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## British Columbia

# Randonneur

## Marathon Cycling

### President's Corner

*Doug Latornell*

The season is off and rolling! Inside you will find stories from several of April's events. Keep the stories coming – the only thing more fun that riding a brevet is reading someone else's account of riding one.

The Pacific Populaire was both a beginning and an end. It marked the 5<sup>th</sup> and final year that Eric Fergusson has organized the event. Under Eric's direction, the Populaire has grown from fewer than 100 riders in 1995 to 395 in 2000 and has become *the* premiere ride of the season for many Lower Mainland cyclists. Congratulations, Eric, and thank you so much for a job well done.

By the way, Eric isn't going away, he's just changing hats. He continues as our publicity guru and will assume the role of webmaster in the fall.

### Rocky Mountain 1200 is in Jeopardy

*Danelle Laidlaw*

Even though registrations have started coming in, the calculations for two start times are being worked out, and all the details for the altered route are coming together, we do not have sufficient volunteers to run this event. We still need volunteers to staff 4 of the controls.

I am very appreciative of all the assistance I have been given to-date. None of the events is ever organized by one person alone. There are a large number of active members within our Club. And we all benefit from a healthy ride schedule as a result of that massive contribution.

And, of course, I am delighted so many members are planning to ride the event. I would love to have the problem of deciding if we should limit the numbers. We sure don't want to do all this work and have no one show up!

I do not believe that the Rocky Mountain 1200 is a ride where we can have "on your own" controls. We need to have staff, provide food, and provide support. Putting on a ride like this is a large undertaking and a drain on the club's resources - human and financial. It is also prestigious and rewarding and I believe our Club is up to the task. I am sure Ted Milner recognized this when he first had the idea.

It is critical to look at your schedule again, think of others you know who might be able to lend a hand during the event, and let us know.

Danelle Laidlaw - 737-0043 or  
1-800-330-9926, tourbc@tour-bc.net  
Harold Bridge - 941-3448,  
harold\_bridge@telus.net  
John Bates - 856-5818, jbates@direct.ca

### Peace Region Populaire Report

*Wim Kok*

Our first Populaire was held on Sunday April 9, 2000 with 13 riders; nine people completed the 50 km ride, while two selected the 25 km ride for a total distance of 600 km. When we woke up Sunday morning, snow was falling heavily with approximately 5 cm on the ground. Things did not look good at all, but as the saying here goes: "if you don't like the weather, wait a little while until it gets better." That's indeed what happened. Skies cleared and by the afternoon the roads were dry, the

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temperatures rose to just above the freezing mark. A brisk NW wind accompanied us during the ride, while the odd snow flurry added to the atmosphere [where it also came from]. All in all riders were pretty happy with their accomplishments.

The 75 km ride On April 15, 2000 had only one rider showing, your organizer. The reason for the meagre show was dropping temperatures during the week. Temperatures reached minus 17 degrees on a few mornings and not much above minus 5 during the day. Thursday night's 16 km time trial saw eight riders battling a fierce northerly wind at minus 8 degrees [high windchill factor]. By the time Saturday had arrived the temperature was minus 13 in the morning, a sign that spring definitely was not here yet. So no ride that day. Since then temperatures have climbed substantially, and this Easter weekend we will have another populaire.

On a final note: the Blizzard Cycling Club also has a website with randonneuring news at:  
<http://www.jetcompletion.com/blizzard/Information/information.htm>.

## Another Challenge

*Danelle Laidlaw*

You know how we have some pretty hilly routes this year. Well, to get your training started, John Bates and Rainy Kent (of spin class fame) have come up with a training schedule designed to help you prepare for the 400 and the 600. And then, to top it off - we have a new event for you.

The training rides are scheduled to start at 6:00 p.m. every Tuesday night, leaving from Park Royal. The routes will vary, but the plan is to alternate between Cypress and Seymour when the weather gets a bit warmer. Bring lights. Everyone is

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**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 May 26.

welcome.

The Triple Mountain/Grouse Grind Challenge is tentatively scheduled for June 3rd and will start at the Gondola at Grouse. We will ride down and over to Seymour, climb Seymour, over to Cypress, climb Cypress, back to Grouse and up to the parking lot - put the bikes away and climb the Grind for beer and nachos at the top. All the details, like start time have to be worked out, but if you are interested, call Danelle at 737-0043.

## Okanagan Shuswap Century Ride (OSCR)

Sunday 28 May, 2000

*Bruce Stevens*

The Okanagan Shuswap Century Ride has three distances 12, 60 and 100km. Starts in Armstrong at the Municipal Park at 0900 and runs north to Salmon Arm and back. Short distances turn around prior. Posters and entry forms are being mailed to bike shops in the Okanagan and Kamloops next week. We are also listed in the Cycling BC touring/randonneur schedule. Last year we had 83 people come out ( 1st time for the event ). Levels ranged everywhere from kids to families to rec riders to triathletes and Cat 2 racers. Contact for info is Sandy Morris at 250-769-7108. Its a terrific route, country roads, good surface, low traffic, flat to rolling, great scenery, water/food stations ( at 35 and 60km ), finish line with food, refreshments and draw prizes. This is only a warm up for serious randonneurs but for those into recreational riding or road racing its perfect. Hope to see you there!

## A Few Comments on the Social and Some on Club Support

*Harold Bridge*

Judy did a great job of organising the Saturday evening. Hopefully she has plans to report on the function or has ordered someone to do so. I just wish I had been as well organised when I got to talk about the Rocky Mountain 1200. I forgot to mention the fact that we rent two big mini (well we aren't far past St Patrick's night) busses from SFU. I didn't think to confirm with Ted Milner that in fact the vans will be available. I did open my big mouth & mention I was thinking of riding the event. At an arthritic 73 that's a doubtful achievement & of questionable advisability (and I had had only one Guinness).

There were about 45 of us there. I asked how many were planning to ride the event, I think about 12 hands went up. The disconcerting thing is that when I suggested we didn't need to look any further than that room for all the help we needed I was greeted with laughter. What sort of Club is it that puts on an event of such proportions & the members laugh at the suggestion they should be involved?

I have been involved as a helper of some sort in each of the previous 3 Rocky Mountain 1200s. It is a most enjoyable experience. Admittedly, I've been used to doing this sort of thing for close to 60 years & it comes naturally to me to support

Club activities as & when I can. But to paraphrase Jack Kennedy: "Ask not what your Club can do for you, but what can you do for your Club?". Think about it.

We are thinking of organising our local members to accommodate visitors from Europe/UK etc & take them up to Kamloops in the busses. It would be an opportunity to use the bike trailer as well. Perhaps there are liability reasons why it isn't a good idea. It would be embarrassing if some visitors missed the start because our transportation broke down.

I'm still the Guy who has to co-ordinate the Rocky Mountain 1200 volunteers and can be contacted at harold\_bridge@telus.net, (604)-921-3448, or at #22, 3046, Coast Meridian Road, Port Coquitlam, Bc, V3B 5B6. It will be nice to hear from youall.

## Island 200

*Danella Laidlaw*

Roger - you were right! For a couple of years Roger Street has been waxing lyrical about the early season Island 200 being a pretty little route with a few hills and well worth the trouble of getting over to the Island to do it. For about the same amount of time I have been thinking - gee, it would be nice to do some of the Island rides - but groaning about the Island series being so early in the season and who on earth has done enough riding to be ready to do a HILLY 200 in MARCH!

Then, this year the Island 200 was actually in APRIL. Well, that made the world of difference. If I am not ready for the rides in April, then I am in big trouble. Well... bigger trouble than usual. And Karen Smith - she had a part to play in this too. Karen, in her usual shy and introverted way, managed to put together a winter training program of spin classes, specifically designed for randonneurs, and instructed by Rainy who not only knows her stuff, but is so full of energy and up-beat that it doesn't even seem like work. So there go any excuses about not being ready. And then, Stephen and Carol Hinde tell me that Hotel Hinde actually has some floor space available, my van is available, no-one wants to go skiing, others are willing to go, and the forecast is for sun - well - poof! There go all my excuses.

Let me tell you, Stephen - even with his broken arm - and Carol, put on a first class event. Our route cards were ready with our

names printed on them, our route sheets were accurate, there was a map of the area so we had an idea of where we were going - everything was perfect. And about 25 lucky people (approximately 1/2 were from the lower mainland) showed up to reap the benefits of all that effort, which is a pretty good turn-out.

The first part of the route took us south from Chemainus passed Crofton Mill, almost into Maple Bay, along the side of Quamichan Lake, down into Cowichan Bay and back up, around Cherry Point and the vineyards, over the highway at the north end of Mill bay and past the ciderworks, to the first control at Shawnigan Lake. Sharon Street was a wonderful sight at the first control with yummy homemade banana bread and chocolate chip cookies.

We then continued around Shawnigan Lake (you know Stephen managed to avoid one hill), through Cobble Hill, over the highway, back over the highway before scooting into Glenora where Tom Hocking made sure that we were still on track and ready for the wonderful downhill into Duncan.

We climbed back out of Duncan (there was an easier way to do this but Stephen was in hill mode again) and travelled out on the old highway to Lake Cowichan. The old highway is a truly wonderful road - gently undulating and very scenic. From Lake Cowichan we continued south of the main road (you had to love that little forest that we went through near Meades Creek) before joining the highway for the last few kilometres out to Youbou (pronounced youboo - according to Stephen, but it was April Fools Day). As Youbou is at the end of the paved road it was pretty easy to figure out that we had to turn around and go back and also, we had had a rather helpful tailwind on the way out, so it was a certainty we had to pay the piper on that one. The return was straightforward, except for one little jog back in towards Duncan and then back to Chemainus.

And Roger is right - it is a pretty little route with a few hills. Stephen had promised us that all the hills were in the first 50k, but it was April Fools Day, so the truth was there were hills all day, and headwinds, but there was also sun, and pretty countryside, and lots of downhill, and enough turns to keep you on your toes, and quiet roads, and best of all - good craique. This is a Celtic word, and I have probably spelt it wrong, but it means

## Coming Events

*Fleche Pacifique - May 5-7*  
ends at Harrison Hot Springs  
John Bates 856-5818

*Peace 200 km - May 6*  
[wkok@nlc.bc.ca](mailto:wkok@nlc.bc.ca)  
Wim Kok 250-785-4589

*Yukon 200 km - May 13*  
[todd\\_christine@hotmail.com](mailto:todd_christine@hotmail.com)  
Christine Todd 867-633-6745

*Interior 300 km - May 13*  
Kamloops  
Bob Boonstra 250-828-2869

*Seattle 300 km - May 13*  
Mukilteo at 6:00am  
Ken Carter 425-255-6031

*Island 400 km - May 13*  
Victoria 3am/Ladysmith 5:30  
Stephen Hinde 250-245-4751

*Peace 300 km - May 20*  
[wkok@nlc.bc.ca](mailto:wkok@nlc.bc.ca)  
Wim Kok 250-785-4589

*Interior 200/300 - May 21*  
Nelson  
John Bates 856-5818

*Yukon 300 km - May 27*  
[todd\\_christine@hotmail.com](mailto:todd_christine@hotmail.com)  
Christine Todd 867-633-6745

*L. Mainland 400 - May 27*  
N. Vancouver/ BC Rail 5am  
Val White 940-3929

*OkanaganShuswap - May 28*  
12 km, 60 km, 100 km  
Sandy Morris 250 769-7108

*Interior 400 km - June 3*  
Kamloops  
Bob Boonstra 250-828-2869

*Seattle 400 km - June 3*  
North Bend, WA 5 am  
Mark Thomas 206-612-4700

*Island 600 km - June 3-4*  
Langford 3am/Nanaimo 5:30  
Stephen Hinde 250-245-4751

*L. Mainland 600 - June 10-11*  
Abbotsford Park&Ride 6 am  
Stuart Wood 538-7589

camaraderie with lots of playful teasing. It was a wonderful way to start the season.

Most of the mainland contingent finished up by hanging around and having dinner at the Chinese restaurant in Chemainus before heading off to the ferry. We were joined by a few of the Islanders we had linked up with during the day. I think they enjoyed having a bit of crowd on this ride also. It was a real treat having Rainy and Joe (of spin class fame) on the ride. This was their first randonnee and I think they are hooked. On the ferry back, Rainy was asking all about the Populaire, and we were swapping stories and comparing sunburns.

Oh, and what were people's times like? I don't know. Everybody finished, so from my perspective, everybody's time was great.

## Details of the Wind-up to the Fleche: Sunday May 7, 2000

*John Bates*

Following is more info. about the wind-up to the Fleche on Sunday May 7th:

The meeting place in Harrison will be cabin #15 (same as last year) at Harrison Hot Springs Resort. The aquatic facilities will be open to us from 08:00-09:00 at the cost of \$5/person (towels are not provided). The buffet brunch will be served from 09:00-11:00 at the cost of \$16/person.

## Where has our Banner Gone?

*Danelle Laidlaw*

Has anyone seen the Rando banner - the one we usually have at the Populaire? It seems to have gone missing and we suspect that it is lying around someone's garage/basement. And the same goes for 2 more big water jugs? And some first aid kits?

I am particularly looking for the banner for the Rocky Mountain 1200 - so please let me know if you have it (Danelle - 737-0043), but if you have other equipment that should be returned, please let me know so we can get it back into general circulation. Thanks

## The 2000 Pacific Populaire: As played out in the theatre of my mind

*Ian Stephen*

This portrayal of the 2000 Pacific Populaire may have only a tenuous connection with anyone's reality but mine. Up at 0600, didn't sleep in! I'm having a great day! Got a ride to Burnaby hospital with the nurse and responsible adult of the family. She's going to work while I go to play. Need a bank machine and breakfast, both of which the hospital has. Bagels and coffee, the weather looks great, not too cold, I'm having a great day! It's a nice easy ride from the hospital to the Populaire start. I don't know how far 'cause once at the Populaire I'm too distracted to look at the bike computer.

So many interesting bikes and so many interesting people! Exchanging greetings with familiar faces and checking out strangers. If you like people-watching it's a great day! Lots of these people look fast. I decide to hang back at the start. The theme of this year's riding is "conservative", I'm not sure of my fitness after doing next to nothing last year.

We're away surprisingly close to the scheduled 0900 start time. It takes a long time for everyone to get going. I wait, no hurry. Finally I'm on my way too and now maybe hanging back so far wasn't such a great idea. There are a lot of bikes and I'm no club racer, just a commuter. This crowd is uncomfortable. I start passing. I keep on passing. This is fun! I'll slow down later, even if I go too fast for a while I can rest after. What a great day!

Now I'm with some pretty fast looking guys, they aren't so easy to pass, but I still find it a little too crowded. These guys look a lot fitter than me, I can't really go this fast. Maybe I should just let them get ahead, then I'll have some room. But now we're not far from the climb up to UBC. Maybe I'll stay with these guys a bit, climbs like this one tend to separate the men from the boys. I think it's because the boys don't have to haul the weight of the big cajones up the hill. Whatever the reason, I seem to climb pretty well. Sure enough we hit the climb and I drop these tough looking guys! I'm having a great day! Top of the hill, they'll catch me again soon...but they don't! I'm having...well, you know.

ZOOM! Some tall guy on a big red bike goes by me like a motorcycle. Look at the legs on that guy! He's got muscles popping out that I don't think I even have. That'll be the last I see of him. But then there's a hill and Oh My God I passed him! After the hill, ZOOM he blows by again. Then another hill and Ha ha! Passed him again! And so it goes for a while, ZOOM! Ha ha! ZOOM! Ha ha! Finally I pass him and the "ZOOM!" never comes! I'm having a great day!

Then I'm at the checkpoint, lots of smiling faces, good food, fluids. I was sure it would rain by now, but it hasn't and looks like maybe it won't. I feel good though I know I've been riding faster than I can. There's that attractive young blond I noticed on the road. Some kind of triathlete or something I think. Seems to be faster than me. Sure are some flashy looking bikes! And there's John just arriving! I'm ahead of John! I don't care how far behind me he started, I got here ahead of him and I'm having a Great Day! Leaving the checkpoint John passes me, then sadly must have taken a wrong turn 'cause when I look up from my route sheet he's gone and I don't see him again. Too bad he's not having a great day like me.

After the checkpoint things get blurry. My heart rate's way up, but the speed not so much now. See a bike ahead, push, push, push, hunt it down then look ahead for another. I'm hoping this great day ends soon! Check the route sheet, right on Crown next, not too much further. Find the right on Crown and wish I hadn't. Bump, Bump, Bump! Stop sign, Stop sign, Stop sign! Whose cruel joke is this! Then that hill...King Edward has a damn big hill! I don't have anything left for a hill! But I manage to keep the pedals turning and finally I'm at the finish. Check in and find that I've done my best 100km ever! What a great day!

There's that blond again...finished ahead of me like I expected. Must be a lady 'cause she doesn't look like she sweated at all and I've heard that ladies don't sweat. In fact a lot of these people who finished ahead of me look ready to go again if someone suggested it...and I'm completely done in. Oh, well, that's ok, I've had a Great Day!

## Lower Mainland 200 km: 2000-04-16

*Harold Bridge*

Dire predictions from the weather persons suggested tights, bootees, gloves & showerproof jacket. But Lower Mainland 200 organiser Dan McGician waved his wand, the carbon fibre one, and riders were treated to almost ideal riding conditions: warm sun & cool breeze, which made for a lively day. Dan had done a lot of work designing a new route. Getting out of Burnaby Lake Rec Centre was complicated by the Skytrain work going on at the north end of the Pattullo Bridge which has been the river crossing of choice for so long.

Instead, Dan sent us over the hump between BLRC & the Queensboro Bridge. Once on Lulu Island we made our way down Boundary Road where New Westminster becomes Richmond & ascended the zig-zag ramp onto the very new Annacis Channel Bridge. We crossed the road onto the path that leads onto what I refer to as the "H.Bridge" (just look at those towers) & once over it was plain sailing along River Road, Highway 17, 56th St & into the South Delta Rec Centre for a control.

Return up 17 to Ladner where a right turn put us onto Hwy 10 for about 25 kms thru Cloverdale to Langley City where, thankfully, we turned onto 56th Av to wander thru the town centre & out the other side to continue due east with a couple of jogs, one to accomodate crossing Hwy #1 & the other to cross Nathan Creek & transfer to 58th Av or Interprovincial Highway after the sharp little climb out of the dip. 400 metres south on Ross & we headed east again on Harris Road to the relative tranquility of Matsqui Village. Over the Mission Bridge & then all we had to do was charge 19kms out to Deroche where we were to turn round & plod back to the finish. Well, that was the plan.

I have long been a proponent of alternate starts. Living in Port Coquitlam, currently sans motor vehicle, it makes sense for me to do the last bit of the route first & treat BLRC as my first control. It involves a bit of extra work in preparing different route sheets & control cards. In the past I have done this myself, with organisers approval. We have had as many as 12 start at an alternate venue but this time I was alone. Dan insisted that he would do the control card & route sheets himself as: "It's so easy on the computer". He also gave me personal control times, something the new guidelines say we shouldn't get.

At precisely 06:00 I was on my way from the Tim Horton's at the bottom of Coast Meridian Road & joined the official route 2kms later at the Maryhill Bypass. With 23.4 kms to do to get to BLRC I should have been there in just about time for the official 07:00 start. But by the time I got to North Road I was anxiously looking for a toilet & the Shell Station came not a

moment too soon. Bob Marsh signed my card at 07:10, after the bulk of riders had left. Visiting the Boys' Room (Again?), explaining to Sean Williams why I still use toe clips & straps and haggling with the bureaucracy over how much I should pay meant I didn't get under way until about 07:25. I had company, Cindy had arrived with the intention of doing the 150 km "short" ride & on the spur of the moment chose the 200 instead. But she felt somewhat alone as her driving partner had taken off on his 200 without the updated knowledge of her plans. With us was Lyle who, fortunately for us, knew where he was going & we progressed quite well up the winding hill of Buckingham Av. However, a bit of road straightening had removed a left turn & that caused a bit of a rumble among the riders.

Once over the tight rope type ride on the Queensboro Bridge sidewalk we were soon on a more modern sidewalk over the Annacis Channel. But not before another stop in the bushes. After a brief detour into the industrial heartland of Annacis Island Cindy & I were directed onto the "H.Bridge" path by a considerate Lyle who came looking for us. Once over the last bridge it was to be straight forward with little need of the route sheet or map. I was concerned that the Cat Eye Micro was showing an average of 16 kph & that included the little bits off course. This caused concern because if Dan had set up a secret control just off the Alex Fraser Bridge we could have probably been eliminated with an average from BLRC of about 12kph. One more stop in the bushes along River Road & I started to get under way. It appeared that Lyle was keeping Cindy company so I felt free to go for a "Sip or Blush" ride. After all, I had my 200 pin for the April Fools' event. By the time, 09:30, I got to Sean Williams at South Delta Rec Centre I had the average up to over 17s & felt I had a good chance of getting up to 20 by the time I got to Deroche. One more visit to the can & I got under way after depositing my gloves with Dan McGuire, the day was warming up.

Lyle & Cindy were just turning on to 56th St as I headed onto hwy 17. To my surprise I saw another woman even further back than them. But she looked like she was moving fast. To my surprise I got in company with Tom Hocking & his Island cohort along Hwy 10. They were delayed by Tom losing a bolt out of one of his cleats. He carried a spare bolt for PBP but not for a mere 200. Things like that don't happen in events of a certain distance & not in others. They happen when you don't have the remedial means. We were going along fine when we saw the event organiser reverting to his Populaire role of photographer. Luckily I was at the front of the pace line as I was wearing my North Road Cycling Club (formed in 1885 for: "Fast and Long Distance Cycling on the Great North and Other Roads") jersey. It wouldn't do to be seen wheel sucking in that outfit!

The other 2 vanished when I stopped yet again at a gas station & I had a lonesome plod up the hill to Panorama Ridge. At the King George Hwy lights the last rider I had seen heading for SDRC caught me & we were together long enough to exchange names, hers was Dorothy. By Cloverdale she was outa sight. Lyle came along & said Cindy was a long way back & he too disappeared up the hill out of Cloverdale. I was beginning to have second thoughts about my "Sip or Blush" ride & sat in a

bus shelter eating my emergency rations & decided Cindy needed company provided she wasn't too far back. I waited 15 minutes & given the chance she might have packed decided to press on. My mental arithmetic seemed to be working okay & I reckoned I needed to be at Deroche by 14:00 to stand a chance of getting back to my finish by 17:00 for an 11 hour ride.

Keeping the Micro on average I watched as the figure slowly changed for the good. By Cloverdale it was already over 18 & didn't drop too much with my 15 minute stop. But the next kph took almost all the way to the turn. 56th Av west of Langley is now known as Hwy 10 & our route was to follow that road to the bitter end. At Langley City we thankfully turned off the highway onto relatively quiet 56th Av old style. The Sun was directly in line with the high road signs & I'm not sure I went thru town strictly according to Hoyle, or McGuire. As far as I remember I don't think I have ever used 56th Av between Langley & the 264th St interchange, so I got in a new piece of road.

After picking up 56th Av again north of Hwy 1 I came across Georg Jenson who was bemoaning the facts he had punctured & that he had to be at work at midnight. As he lives right in Matsqui Village he had plans to stop off at home & put on some fresh clothes. But as he didn't seem too happy I think that put paid to his 200, I didn't see him again after I left him before the dip over Nathan Creek. Fortunately, the foliage on the trees had yet to bloom & obscure the line of sight & one could take a certain amount of liberty with the centre line on the rather tight bend at the foot of the climb up to 58th Av, making for a smoother deceleration as I changed down through the gears.

After 58th Av becomes Interprovincial Hwy (There's 2 bits in the Valley, one east-west & one north-south. A scam to get federal money for make-work projects in the dirty thirties?) & 400 metres on Ross St we were down to Matsqui on Harris Road with it's quite exhilarating descent. But the traffic line up at the Riverside Road intersection reminds one how the once pastoral Fraser Valley has become so urbanised. Sad!

The tranquil ride through Matsqui Village is soon lost in the pounding roar of the Mission Bridge Gran Prix & it's a relief to turn off east rather than the more normal hair raising sprint across the turn off for our west bound routes. A short sharp grunt over the wall of the railway overpass & it was to be a mere 19 kms to the Deroche control. I was too late, about 12:45, to see the Terminators or other rushabouts. But I did get on nodding, waving terms with quite a number of riders in groups of 4 or 5 & in ones & twos. As I was 24 kms & one hour further into my ride than they were it was difficult to assess where I stood in relation to them.

I was anticipating a torturous ride back from the turn, especially across Nicomen Island & so was reluctant to push it going east. Bob Marsh signed me in at 13:48 & there was quite a party there enjoying their purchases from the Deroche Store. But by the time I was ready to leave they had all fled. I got going at about 14:15 expecting the worst. But I found I was able to maintain 20/21 across Nicomen Island. As I approached the bridge just before Dewdney I was impressed to see that Cindy had persevered & was still heading east. I cautiously plodded up those little monsters into Mission & saw a bike with coat

drapped over it at the other end of the old town. It was Barry Bogart, Cindy's neighbour who had innocently deserted her at the start. He had decided to wait for her after what I told him at Deroche. Decent Chap!

It was soon after the grunt out of Mission that I noticed a change. I was late enough to catch the evening swing of the wind and I had me a SOUTH EASTER. McGician's wand strikes again! This suggested my 17:00 finish was still possible & I worked at it as best my feeble legs would allow me. BUT bloody traffic lights, I hate 'em. I got a 17:02 at Tim Horton's. I asked for a coke. "How much?" "On the house, Congratulations!" Not a bad way to finish a day in the saddle.

## 200 km RANDONEE - 2000 April 16th

*Dan McGuire*

There were 65 happy cyclists at Burnaby Lake on Sunday morning with the blue sky lighting the start of the first randonee of the new millenium. These smiles lasted for a couple of kilometres, the first hill, but it was a great day for a long ride in the country, hardly a breath of headwind. Bill and Bob who had pre-ridden earlier in the week had to put up with rain, hail, and strong winds.

We apologize for the error in the route sheet on Griffiths at Rumble Street. The original route had been devised using the 1997 cycling map but in the meantime Griffiths has been rerouted to line up with and replace 19th Street and the turn at Rumble eliminated. I drove the route and five of us cycled it without noticing the error, strange. However it may be a good lesson in navigating these routes. We try hard but there may be errors, so the cyclist will have to use the best information available to navigate. In this case the map showed the way to the Queensborough Bridge.

There were five tandems on the ride, which is nice to see, and we thank them for their patience in navigating the tight turns crossing the Fraser River bridges. We had an unusual tandem result with Deirdre on the back finished 1/2 hour faster than Roger on the front; Roger forgot to bring the headlight so was penalized.

## 133 km Canada Day Ride is a Benefit

*Danelle Laidlaw*

For those of you planning to ride the Canada Day Ride in Fort Langley, not only will it benefit you, but it will benefit one of our long time members and volunteers. The randonneur executive have decided to donate the proceeds of the Canada Day Ride to Cliff Green whose son Kevin was injured in a bicycle accident late last year. Kevin's recovery is slow, but steady. Kevin has already tried out a tricycle and he enjoys riding it. The randonneurs and the Vancouver Bicycle Club are working together to help Cliff raise the \$3,000 needed to buy the trike.

So, plan to do the ride, have a great day and help out a wonderful person.