (where they don't know what a randonneur looks like), northward and finally east through Pavilion Lakes to meet Hwy 97 (just north of Cache Creek). The final leg will connect Cache Creek to Kamloops. A very hilly and challenging course - long and difficult - through some of the most spectacular scenery of the southern interior. Start at Summit Dr. 7-11 06:00

A BORN RANDONNEUR.

Harold Bridge

I spent some of yesterday's 200 in company with a young couple riding their first brevet. When I thought I had left them behind they would silently reappear and pedal by with effortless, it seemed, ease. Such was the case as I sloughed a lonely furrow up that insidious gradient from Kendall past the "Holy Smoke" tavern (used to be a church).

They went by with the fellow in front and when about 200 metres ahead, I saw the girl take a very heavy fall out into the road. Fortunately, the car that was passing me at the time was not speeding and was able to slow down and allow her to get off the road. It seems that she allowed her front wheel to overlap his back one and he suddenly switched out into the road, sending her flying in the process. The only apparent damage was a bloodied knee and twisted handlebars. The young woman was surprising calm and unruffled and I left them once again.

They caught me at the border and we rode all the way to Fort Langley together where they were feeling in need of a longer stop than my time obsession would allow me. During that ride I learnt they were brother and sister, that her right wrist was going numb and was possibly fractured, and this is the statement I liked, "I have a problem," she said, "I don't feel pain and have to be careful with things like this as it might be more serious than I think." I suggested she was a natural randonneur! They finished not very long after me and were keen to ride the 300!

They will need to learn a few things about group riding, but I think they appear to be made for the sport. Welcome:

Jacquetta and Kyle Gosling (the wrist is badly sprained and immobilized at the time of writing).

KOOTENAY - ROCKY MOUNTAIN TOUR

Gord Cook

Harold Bridge and I are organizing a 10 day, 990 km bike tour of the East Kootenay and Rocky Mountain areas and we would like to know if anyone else is interested. We have advertised the ride in the Audax and CTC magazines in England in hopes that some English cyclists might also be interested. We have the bike trailer at our disposal and would use it and a van as a sag wagon to carry our gear. If anyone knows someone who doesn't cycle but would like to join us, we need a driver for the sag wagon. The longest day is 175 km or 110 miles. The plan goes as follows:

Aug 2	RCreston to Cranbrook	Rte 3	106 km.
Aug 3	Cranbrook to Radium HS	Rte 55	144 km.
Aug 4	Radium to Banff	Rte 93	132 km.
Aug 5	Vermillion Pass to Beaverfoot	Rte 93/1A/1	127 km.
Aug 6	Stay at Beaverfoot Lodge	all day	
Aug 7	Beaverfoot to Revelstoke	Rte 1	175 km.
Aug 8	Revelstoke to Nakusp	Rte 23	100 km.
Aug 9	Nakusp to New Denver	Rte 23	46 km.
Aug 10	New Denver to Ainsworth HS	Rte 31A/31	80 km.
Aug 11	Ainsworth to Creston	Rte 31/3A	80 km.

Day 1 is a pleasant ride to Cranbrook, with a few places along the way to get food, water etc.

Day 2 is the ride from Cranbrook to Radium and is in fairly easy terrain with a hot springs to soak in at the end of the day.

Day 3 starts with a steep climb through Sinclair Canyon, over Sinclair Pass across the valley, and a climb to Vermillion Summit. If I remember correctly, Vermillion Crossing is the only place to get food in this section. From this summit it's an easy ride into Banff where we spend the night.

Day 4 takes us through Lake Louise, the Great Divide, past the spiral tunnel, through Field, and on to Beaverfoot Lodge. I strongly recommend staying at Beaverfoot rather than Golden since we take a day off at this point and there is probably more interesting things to do here than in Golden and the cost is reasonable. The lodge is about 12 km off Highway 1 in a beautiful valley on the Kicking Horse river. It's on a gravel road so this is where the support vehicle will really pay off - hauling bikes and riders to the lodge.

Day 5 we'll spend at the Lodge white water rafting, riding horses, hiking or just "vegging out".

Day 6 takes us back to Highway 1 and west through Golden, over Rogers Pass to Revelstoke. This is the longest day at about 175 km. At the summit of Rogers Pass is a very nice restaurant and museum.

Day 7 we head for the Shelter Bay-Galena Bay ferry that will take us across Arrow Lake and on to Nakusp. A few kilometers from Galena Bay is the second hot springs of the tour. It's just dug out of the hill side, a few planks placed around it, a pipe to feed it and "voila" a steaming hot tub! There is also a hot spring at Nakusp, but you'll have to pay for this one.

Day 8 takes us to New Denver and I recommend the Sweet Dreams Guest House for our over night stay. This B&B is operated by cyclists who speak both the Shimano and Campagnola languages plus several other dialects so we'll be understood when we order large helpings of breakfast. The ninth day takes us to Ainsworth, via Sandon (a ghost town which is a few k's off the main road, but well worth the extra effort to visit), and the beautiful town of Kaslo, the gem of Kootenay Lake. The hotspings at Ainsworth are located in a abandoned mine shaft or a cave, I'm not sure which, but in any event, well worth soaking in.

Day 9 takes us from Ainsworth to Balfour and then across Kootenay Lake to Kootenay Bay via the world's longest free ferry ride. A very pleasant ride South on the East side of Kootenay Lake finds us back at Creston and the end of the tour.

The trip could be a combined camping and motel holiday - all camping or all motels or a mix of the two since some of the motels, especially in the Rocky Mountain area, are quite expensive.

The plan is to let the participants be responsible for all their own food purchases and lodging reservations and costs. In this way Harold and I will be free of all financial and reservations responsibility. We will provide all tour participants with a B.C. Accommodations book to assist them with their reservations. With the above itinerary, the B.C. Accommodations guide and the prices listed in it for various motels, campsites, etc. it should be relatively easy to plan the trip according to each person's budget. The only other expense is for the sag wagon.

If you're interested give Gord Cook a call at 594-4644 or Harold Bridge at 941-3448.



Kootenay 200/300 Randonnees

Name: _____ Telephone: _____

Address: _____

Cycling BC member: _____ (y/n)

Emergency Contact: _____

Riding 200 300 ****NOTE: must have ridden previous 200 to ride the 300**
Circle one

Cost \$15 (\$20 if a day membership Cycling BC required)

No services provided If bicycles are not equipped according to Randonneur standards, time penalty or disqualification may result

Registration by mail to Bob Boonstra, 2287 Omineca Drive, Kamloops, BC, V2E 1S8 or in person at Heritage Inn 1900-2000 or at North Shore Inn Desk until 21:00 on May 21, 1994

Starting time 06:00 North Shore Inn

UPCOMING

Lower Mainland 300
"Great Canadian 300"

May 14, 1994

Start: 0600

Guildford Shopping Center
 152 Ave & 102A Street, Surrey

Contact: Barry Monaghan
 879-9048

Partly supported.

Route: Ladner; Highway 10 & Fraser Highway to Aldergrove; back roads to Chilliwack Fish Hatchery; Harrison Hot Springs; cross Fraser River at Mission, to Fort Langley; finish at Guildford.

Lower Mainland 400
"To The Gates Of Hell 400"

... beyond Hope ... on a bike ...

May 28, 1994

Start: 0500

Boundary and 4th, 2 blocks north
 of Lougheed Highway, Burnaby

Contact: Mike Hagen
 420 -9509

Unsupported

Route: Lougheed Highway, Pattulo Bridge, King George and Fraser Highways to Abbotsford; South Parallel, No. 3, Highway 1 to Hope; Highway 1 to Hells Gate; return Highway 1 and 7 to Seabird Island; Highway 7 to Burnaby.

Cycling B.C. Randonneur Report (to April 17, 1994)

RIDER	PHONE	200KM RT	300KM RT	400KM RT	600KM RT	1000KM RT	FLECHE	TOTAL KMS
Alfano, Nick	293-5342(D) 739-1262(E)	9:00 FV						
Allen, Susan	822-2828(D) 734-2504(E)	10:37 VI 10:05 FV						
Arscott, Deirdre		10:53 KA						
Austman, Ryan	936-6954(E)	11:00 FV						
Bisaro, Gordon	263-4646(D) 683-9621(E)	9:04 FV						
Blair, Richard	263-1621(E)	9:33 FV						
Blair, Gil		10:53 KA						
Bogart, Barry	264-0470(E)	10:20 FV						
Bonga, Anna	520-4484(D) 420-9509(E)	8:56 VI 9:58 FV 8:37 KA						
Bonner, Ken	953-3711(D) 598-4135(E)	6:24 VI						
Boonstra, Bob		9:27 KA						
Bridge, Harold	941-3448(E)	9:51 FV						
Brodie, Norm	522-6726(E)	10:53 FV						
Burditt, Jack	669-8220(E)	11:01 FV						
Caprani, Cliff	873-7518(D) 434-3633(E)	DNF FV						
Charnock, David	433-7549(E)	10:43 FV						
Cho, Doug	660-0500(D) 942-0300(E)	9:23 FV						
Clare, Victor	530-3778(E)	8:44 FV						
Cook, Gordon	594-4644(E)	8:00 FV						
Evans, Andy	736-3203(E)	8:00 FV						
Fraser, Gary	980-0928(E)	6:59 VI						
Fraser, Keith	737-7850(E)	6:24 VI						
Gallazin, Sarah	683-4443(D)	10:09 VI 10:20 FV						
Gosling, Jacquetta	987-6156(E)	10:02 FV						
Gosling, Kyle	980-3058(E)	9:55 FV						
Gray, John		10:53 KA						
Griffiths, Keith	524-0947(E)	9:58 FV						
Hagen, Mike	420-9509(E)	8:56 VI 6:42 FV 8:37 KA						
Hainer, Bruce	875-0320(E)	9:30 FV						
Hannah, Peter	430-1531(D) 522-2390(E)	10:00 FV						
Hinde, Carol	363-3836(D) 245-4741(E)	8:56 VI						
Hinde, Stephen	246-6248(D) 245-4751(E)	8:19 VI						
Horsly, Rod	685-0625(D) 731-3059(E)	7:56 FV						
Jamieson, John		10:53 KA						
Kamps, Mike	682-2020(D) 874-3799(E)	9:04 FV						
Kuchenmuller, Manfred	253-4858(E)	9:58 FV						
Lapp, Ralph	384-4121(D) 595-5881(E)	6:35 VI						
Latornell, Doug	986-4440(D) 734-2504(E)	10:37 VI 10:05 FV						
Lennox, Dan	877-0661(E)	9:30 FV						
Lindberg, Terry	381-4343(D)	6:59 VI						

VANCOUVER(BC)/VANCOUVER(WA)/VANCOUVER(BC)
1200 KM RANDONNEE

Date: July 29, 1994 (90 hour time limit)
 Start/Finish: Fort Langley, B.C.
 Out and Back Route: Fort Langley, Sumas (Mount Baker), Sedro Wacoley, Arlington, Marysville, Monroe, Carnation, Issaquah, Enumclaw, Eatonville (Mount Rainier), Morton, Randle (Mount St. Helens), Cougar, Vancouver (Washington)
 Support: Bag drops at Monroe (200/1000 km), Morton (400/800 km) and Vancouver (600), Sag Wagon
 Registration: Deadline July 15, 1994
 Entry: \$40
 Contact: Ted Milner (604) 291-3499 or (604) 936-3519

Cycling B.C. Randonneur Report (to April 17, 1994)

RIDER	PHONE	200KM RT	300KM RT	400KM RT	600KM RT	1000KM RT	FLECHE	TOTAL KMS
Little, John	681-5747(E)	10:09 VI						
		10:24 FV						
Mandrell, Ralph	538-2737(D)	9:22 FV						
	531-1111(E)							
Marsh, Robert	325-7617(E)	DNF FV						
Mathers, Ann	479-9391(D)	8:52 VI						
	592-9641(E)							
Mathers, David	478-5501(D)	8:52 VI						
	592-9641(E)							
McGuire, Dan	942-3235(E)	11:20 FV						
McLean, Ged	721-8922(D)	6:24 VI						
	477-4839(E)							
Melli, Gabor		9:04 FV						
Milner, Ted	936-3519(E)	6:42 FV						
Minter, Phil	263-7477(E)	8:00 FV						
Moreau, Margaret	253-4858(E)	9:58 FV						
Morrison, Judy	879-3661(E)	9:33 FV						
Nadin, Eric	538-7707(E)	8:56 FV						
Nichol, Ross	325-4214(E)	10:00 FV						
Orser, Marion	737-8483(E)	10:30 FV						
Parker, Ray	758-1086(E)	8:50 VI						
Pearson, Randy	(206) 366-5117(E)	12:55 FV						
Philcox, Nigel	722-2891(E)	8:27 VI						
Prefontaine, Real	853-7464(D)	9:23 FV						
	853-9594(E)							
Pulfrey, David	263-6780(E)	7:31 FV						
Scott, Randy	474-2197(E)	DNF VI						
Shelbourn, John	756-7016(D)	11:41						
	758-2453(E)							
Soar, Roger		10:53 KA						
Stelfox, Tom	876-6488(D)	13:00 FV						
	681-0221(E)							
Stenning, George	245-2414(E)	DNF VI						
Vanderwall, Jeff	270-6111(D)	11:46 FV						
	534-7570(E)							
Vialogos, Vinco	737-9889(D)	7:31 FV						
	730-0564(E)							
Walsh, Dominich	874-0258(E)	9:00 FV						
Weingartner, Ernst	589-4572(E)	9:58 FV						
Wilson, Jackie	222-2613(E)	9:51 FV						
Wood, Dan	(206) 525-1290(E)	9:00 FV						
Wood, Stuart	538-7589(E)	9:26 FV						
Wyminga, Bill	739-1320(E)	8:31 FV						