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## British Columbia

# Randonneur

## Marathon Cycling

### President's Corner

*Doug Latornell*

The February executive meeting saw the completion of most of the organizational details for the upcoming season. The pin design for the season was chosen. The new jerseys and gloves have been ordered and should be delivered in time for the March 18<sup>th</sup> Social. The route, start times and start finish location for the Rocky Mountain 1200 have been finalized.

Even the weather is cooperating (at least in the Lower Mainland). The past 2 weeks have featured at least a few hours of sun each day and occasionally temperatures have almost cracked the ride-in-shorts barrier. And the best news of all is that climatologists are predicting a warmer drier spring and summer.

Now it's all up to **you!** Get out on your bike and get ready to ride the events!

### A New and Improved Rocky Mountain 1200

*Danelle Laidlaw*

Although it was hard to improve on an almost perfect route, a few changes have been made for 2000. We will not be going into Banff but instead, we will turn west at Lake Louise and then head south from Salmon Arm to Vernon and back to Kamloops. Approximate total distance - 1206 km.

A big change is the start time - we will now have two start times - 22:00 on Wednesday, July 26<sup>th</sup> for the 90 hour limit riders, and 4:00 on Thursday, July 27<sup>th</sup> for the 84 hours limit riders.

Our start location has changed - we will be starting and finishing at Riverside Park in downtown Kamloops. Other control changes (so far) are Jasper - the control will be 12 km outside of Jasper, a new control at the Lake

Louise Recreation Centre, returning to the Rex-Plex in Golden, a new location for the control in Salmon Arm at the Recreation Centre, and a new control in Vernon at the Vernon Hostel.

The website will be up-dated after the May long weekend and we should be able to post profiles and accurate distances between controls at that time.

We still need volunteers during the event. Contact Harold Bridge at 941-3448 to volunteer to staff one of the controls or drive the follow vehicle.

We have had a large number of inquiries from Europeans. If anyone is willing to billet European riders and/or can assist with transportation to and from the start, please let us know. We are still looking for mats, blankets, coolers, and microwaves. Contact Danelle at 737-0043 or 1-800-330-9926 if you can help or if you have any questions.

### Jan-Feb Newsletter Corrections

- ◆ The web page for the Pacific Populaire is [www3.telus.net/rando/pacpop](http://www3.telus.net/rando/pacpop)
- ◆ Correct email address for Wim Kok is [wkok@nlc.bc.ca](mailto:wkok@nlc.bc.ca)
- ◆ Day One of the proposed Y2K 2000 route should read Abbotsford to Kamloops via Coquihalla – 281 km Sat June 24.

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## LightSPIN: Tested on PBP and Beyond

*Chris Wilby (from AUK newsletter)*

I have a very first pre-production model of this dynamo, which I use on the front forks. The connections to the lights are concealed inside the dynamo unit and push-on connections inside make this very secure and protected.

I completed the PBP with LightSPIN as my main light source. I cannot understand a dynamo being considered as a backup lighting source, when the dynamo runs so smoothly and bright even at low speed. On the PBP as I was riding alongside cyclists with powerful battery lights, my light seemed brighter. I also have a 10 W battery light which I didn't take because there didn't seem much point, and on trials in England this light only lasted a couple of hours at the most. Not enough, so instead I took a "Nightrider" as a backup which although not as bright was a useful emergency light.

The LiteSPIN worked without problems on the PBP, and enabled me to reach speeds in excess of 30mph. The only problem was other cyclists clinging to me to share my spread of light. The light was fitted with a 2.4W bulb supplied with my test model, and this bulb is still being used. Some users will want to use a 3W bulb with no back light, this is a good idea as it dispenses with the wiring to the rear. However whilst I have my rear standlight I intend to use it. I have been informed by Chris Juden that a person has used inferior quality 3W bulbs in the dynamo causing bulb failures, and this has caused some people to express concern about the dynamo. The CTC (ed. Cycling Touring Club, Britain) who are expecting to supply the

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The opinions expressed in the newsletter are those of the article authors and do not necessarily reflect those of the editor, club executive, Cycling BC, the CCA, or Randonneurs Mondiaux.

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Editor: Susan Allen

**Submissions:** Please send articles to me. My preference is Word or plain text files and digital photos in JPEG format to [stoker@telus.net](mailto:stoker@telus.net). Or mail (preferable a diskette) to Susan Allen, 2356 W 6<sup>th</sup> Ave, Vancouver, BC V6K 1V9

Next publication deadline is April 21.

dynamo from December, also stock the good quality Phillips 3W bulbs.

Since the PBP, I am cycling 16 miles a day in the dark on my daily commute to and from work. LightSPIN continues to spin freely and produce brilliant light, but severe rain caused a serious amount of slippage and so the light dimmed, but the designer is now carrying out modifications: A stronger spring to give a good pressure against the tyre. A new ribbed profile for the pulley cap. So the production models will be just right.

## Dyno Thumbs, er, Sideways

*Peter Loakes (from AUK newsletter)*

Planning for the '99 PBP, I invested in a Schmidt dynohub and Lumotec switchable front lamp way back in Feb 98, and bought a new bike to fit it to last April. Impressive performance on the qualifying events, and I set off for Paris full of confidence. Riding back to the campsite from a night out in downtown St Quentin, the day before the start, my light flickered and went out. Back at the campsite, I hastily tried a spare bulb. No light. My heart sank.

I spent most of the "day of rest" trying to get the light to work. Fellow AUK's tried in vain, and I queued at the official event Bike Mechanic's shop for 2 hours, after which he took one look at my problem and said, "Non". So I was forced to ride the PBP with an ill-fitting Cateye front light; my fork rake meant that the beam illuminated the tree-tops rather than the road. Luckily the moon and my good eyesight saved the day, or should I say night, but I was not impressed, as I had to lug the redundant dynohub around the course, and I had planned to ride with the best possible lighting system.

After exchanging correspondence with the bike dealer and Chris Juden of the CTC technical department, the verdict was that the Lumotec switch is vulnerable to unnoticed damage, possibly when the bike is parked, which could lead to failure at a later date. Schmidt are investigating the possibility of producing a more robust lamp, with a more effective diode also, but are running into technical and German legal problems. So my conclusions concerning lighting for the PBP. The Schmidt dynohub is an excellent product let down by a flimsy Lumotec front light. If the light fails it is not possible to repair it on the road, so it is necessary to carry a spare - not good news. Hopefully if and when Schmidt make their own all our problems will be over, and we will have the perfect all weather light!

## Addendum to the Dynamo Article

*Danelle Laidlaw*

Thanks to some friendly rando assistance, I have had a switch wired directly into the lamp housing of my Lumotec light which has worked well so far and all through PBP without failure. I really like the beam of the Lumotec light.

Bob Bose experienced some difficulty getting spare bulbs for his light which is run off of the same system. There is no doubt that lighting systems can be pretty "nerveuse" -- this term was used to describe my STI system during PBP -- they were right about that!!

## Chain Repair

*Harold Bridge*

During an exchange of e-mails within the HBCC (not Harold Bridge Cycling Club - Head Bangers) Sheila Simpson, Audax UK's Editor, relates how during this winter she came upon a fellow whose touring bike had suffered a broken chain. When she arrived on the scene he was frantically banging the chain against a brick wall in an effort to re-rivet it. He stood there with his chin on his chest when she pointed out that he would need to thread the chain through the frame & gears before re-riveting it!

## Jackass Mountain

*Susan Allen*

For the last number of years the first 600 km route has been up to Cache Creek from Pitt River. This route is fairly flat for the first and last 100 km but reasonably hilly in between. Just after Boston Bar rises the greatest challenge for me, Jackass Mountain. They say Jackass is named after the animal that committed suicide (by jumping over the edge into the river) rather than pull its load up over the mountain. I often think of this as we inch up the mountain on our tandem.

The first year we tried the 600 was 1996. It was a fairly warm day and climbing Jackass was brutally hot. At least it felt that way to me. There are no trees. On the right side (up the hill) there are high hills of sand or pebbles gradually falling down over time and only kept off the road by 4 foot high barriers. I have climbed that hill wondering why the barriers couldn't be six feet high... then there would be shade. There is no shade. None. In 1996 we made it up over the top (with only some discussion of "are you pedaling") but we didn't really make it. My effort (yes I was pedaling) was too great and I had got heat exhaustion. My stomach was caputes by Lytton. We rode on to Spence's Bridge where Harold tried to persuade me to rest and then

go on. No. Jackass had beaten me. Harold drove us back to Lytton and that was the end of the first attempt.

We completed the 600 in both 1997 and 1998. At the beginning of 1997 it was slightly dripping. I was so happy. Karen Smith (among others) thought I was totally crazy. Although all precipitation had stopped by Hope, the slight coolness left in the air was enough. At Hope I changed from my jersey to a soaking wet white cotton t-shirt. It was hot. There was no shade. We rode better together. There was no talk of "are you pedaling"; and we conquered Jackass. In 1998 there was no early rain. The forecast was so good that Doug hadn't packed our rain jackets. But the weather did cooperate in my opinion. By the time we got to Lytton it was pouring.

In 1999 we decided not to ride the full series but to do more touring. In June we took our mountain bikes to Boston Bar and headed across the river. Through North Bend and heading North is a west road along the river. Initially paved it becomes gravel and then two track and then less. About 40 km along you come to a look-out and you look across to Jackass Mountain. About 5 km later there is a second look out and you look across and look down on Jackass. Little tiny transport trucks slowing moving up the grade. The climb up this west side road is steeper and is higher but it will never hold the dread for me that Jackass does. On the west side there are trees!

## Award Recipients

*Cheryl Lynch*

This is the list of Award Recipients who will receive their awards (with pomp and ceremony) at the Spring Social. (Note, many Super Randonneurs received their medals at PBP).

### BC Rando 500

- Wendy Amirault • Jason Andre
- Ivan Andrews • Erich Babey
- David Blanche • Bonnie Blue
- Tom Clements • David Charnock
- Andy Evans • Ian Faris • Sarah Gallazin
- Hans Gerhards • Keith Griffiths
- Carol Hinde • Chris Hofstrand
- Henry Hulbert • Kevin Knopf
- Raymond Li • John Little • Martha Lobb

## Coming Events

*Rando Social – March 18*  
Ride: 2pm Trout Lake  
Social: 7pm ANZA Club  
Jude Morrison 879-3661

*Seattle 100 km – March 18*  
[mark.thomas@attws.com](mailto:mark.thomas@attws.com)  
Mark Thomas

*Island 100 km – March 26*  
[randos@island.net](mailto:randos@island.net)  
Stephen Hinde 250-245-4751

*Island 200 km – April 1*  
[randos@island.net](mailto:randos@island.net)  
Stephen Hinde 250-245-4751

*Seattle 200 km – April 1*  
[mark.thomas@attws.com](mailto:mark.thomas@attws.com)  
Mark Thomas

*Peace Populaire – April 8*  
50 km [wkok@nlc.bc.ca](mailto:wkok@nlc.bc.ca)  
Wim Kok 250-785-4589

*Pacific Populaire – April 9*  
25, 50, 100 km, Riley Park,  
Vancouver, 09:00.  
Eric Fergusson 733-6657

*Seattle Fleche – April 14-16*  
[mark.thomas@attws.com](mailto:mark.thomas@attws.com)  
Mark Thomas

*Peace Populaire – April 15*  
75 km [wkok@nlc.bc.ca](mailto:wkok@nlc.bc.ca)  
Wim Kok 250-785-4589

*L. Mainland 200 – April 16*  
200, 150, 100, 50 km  
Burnaby Lake  
Dan McGuire 942-3235

*Island 300 km – April 22*  
[randos@island.net](mailto:randos@island.net)  
Stephen Hinde 250-245-4751

*Interior 200 km – April 22*  
Kamloops  
Bob Boonstra 250-828-2869

*Peace Populaire – April 22*  
100 km [wkok@nlc.bc.ca](mailto:wkok@nlc.bc.ca)  
Wim Kok 250-785-4589

*L. Mainland 300 – April 29*  
[jbates@direct.ca](mailto:jbates@direct.ca)  
John Bates 856-5818

*L. Mainland Shorts - April 29*  
150, 100, 50 km  
Tim Pollock 939-8166

- Leslie Love • Wayne Martens • John O'Connor
- Dean Pomeroy • Chris Siggers • Len Sobo • Sally Svensson
- Jennifer Wood • Duane Wright

### BC Rando 1000

- Susan Allen • Susan Barr • Harold Bridge • Bruce Hainer
- Wayne Harrington • Stephen Hinde • Sharon Johnstone
- Bill Kitchen • Doug Latornell • Chris McPherson
- Margaret Moreau • Karen Smith • Lorne Smith
- Mark Thomas • Valerie White • Sean Williams

### Super Randonneur

- Monty Bennett • Henry Berkenbos • Richard Blair
- Neil Jorgenson • Bob Marsh • Judy Morrison
- Michel Richard • Peter Stary • Stuart Wood

### Super 5000 (no medals yet)

- Deirdre Arcscott • John Bates • Ken Bonner • Doug Cho
- Manfred Kuchenmuller • Danelle Laidlaw • Bob LePage
- Dick ("The Kid") Nicholls • Real Prefontaine • Roger Street
- Larry Wasik

## Randonneur Rules and Rider's Responsibilities

### The Rules

1. Age restrictions: A rider must be at least 14 years old to ride with an adult who must also be entered in the event. A rider must be at least 17 years old to ride alone with signed parental approval. A rider must be at least 19 years old to ride without parental approval. (Note: The age restrictions are eased somewhat for the Pacific Populaire.)
2. Riders must obey all traffic laws.
3. ANSI, Snell, CSA, or ASTM approved helmets must be worn during rides.
4. Bicycles must be in safe working order. Your bike must have a front white light and a red rear light and you must carry spare bulbs - or better yet a spare light - and batteries. You must also have full fenders covering 90 degrees of the front wheel and at least 180 degrees of the rear. Bicycles may be inspected before any event to insure the minimum equipment requirements are met. Time penalties are imposed for equipment violations. (You are not required to have lights or fenders on rides shorter than 200 kms.)
5. Personal ID must be carried at all times. This is especially important on rides which cross over into Washington state. Both US and Canadian Immigration require a birth certificate, passport or citizenship card. A driver's license is not sufficient.
6. You must qualify at a shorter distance before attempting the

next longer ride. A rider who has completed a distance in a previous season may advance to the next one in the current season without doing the shorter qualifier(s).

7. Each rider is provided with a 'control card' which must be stamped or signed, with the time clearly printed, at 'controls' staffed by volunteers or at designated businesses throughout the ride. Each control has an opening and closing time. These are printed on the control cards. Control cards must be signed by the rider and handed in at the finish, or in some rides mailed in later, as proof of completion. There may be 'secret controls' on any brevet to ensure that riders are riding on the prescribed route.

8. Riders must not receive support except at a control point. You must be prepared for mechanical mishaps, changes in weather, etc. (This does not mean that riders cannot borrow tools, or receive help in changing a tire, from other participants.)

9. Riders who stray off course must retrace their steps and get back on the route where they left it.

10. There are minimum and maximum times for the completion of rides at each distance. These times include all stops:

Distance (kms)	Min. Time (hours : minutes)	Max. Time (hours : minutes)
200	5:53	13:30
300	9:00	20:00
400	12:08	27:00
600	18:48	40:00
1000	33:00	75:00
1200	40:00	90:00

The opening and closing times for each control are listed on the control card. Those times are a reflection of a "time window" that exists at all points along the route. Riders must pace themselves so as not to arrive at controls before the control's opening time. Similarly, riders must leave controls before the control's closing time. Arriving at a control early or leaving one late would result in the rider being outside the time window for a hypothetical secret control just down the road from the control.

### The Spirit of Brevet Riding

"A brevet is a ride starting at a designated time and place, on a designated day, following a designated route."

There are many opportunities to ride brevets according to this definition. For the 2000 season there are 38 brevets of 200 km or more on the BC Randonneurs calendar of events. In southern BC and northern Washington during April, May and June there are 4 brevets of each distance, typically within the space of 3 or 4 weeks. Example:

- ◆ April 1 – Island 200 and Seattle 200

◆ April 16 – Lower Mainland 200

◆ April 22 – Kamloops 200

Riders should make every effort to ride brevets as the organizers have designed them. Brevets are events!

Over the years, the tradition of the Brevet Organizer's "pre-ride" has developed. This ride, usually 1 week before the ride date, allows the Brevet Organizer to ride the route in advance of the rest of the club to check the accuracy of the route sheet, discover road changes, hazards, or construction, and get credit for the brevet. It is permissible for other riders to join the Brevet Organizer on the pre-ride. Riders doing so must make arrangements in advance with the Brevet Organizer.

Brevet records are closed on the Monday of the 2<sup>nd</sup> week following the ride. Examples:

◆ A brevet held on Saturday the 14<sup>th</sup> is closed on Monday the 23<sup>rd</sup>.

◆ A brevet held on Sunday the 15<sup>th</sup> is also closed on Monday the 23<sup>rd</sup>.

It is the responsibility of the ride organizer to ensure that all completed brevet cards are in the hands of the Database Manager by the closing date for their brevet. Rides for which the cards are received after the closing date will not be credited.

For events with unstaffed finish controls, it is the rider's responsibility to ensure that their completed brevet card is in the hands of the Database Manager by the closing date for the brevet. Brevet Organizers must provide clear instructions to this effect on the route sheet, including the name, address and phone number of the Database Manager (Cheryl Lynch, 2610 Glen Drive, Vancouver, BC V5T 4B5, Ph: 604-872-8761, Fax: 604-775-6650, email: LynchC@pac.dfo-mpo.gc.ca).

The week between the schedule brevet date and the brevet closing date does provide a window of opportunity for riders who for some reason cannot complete a brevet on the pre-ride, on the ride date, or at another location. This is a last resort and is not encouraged. Riders wishing to do a brevet during the week following must obtain the permission of both the Brevet Organizer and the Route Coordinator. It is the rider's responsibility to ensure that their completed brevet card is in the hands of the Database Manager by the closing date for the brevet.

The other form of flexibility that has developed over the years is route "rotations" or substitutions. Example:

◆ Starting a brevet in Port Coquitlam 1 hour before the official start at Burnaby Lake so that the rider can finish at Port Coquitlam. This is typically done by riders who live close to the brevet route, but a distance from the start/finish point.

This type of flexibility is permissible in the interest of reducing motor vehicle travel to and from brevet start/finish points. However, the proposed changes to the brevet route and schedule must be approved, in advance, by both the Brevet Organizer and the Route Coordinator. Changes of this type must not affect the opening and closing times of staffed controls, nor may they substantially alter the route of the brevet.

In general, any "alternative" rides must be substantially the

same as the brevet they are taking the place of and must be approved by the Brevet Organizer and the Route Coordinator. The Route Coordinator holds responsibility for decisions on the acceptability of the date, times, or route for an "alternative" brevet. Appeal of the Route Coordinator's decision to the Club Executive should only be necessary under very extraordinary circumstances.

## Recommendations for Comfort and Success on Brevets

■ Drink and eat regularly during the ride to avoid dehydration and the 'bonk'. Carry extra food and water.

■ Don't rely on minimum lighting requirements. Consider carrying a second front light or a dynamo. Wear visible clothing with reflective bands.

■ Attach a mud flap extension to your rear fender as a courtesy to other riders in your peline.

■ Carry a tool kit, spare inner tubes (and patches), and spare fold-up tire. Be sure your pump is working and that the glue in your patch kit hasn't dried up.

■ Be prepared for BC weather. Make sure you take along clothes to protect you from cold and wet conditions.

■ Ziploc bags are useful for keeping control cards, route sheets, and computers dry.

■ Road surfaces vary. Narrow tires suffer more impact punctures but wider tires have more drag. If riding a mountain bike, use slick tires.

■ Use a sensible gear range. Late in a brevet those hills can be daunting if you don't have the right low gears.

■ A broad map of the area can be helpful if you stray off course.

## Randonnees in Italy

*Harold Bridge*

Received today correspondence from the Italian Correspondant-2000:

Eligio DOGLIO,  
Via Cacherano 39,  
10060 Campiglione Fenile (To), Italia  
Tel: 0039 121 590184  
Fax: 0039 121 559291  
e-mail: [bici@sail.it](mailto:bici@sail.it).

He lists their events for this year:

- ◆ 200 km's: 26/3 , 30/4, 21/5
- ◆ 300 km's: 16/7
- ◆ 400 km's: 3-4/6
- ◆ 1000 km's: 7-10/9

If an Italian randonnee appeals here's the dates. (no 600?)

Editors note: The complete list of randonnees for the world is at [www.bgcycling.org/BRM/CalendarE/cal2000.html](http://www.bgcycling.org/BRM/CalendarE/cal2000.html).

## Watch for the New Jersey AND GLOVES

*Danelle Laidlaw*

Get ready for it - we have a new Jersey - we have spiffed up the old bumblebee design for 2000 with some new colours. The jersey will be available at the Social. Cost is approximately \$67.

And... for the first time - we have Randonneur Gloves. Limited quantity; cost - \$18 approximately; available at the Social.

We still have some tights - 2 - Medium, 5 - XL, 2 - XXL - \$50.00 and a jacket (size Medium) \$80.



## London-Edinburgh-London 1993

*Gord Cook*

The photo is of Manfred and I at Potters Bar, the southern most town on the London- Edinburgh - London randonnee in 1993. It's kinda old but it's a photo that holds many memories for me and I'm sure for Manfred as well. It was probably the toughest ride I ever did due to very cool (probably more descriptive would be COLD) winds from the north and rain, sometimes heavy. The day the photo was taken was the only time during the event we had sunshine.



## New Highways Policy to Benefit B.C. Cyclists

*B.C. Ministry of Transportation and Highways*

VICTORIA: After lengthy consultation with a number of stakeholders, the ministry's cycling policy has been finalized, Transportation and Highways Minister Harry Lali announced today.

"We know cycling is a healthy lifestyle choice," said Lali. "It helps create physical and mental well-being, and it benefits the environment, the economy and our society at large. We have adopted a new policy that ensures cyclists' needs are considered in our plans."

"This is a tremendous step forward for cyclists," said Francis van Loon, president of the British Columbia Cycling Coalition. "This new policy is a recognition of the legitimacy of cycling as a mode of transportation that has numerous health, environmental and economic benefits. We are looking forward to a continuing BCCC involvement with the ministry on the implementation of this policy."

A provincial cycling co-ordinator position has been created to bring cycling interests forward. A provincial cycling advisory committee is also being established to help implement the policy and make sure it is applied correctly.

The new policy was written after consultation with cycling groups and is also based on concerns brought forward in a survey of cycling advocates and other interested groups. It establishes a review process to make sure levels of cycling traffic are considered when planning new and upgraded highway projects. Exceptions will only be granted after an evaluation of the route, including consultation with cyclists, finds there are clear and reasonable grounds for excluding cyclists.

"The advisory committee will provide a point of direct contact between my ministry and cyclists," said Lali. "Cyclists and local government will be involved throughout much of the project planning processes so that, as much as possible, highways and bridges are designed to accommodate cycling traffic."

An information booklet with details about the policy will be ready for distribution later this spring.

Contacts: Debra Crozier-Smith, Senior Communications Co-ordinator (250) 356-2279; Alan Callander, Provincial Cycling Co-ordinator (250) 356-5563

From Francis van Loon, President British Columbia Cycling Coalition: You can now "visit" the BC Cycling Policy on our website at: [http://www.bccc.bc.ca/cycling\\_policy.pdf](http://www.bccc.bc.ca/cycling_policy.pdf).