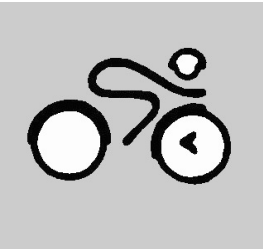


Randonneur

Marathon Cycling



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The Prez Sez

Gary Baker

"Volunteerism is one's ticket on Earth!"

The BC Randonneurs Club is the success it is because of the selfless efforts of so many. What really impresses me is how many years some of these great folks have given of themselves to insure that so many others get to enjoy their passion for marathon riding. They clearly love doing it. I urge you all to have a look at the archived newsletters. If you do, you'll see who these individuals are. Take the time to thank them; we all owe them big time. And, seriously think of volunteering; we all need to give something back, considering how much we receive from their efforts. Just contact any executive member.

Now that I've given my 'get involved' speech, wasn't 2006 a great year. All brevet entrants are to be congratulated whether they successfully made the distance or the time. Many rode new personal best times and distances. Be it their first 200km brevet or their 200th century they are all champions in my mind. Fantastic! Sadly, 2006 saw several of your fellow riders involved in nasty accidents. Hopefully we'll see them all back on their bikes in 2007.

2007 is shaping up to be an exciting year, and not just because it's a PBP year. Your executive has been busy planning a full schedule of spring and summer brevets throughout the province (see the web www.randonneurs.bc.ca for full details). New routes have been added and special brevet series scheduled to help prepare for PBP. There are also two PBP orientation workshops scheduled for those planning to qualify for PBP (Vancouver, Feb. 3 and Victoria Feb. 21). Our annual Spring Social & Ride will be held again at the Moose Down Under March 17. There will be great company and lots of nifty prizes. Three 'Populaires' are scheduled: Victoria Populaire - March 25, Pacific Populaire - April 1, and the Canada Day Populaire - July 1. These rides are great family fun and also important fund raisers for the club. So join in and invite every cyclist you see or know, to do the same.

As you pursue your cycling dreams for 2007; be safe, obey the rules of the road, and most importantly have fun.

See you on the road . . .

PBP Information Sessions

Karen Smith

A PBP Workshop, organized by Deirdre Arscott and Danelle Laidlaw was held on Feb 3 in Burnaby. There were great presentations and stories from BC Randonneurs who have participated in past PBPs. The workshop was very informative both for the veteran and rookie randonneur. Watch for a full report coming to the website soon.

The Victoria Randonneur contingent will be holding a PBP Info Night:

Wed, Feb 21 @ 7 pm

New Horizons Society

234 Menzies St, Victoria

For more info on the Victoria session, please contact Ray Parker @ (250) 388-5365.

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Randos Trade in their Iron Butts for Fat Asses

Michel Richard

The 14th annual Vancouver Fat Ass 50km run took place on New Year's Day. It started in Stanley Park and headed over to UBC using many trails and footpaths along the way. So you're probably thinking, why should this interest randonneurs? Well, over the years, more and more of us have used this fun run as endurance cross training in our off season. And amazingly, this year's randonneur attendance was probably a record - despite the awful weather that greeted us that morning. But then again randonneurs never let the weather dictate their actions.

So next January first, when you're wondering how to start off the new year, why not get off your Fat Ass and join us. And don't forget your swimsuit for the recommended post-run polar dip. :)

Here's who showed up this year:

6 Fat Asses (50 km)

- Rainy Kent (+dip)
- John Little
- Keith Nichol
- Ross Nichol
- Michel Richard (+dip)
- Gavin Tansley (Rainy's son)

9 Supporters/Cheerleaders

- Deirdre Arscott
- John Bates
- Barry Bogart
- Margaret Elliot
- Sarah Galazin
- Bob LePage
- Cheryl Lynch
- Karen Smith
- Joe Turtle

2 Half Asses (25 km)

- Danelle Laidlaw
- Sharon Street

www.clubfatass.com/events/VancouverNewYear/results/2007

British Columbia Randonneur Marathon Cycling is the hardcopy newsletter of the BC Randonneurs Cycling Club. The BC Randonneurs are a founding member of the Randonneurs Mondiaux (1993). The club is affiliated with Cycling BC and the Canadian Cycling Association.

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.

The newsletter is published approximately four times a year and distributed to club members by e-mail in pdf format. The newsletter is also available on the club website at www.randonneurs.bc.ca.

Editor: Karen Smith

Submissions: Please send articles electronically to ksmith222@telus.net or via the post to #309 – 1675 W 10th Ave, Vancouver, BC V6J 2A2

My preference is plain text files or Word and digital photos in JPEG.

Next publication deadline: **May 13.**

Audax Lang Syne

Mike Poplawski



photo by Mike Poplawski

The starting line up

Ray Parker stepped in to assume the role audax captain in my absence for what turned out to be an enjoyable, but wet, start to the new year. If any of the eleven riders had resolved to lose weight in 2007, it didn't happen until after the ride - these riders' clothes were soaked early and often during one of the wetter days of this weird winter. Nevertheless, everyone stayed on schedule through the controls at Mattick's Farm and the Royal Oak Tim Horton's, and everyone was pleased to reach the Christie's Carriage House finish for some warm nachos. Have a great year, everyone!



photo by Mike Poplawski

Scott Staniland, Steve Lonergan and Jo Kent going through the wash cycle.

Btw ... 🎵🎵🎵

"Auld Lang Syne" literally translated is **Old Long Ago** also used for **days gone by, old memories**

🎵🎵... icydk

What the Hell!!

(Eau de Hell Week)

Ken Bonner

Opportunity knocks!

Based on the old randonneur saying, "In for a 200, in for 1500", the Vancouver Island contingent of the BC Randonneurs has established a 'compact' super randonneur brevet series (200k; 300k; 400k and 600k) starting with the Tour de Cowichan 200 on April 7th. Originally, the concept was to ride each brevet, back to back. 1500k in 100.5 hours! After considerable whining, complaining and then negative publicity initiated by an unnamed webmaster ☹, the concept has been re-visited.

Randonneurs now have a whole week to complete the compact super randonneur series, which includes considerable rest time to explore the scenic wonders of Vancouver Island not already examined while riding the compact brevets. 'Normal' randonneurs can choose to ride any one, or several, of the individual brevets which comprise the Eau de Hell Week and earn the respective distance medal(s).

Other randonneurs will earn the new, coveted and prestigious BC Randonneur 1500 k Hell Week pin (and qualify for Paris-Brest-Paris) should they manage to complete the full compact brevet series*:

Saturday, April 7th –
The traditional Tour de Cowichan 200k

Sunday, April 8th --
The reverse direction version of The Hills Are Alive 300k

Tuesday, April 10th –
The Lost (But Not Forgotten) 400k (includes the Tour de Cowichan route in reverse and some Back Country Roads territory)

Wednesday, April 11th –
Relax and book a ticket for Murder on the Nile at the Chemainus Live Theatre

Thursday, April 12th –
Ride for Gold 600k (Chemainus to Gold River and return)

* NOTE:

- All rides start and finish in **Chemainus**, BC. Start time for each brevet is **7:00 am**.
- It is recommended that only experienced randonneurs attempt to complete the full compact brevet series
- **No organized support provided.** (Upon completion of required paperwork and payment of Club membership and ride fees, each rider will be provided with a route sheet and control card before the start of each brevet in the compact series – in traditional randonneur fashion each rider is then on her/his own).
- **No manned controls** – where controls do not have convenience stores that are open, each rider will answer a question on their control card and insert the time/date of arrival and rider's signature.
- **\$20 BC Randonneurs Club 2007 membership; plus \$15 for each brevet – No discounts for signing up for all of the compact super randonneur brevets.**

Eau de Hell

- Perfume of spring blossoms
- Pitter-patter of spring showers
- Phrase oft-repeated by Eau de Hell Week riders

For further information:

Tour de Cowichan 200k – Susan Allen and Doug Latornell (chemainus200@sadahome.ca)

All other Eau de Hell brevets – Ken Bonner (kenbonner@telus.net or 250-598-4135)

Daradara zina tope wala hakuna mvua

(The road is bad, but it is not raining)

Swahili proverb

Coming Events

PBP Info Night -- Feb 21
Seattle Populaire -- Mar 3
Spring Social -- Mar 17

Seattle 200 -- Mar 17
Victoria Populaire -- Mar 25

Pacific Populaire – Apr 1
Peace 50 -- Apr 1
Island 200 -- Apr 7
Eau de Hell -- Apr 7-13

Peace 100 -- Apr 7
Seattle 300 -- Apr 7
LMD 200 – Apr 14

Peace 150 -- Apr 14
SIR Fleche -- Apr 20
Island 300 -- Apr 21

Interior 200 -- Apr 21
Peace 200 -- Apr 21
LMD 300 -- Apr 28

Peace 300 -- Apr 28
Seattle 200 -- Apr 29
Seattle Populaire -- Apr 30

Fleche Pacific -- May 4-6
Island 400 -- May 12
Interior 300 -- May 12

Peace 400 -- May 12
Seattle 400 -- May 12
LMD 400 -- May 19

Island 600 -- May 26
Interior 400 -- May 26
Peace 600 -- May 26

LMD 600 -- June 2
Seattle 600 -- June 2
Interior 600 -- June 9

Island 200 -- June 10
Seattle 600 -- June 15
Seattle 1000 -- June 15

LMD 1000 -- June 16
Island 1000 -- June 16
Interior 1000 -- June 16

Interior 200 -- June 16

WHO IS THAT ANYWAY?

Jaye Howarth

Have you ever wondered who that is – riding alongside you, or just ahead, or sometimes behind? You say hello at the ride start – maybe exchange a few breathless words about the weather enroute – share a few moments of rest over a Tim's coffee and donut at a control – finish the ride but never get a chance to really 'talk'. 'Who is that Anyway?' will attempt to introduce to you, a few of your fellow and sista' Randos – enjoy!



Harold in 1960 (age 33) starting out on the Catford 24 hr TT in Sussex, south of London

Number 1 Interviewee: **Harold James Bridge**

Interviewer: Jaye Rebecca Haworth

JH: What year did you first join the Randonneurs and where – which Club was it?

HB: 1981; The wife was away on a trip and I had the freedom to join Gerry Pareja's Vancouver Bike Club members who were meeting outside what was the BC Tel building on Kingsway at Boundary Rd. We were not a randonneur club at that time, just VBC members who were joining the 4 original BC randonneurs, Gerry Pareja, Dan McGuire, Wayne Phillips and the late John Hathaway who got the ball rolling in PBP 1979.

JH: What inspired you to become a randonneur?

HB: I was getting too lazy for real racing. Besides that I was beginning to define myself with some self-analysis. I eventually came up with the theory that I'm a long distance brain trapped in a short distance body. Hence the lack of satisfaction with the longer randonnees. Even in my early teens during WW2 I was

doing some quite long rides by myself. The lack of traffic and a wealth of country lanes encouraged me to see what was over the next hill. As a result 140 miles (225 km) days at 14 or 15 years were not uncommon.

JH: Can you share with us, your most challenging moment during a brevet – your greatest achievement? How did you get yourself through it?

HB: Um, which one?

PBP 1983 provided a traumatic situation. I was in the 90 hour crowd with an aim of 84 hours. But I spent at least 3 hours off route, some of it due to false arrows, some of it due to talking too much. I was using a Sanyo BB generator that was constantly blowing bulbs and I was relying on my 3v Never Ready lamp. There was some chattering among the French riders during the second night and a Brit I was with said they thought they wouldn't make it to the next control in time. Despite my poor lighting I put the hammer down and by dint of about 30 k I flew down into the control just in time. But there was no sign as to where the control was & I finished up having to ride back through hordes of riders to find the control. I was on the verge of tears while trying to explain to the controller. But he stamped my card anyway and I grovelled into Arrivee with 25 minutes to spare.

1991; I set out to get my Randonneur 5000 medal all in that one year and almost made it. 2 of all the regular brevets, a Flèche, a 1000 and all I had to do was finish PBP. At the 1000 km point I was inside 70 hours while riding back into that hot east wind. At about 1100km I had to stop for a power nap. I put my foot down in the long grass and found it hid a ditch into which I fell. Hurt my ribs either on a rock or more likely on my elbow and did the final 130 kms in pain. On one steep little hill I had to stop and rest. I think I must have slept given the time that swept by and I finished in about 92.5 hours. Because of the mess at the start they had given us an extra hour, so I was 90 minutes adrift. The x-rays didn't show up any broken ribs, but it was 6 weeks before I could comfortably pull on my right handlebar. I resolved to get my revenge in 1995 but by then I was crippled by arthritis and wasn't riding at all for about 15 months.

JH: What about your most memorable – what is your proudest moment during a brevet – your greatest achievement?

HB: Most of my 600s were finished within 35/39 hours. Two days after my 65th birthday in 1992 I got round in 32:43 I think it was. That has remained my fastest 600 and likely to continue to be. In 2002 at 75 I did my fastest 200, albeit only an 8:40. But I was pleased. I felt I had said "Up Yours!" to the arthritis. I understand and approve of Audax UK's reluctance to record actual brevet times. All that really matters is: did the rider get to all the controls, especially the Arrivee, within the time limits. But

in UK riders have the option of riding a comprehensive time trial program and therefore brevet times have less value.

JH: While on these rides, some of us tend to indulge ourselves with things we wouldn't normally eat in our "civilian" life – what's your favourite treat to eat during a brevet? To drink?

HB: Time of day affects the answer to that. But I would think that ice cream and/or a milk shake.

JH: What's your favourite pre-ride meal? And post ride?

HB: Again, that is affected by time of day. Normally, 2 cups of sweet black coffee (Starbuck's French Roast), bowl of oatmeal and a banana.

Post ride, probably Guinness, pasta & whatever is going.

JH: What have you learned from your randonneuring experiences that you wish you had known in your youth?

HB: Not much. I grew up in cycling clubs along with my parents, cousins and friends. I have come to accept the camaraderie that goes with being a member of "The Club". However, the BC Randonneurs are exceptional in that respect.

JH: What qualities do you value most in your friends?

HB: Their tolerance of my offbeat sense of humour comes to mind. I am exceptionally lucky in the friends I have.

JH: What is your main source of inspiration/energy?

HB: How I stagger when I first stand up after a prolonged bout of sitting, such as this marathon. It gives me the energy to keep active.

JH: Off the bike, what do you like to do?

HB: Currently; improvements to my house. But I enjoy the opportunity to help the organizers of brevets, that's usually off the bike. Enjoy photography, messing about with the computer despite the inherent frustrations. I like a good excuse to go for a drive into rarely seen country. Music is like cycling in the public's perception. People hear the words "Cycling" or "Music" and think in about 10 degree segments when in fact both subjects are 180 degree ones. I am lucky in that I can enjoy music in many different forms much about the same way I can appreciate various aspects of cycling.

MAKE SURE YOU'RE LOOKING GOOD ON THE BIKE

To get your Rando clothes, contact our clothing manager, Danelle Laidlaw @ (604) 737-0043.

In stock now:



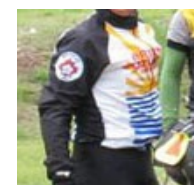
Goose Jersey \$65



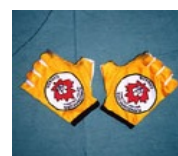
Bumble Bee Jersey \$60



Shorts \$55 (NEW)



Bumble Bee Jacket \$70



Gloves \$20



Socks \$10

Evolution of the Wheel - A Trilogy

Michel Richard

Part 1: Man invents wheel

After 150,000 years of carrying, dragging and pulling objects, modern man finally got around to inventing a primitive wheel. Archaeologists suggest this would have happened 8-6000 BC in Mesopotamia (modern day Iraq). The oldest found artefacts are from the same region and date back to 3000 BC. Interestingly, in this same time period, goblets requiring a pottery wheel appeared. So experts are still debating for which purpose the wheel was first invented, drinking or driving. Hopefully not both at the same time!



Group Riding & Pacelining 101

Karen Smith

Group riding is a lot of fun. Drafting and pacelining can be even more fun because you can go faster with less effort and be part of a well-oiled machine. Not only can you feel like you are “**one with the bike**”, you can be “**one with the pack**”. There are a couple of things to keep in mind however to make riding in a group/paceline enjoyable and safe.

GROUP RIDING

Stay smooth, steady and predictable

- Maintain a consistent speed. You should be continuously pedaling. A speedometer can keep you on track. Also try monitoring your effort level.
- Ride in a straight line with minimal lateral movement. You can practice by following the white line on the road. But don't look down at the white line, keep your focus 20-30 ft ahead. One thing to keep in mind is that your bike will go where your eyes go. So look where you want to go.
- Avoid making sudden movements.
- Try to keep your upper body relaxed and a light grip on the handlebars.
- Don't pass on the right! (Except in an actual paceline.)

Communication is very important:

- Call and/or point out hazards on the road: potholes, broken glass, gravel, dog, parked car, pedestrian, etc... Do not look at the obstacle you are trying to avoid. Remember your bike will go where your eyes go.
- Use arm signals and voice for turning, stopping, slowing. Note: when signaling to turn right, use your right arm and point. The use of a bent left arm to signal a right turn is for car drivers because no one can see their right arm.
- Say “**Standing**” when you are going to stand on the bike because your speed will change.
- Say “**Car Up**” to indicate a car coming towards the group from ahead.
- Say “**Car Back**” to indicate a car coming from behind. “Car Back” is also more than just a warning. It also means do something: ie, move over and encourage others to do so too.
- Let the group know, if one of the riders falls off the back.

IN THE PACELINE

- Try to keep a consistent gap between you and the bike in front of you. Ride only as close as you feel comfortable! The closer, the better - but remember, **closer requires more**

attention. Start with 2-3 ft and then decrease the gap as you get more comfortable.

- Use your brakes sparingly. If the gap is getting too close, you can soft pedal (reduce pressure on pedals), move to the side (without overlapping wheels) or sit upright and you will slow down. If you really must use your brakes, feather them lightly. Remember smooth & steady.
- Protect your front wheel! If your rear wheel gets touched, it is unlikely that you will go down. But if your front wheel touches the bike in front of you, you are going down.
- Look past the rider in front of you. Look forward several riders to see what the paceline is reacting to.
- When it's your turn to take the lead, DO NOT pick up the pace. Note the speed on your speedometer as the second rider and maintain that same pace when you get to the front.
- The lead rider stays at the front for a predetermined amount of time or distance.
- Know your limitations. If you're not strong enough or too tired, take a shorter pull.
- The lead rider is the eyes of the paceline. Communicate.
- When your turn is over, signal (ie. elbow flick - like the pros), then pull out to the left BEFORE you slow your pedaling and drop your pace.
- Wait until you are at the back of the paceline to eat, drink, stand, stretch or make any personal adjustments.
- Break up the paceline on the downhills.
- If your group wants to stay together, adjust the speed of the group/paceline for the slowest rider.

By practicing the above etiquette, you'll gain confidence in yourself and trust in your fellow riders.

Let's have fun out there . . . and stay safe.

Evolution of the Wheel - A Trilogy

Michel Richard

Part 2: Man perfects wheel

Again demonstrating the once slow march of progress, the wheel didn't evolve spokes until 2000 - 1500 BC in Egypt. This advancement made possible the hobby horse around 1800 AD, a progenitor of the bicycle. The next leap forward was the tensioned wire spoke wheel which was first used in 1869 on an early bicycle called the Phantom Veloce. The last technology jump arrived in 1888 when Dunlop introduced the pneumatic tyre for use on bicycles. Finally, we had our perfect wheel. Cyclists would now have to ride much longer distances to earn the title of iron butt.



John Jamieson Dies, Age 94

Richard Blair

John Jamieson, a regular rider on the Kamloops brevets in the late 1980s and early 1990s died on January 1, 2007 at the age of 94. He did not start cycling until after he retired, but made up for many of those lost years with a vigorous riding schedule which saw him putting in huge mileages around Kamloops and the Interior coupled with his randonneuring endeavours until he reached his mid 80s when health caused him to stop riding. John partnered with Bob Boonstra on a tandem for many brevets. John also rode competitively in the B.C. Senior Games. When the weather got too ugly for him to cycle -- a rare occasion -- he cross country skied, another sport in which he competed. He was a quiet individual but a solid rider and good company. He also disliked purchasing new tubes a discovery we made when riding a 300k out near Sicamous when he suffered yet another flat tyre and one of us counted 12 or 13 patches on the failed tyre. He got his value from those tubes and we valued knowing and riding with him.

A few things that I remember about John Jamieson

Deirdre Arscott

John completed his first 400km event at age 80! It wasn't an easy 400 km event either, Kamloops, Cache Creek, 100 mile house, Little Fort, Kamloops. He stopped for a few hours sleep and completed the ride in 23 hours. He was in amazing shape... I remember him jumping over the cattle guards unlike some of us 'younger' riders who chickened out and walked... Good natured, polite, quiet, charming and a pleasure to ride with... He seemed to have a horde of pleasant blond haired 40 year old women to train with! (Maybe that's what all randonneur men need to train for a 400km!)

Rules, Yes . . . There Are Rules

Karen Smith

The onus is on the **Rider** to follow the rules of the club. If you are not familiar with them, please check out our website for a complete list (on the homepage under: An Intro... Rando Rules and Recommendations). Please don't ask the Ride Organizer to turn a blind eye or to make up a new card for a lost one.

No lights = no ride.

No helmet during the ride = DQ, no credit, no ride pin.

No card or no signature of passage on your card = no credit for the ride towards Iron Butt, or for France. This is especially important in this PBP year! However, BC Randonneurs will give you credit with a ride pin.

2006 Season Review

by Eric Fergusson (excerpted from the Web by Ed)

BC Randonneurs rode **194,052 km** in brevets in 2006. The year saw the greatest number of Super Randonneurs in a non PBP year (43), and also the most riders (48), in a non-PBP year, making it onto the Hathaway ("iron butt") list by riding 1500 km or more. Curiously, there were more 200 kms ridden this year than ever before (232), and almost the most 400s (83), though 1000 km brevets were down noticeably - only 11.

Peter Stary became the first BC rider to earn **20 super randonneur medals** (200, 300, 400 & 600 km brevets in one season.) Close behind Peter is **Ken Bonner** who, interestingly, has ridden the exact same 19 consecutive super rando seasons (1988-2006) as Peter, but Peter also had one in 1986. Congratulations Peter!

Congratulations also to the **eight first-time super randonneurs** in 2006: **Tracy Barill, Leif Bjorseth, Luke Galley, Steve Lonergan, Jeff Mudrakoff, Ray Parker, Alex Pope and Nigel Press**. Well done everyone!

2006 was **Ken Bonner's 5th consecutive year as winner of the Hathaway ("Iron Butt") Award (event total 10,271)**. It was his second year in a row finishing all four North American 1200s (fastest time was CLC - Colorado Last Chance 1200 - first finisher in 56:27). But the riding that really turned the ultra cycling world upside down was his **quest for a one-year distance total exceeding 50,000 km / 30,000 miles**. In the **Ultra Marathon Cycling Association's "year-rounder" challenge**, Ken's 31,137 miles was over 20,000 MILES more than the next person on the 2006 list, and 5000 miles more than the previous high water mark in the year-rounder's history.

Ken's distance total for the **Canadian Kilometer Achievement's** reckoning was **50,934**, easily enough to secure **top C-KAP honours for the second year in a row**, and also to set a new C-KAP **distance record** by over 8,000 km. Congratulations to Ken for achieving something exceptional.

Henry Berkenbos had his biggest C-KAP distance year ever in 2006 - **over 32,000 km** (figure unofficial). That figure would put him eighth on the all-time C-PAK annual distance list. Nice going Henry!

Danelle Laidlaw was the winner of the **Roger Street Award for outstanding contribution to the club**. The variety, duration and importance of Danelle's many involvements has been extraordinary. The award is very well deserved. Brava Madam Pres!

So with many thanks to our outgoing présidente extraordinaire and her committee, here's wishing best of luck in the upcoming year to the incoming committee and president **Gary Baker**. It promises to be an exciting year.

"When I see an adult on a bicycle, I do not despair for the future of the human race." - H.G. Wells

Vélocio's 7 Commandments for the Cyclist:

1. **Keep your rests short and infrequent to maintain your rhythm.**
2. **Eat before you are hungry and drink before you are thirsty.**
3. **Never ride to the point of exhaustion where you can't eat or sleep.**
4. **Cover up before you are cold, peel off before you are hot.**
5. **Don't drink, smoke, or eat meat on tour.**
6. **Never force the pace, especially during the first hours.**
7. **Never pedal out of vanity.**



Paul de Vivie - Vélocio 1853-1930

Paul de Vivie (aka Vélocio), was the publisher of *Le Cycliste*, early champion of the derailleurs and the father of French bicycle touring and randonneur cycling. For more on Vélocio, see the BC Randonneur website under Odd & Ends.

Evolution of the Wheel - A Trilogy

Michel Richard

Part 3: Man eats wheel

The wheel was now perfected, ditto the bicycle. And men being men, bicycle racing soon followed. And in 1891, to test the endurance of both man and machine the inaugural Paris-Brest-Paris took place. Slightly less than 72 hours after he left Paris, Charles Terront was the first one back, having shown that through the ingenuity of man one could sit on a saddle for 3 straight days. However, such an effort builds up an appetite, and this being France something special was created. And this something is the Paris-Brest pastry, the whole (hole?) point of this trilogy. An enterprising chef whose patisserie was located on the route created this impressive and delicious bicycle wheel which has been enjoyed ever since. Any PBP experience wouldn't be complete without its sampling. So as you prepare your mind and body for your PBP attempt, also devote some time and effort to train your stomach as well. Paris-Brests will be hard to find here, so you'll have to eat plenty of doughnuts instead. It must be done.



Bon courage et bon appetit.

RANDO SOCIAL

7 pm Sat, March 17

Moose's Down Under

890 W Pender, Vancouver

\$5 at the door (includes dinner)

- come eat, drink and share some laughs
- get your 2007 membership - \$20
- sign up for the Populaire
- treat yourself to some Rando clothing
- order your wool PBP jersey
- socialize with your Rando friends off the bike
- find a Fleche team

Bridge Damage

Harold (Bridge)

The snow came at the right time as I had spent a lot of time preparing for new upstairs carpet arriving Dec 4. But on Saturday morning I decided after 2 weeks off the bike I should go out for about 40kms. Left home about 09:40 and as I like to be visible, I was wearing my luminous yellow jacket. Thought about driving over the PRB, but decided on my regular route down the PoCo Trail to cross the bridge on the foot path. As I descended the ramp on the east side I saw a group of racing types approaching at speed. No problem, I stayed over by the barricade & there was room for them to pass by. I thought it strange that a group going that speed would use the foot path, if I'm pressing down a bit I stay on the road's shoulder. But of course it does depend when it was last swept whether that's a good move or not.

As the lead riders drew level with me a bloke at the back decided to go to the front and was coming straight at me. As he was wearing dark shades I could only assume he saw me. But the infamous post socket that sticks out of the middle of the path 2 or 3 cms was the object of his attention and by the time I realized he wasn't looking where he was going it was too late to yell, swear or pray. I seem to remember 2 front wheels being up at face level before we both hit the deck. I was fairly comfortable resting against the barricade while I checked my self over. We both got up straightened bars and saddles, checked wheels. My Peter Pazdera wheels hadn't move a mm.

Some of the group came back to administer the last rites and then I saw one of them was Alex Pope. That reminded me I was supposed to phone Alex and Barb to arrange to pick up my Flatlander expenses cheque next time I went out for a ride. He suggested that if I felt up to it after the crash that we both ride back to his place and collect the cheque. This we did. But as we were about to set off I realized my 44cm Cinelli Giro bars were badly bent. It is possible that by having the bars absorb the impact saved me some broken ribs. Anyway, the bars got me to the Vatican and home again.

I got home right on noon with a 37km addition to my C-KAP chart. I hadn't sweated so I checked the bike's alignment (seems okay) and had lunch before showering. Then I saw blood running down the drain. I traced the source to a missing strip of skin at the top of my right calf and it was difficult to stop the flow. I found what I think is the strip of skin among all the gore inside my tights. Taking them off had opened up the wound. I walked up to the clinic where the doctor and I got into conversation about cycling in UK. He said the wound was too wide to stitch & I have to re-dress every day for 10 days and take 4 anti-biotics a day as well. The worse part is, I have to stay off it to speed healing. Later in the evening I realized my chin is bruised and lifting things today tells me my left shoulder has some damage.

My Bolles with the prescription inserts are almost always used with the rose coloured lenses. I find them dark enough to deal with our sunshine and no hindrance in dull conditions or indoors. If the guy I collided with hadn't have been wearing shades that were too dark for the conditions my luminous yellow jacket might

have done its job. After all, we were within sight of each other a lot longer than it takes to check on the post socket. I don't ever remember a post being in that socket and I think it could be removed. Kevin Falcon has been informed

2007 Roger Street Memorial Ride



9 am Sun, Feb 25th

**Bean Bros coffee shop
on 41st Avenue in the block
west of West Boulevard**

- 80km loop of Richmond (flat)
- Refreshment stop in Steveston

Everyone welcome; if you didn't know Roger we will be happy to tell you about him!

Pacific Populaire

25, 50 100 km

Sun, Apr 1, 2007

0900 hrs

Riley Park, 30th & Ontario, Vancouver

(preregister and save \$)

http://www.randonneurs.bc.ca/pacpop/entry_ex.html

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Happy Valentine's Day

Another Look at Recumbents

by Ron Penner

As some may know, I have had some difficulties keeping my head up on long bike rides (the first 500 km are OK, but after that...). In order to have the best chance to finish PBP, I thought I would look at an oft ignored alternative to what passes for normal in the bicycle world. I went to Cambie Cycle and rented a recumbent for the weekend: a Bacchetta Giro 26, a mid-range short wheelbase, "hi-racer" configuration. Dual 26" tires, rack and fender mounts and a notoriously comfortable seat make this a sensible choice for rando riding. I also took a Burley Django out for a spin, but did not have enough time on that one to formulate much of an opinion.

I sat on the Giro for about 60 km, over a variety of terrain and traffic situations: long enough, I think, that I got reasonably comfortable with it. There IS a steep learning curve. It is a bit like learning to ride bike all over again. I had read a few "first time on a 'bent'" articles, so I knew the key was learning to relax, particularly the upper body.

Starting from a dead stop is the thing that takes the longest to figure out, especially up hill. I gave quite a show to the drivers that stopped at Main and 37th, the first time I attempted to cross on the walk signal. I used most of the intersection before getting across and I was pointed north and south far more often than I was proceeding in an easterly direction. Steering is really non-intuitive, and quite sensitive. At slow speed you do not lean into curves, you steer into them, and it takes so little effort you could steer with your pinkies. I never fell over and only bumped into one power pole (Bridgeport, getting onto the sidewalk to cross the Knight St. bridge). I think I did OK, all things considered.

The reports of comfort are not exaggerated. At the end of the ride I had no sore hands, butt, neck, wrists, etc. I think if I bought one I would almost want to install a cold beverage holder, a small side table for the nachos and an LCD monitor with satellite hookup so I could catch hockey games while riding the back roads of the lower Fraser valley. Another useful option for these machines might be a sun-umbrella for those relaxing Saturday afternoons by the pool.

Without a speedometer, it was hard to gauge my speed and compare it to the upright bike, and as I understand it, you use different muscles anyway, so it would take a few months before the comparison was valid. However, climbing seemed quite slow and I was pretty happy the bike came with a really wide range of gears. I walked up the hill around Heather and 21st (?) You also notice some drive line noise on a climb, probably from the long chain and the idler sprockets that sit under your butt. Frame flex

was also evident on climbs and during hard acceleration. The lack of suspension and the inability of the rider to rise out of the saddle means that the frame must be more flexible to absorb bumps. Cruising on the flats felt OK, and was definitely the most relaxing. At those points I could almost forget that I was lying on my back and just be content with keeping the pedals moving. Downhills were surprising. The moment the world tilted in my favour, the Giro took off like a rocket, with me scrambling to shift up fast enough. There were no long hills on my route, and I was not quite relaxed enough to just let the thing go, but I could almost see myself keeping up with tandems on it, if I had the gearing.

Eventually I got a feel for what it would be like to ride one permanently and realized that the UCI was correct in their decision (early 30's), that these things are not bicycles. They are human powered vehicles, efficient, comfortable, etc. perhaps even elegant in the hands of an experienced rider, but they are not bicycles. I am pretty sure I could get used to the position enough to make a go of it, but I seriously doubt I would ever really enjoy the experience. Somehow I would also feel like I was cheating, using some strange technological advantage to overcome a physical short-coming. Added to this is the concern that Laura raised when she joined me during part of the ride: "How am I going to draft behind that thing?!?"

For now I am sticking with the plan of a raised stem and neck exercises and stretching.

See you on the road...

