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# Randonneur

## Marathon Cycling

### Madame Prez Says

*Danelle Laidlaw*

You know the season is coming up soon when you start to see Randonneur and Populaire brochures in all the bike stores. And haven't we been having some beautiful weather for cycling – well, it has been a bit frosty some mornings, but sunny and clear – some days it really feels like spring – YES!

I hope you are all working on your cycling friends and encouraging them to come out to some of our rides, particularly the Populaire. I know that the longer distances intimidate some people, but the calendar also has a full complement of shorter rides – just perfect for the newcomer.

I recently had this quote sent to me by a fellow Rando rider - "If you go faster, you end up in the same place, but slightly sooner, having expended more energy overcoming mostly air resistance, and thus warming up the planet while becoming more exhausted. Why would you want to do that?" I had the same sentiment expressed to me at Paris-Brest-Paris. As I was shuffling my way to the start line, I started talking to a fellow from Manchester. He said he had done PBP 4 times already and his fastest time was 57 hours. My response was "so why are you in the 90 hour group". He answered that the highlight of the event for him was the support received from the French people – all the kids handing out water, the cafes open all hours, people cheering, etc. So, instead of finishing the ride in a big hurry and spending an extra 30 hours in his hotel room, he had decided to spend his time enjoying the ambiance – hanging out in cafes, talking to people, riding with as many people as he could.

There are lots of reasons why people choose to ride our events and I would like to think that we welcome all of them. So, however you plan to ride this season – I hope you have a good one.

See you at the Social on the 24th of March. The new jerseys and shorts will be available there and at the Populaire, and of course, chez moi at any time after the 24th (737-0043).



### Psyhikle Social Ride

*Rainy Kent*

The "Psyhikle Social" will start (at 11 am on March 24) and finish (about 3 hours later) in the Seymour Demonstration Forest in North Vancouver. This is a "mystery" event so come prepared to have fun. This team adventure (teams will be chosen at the event start) will involve two cycling legs and a short hike/orienteering session. All you need to bring is your bike, walking/hiking shoes and smiles! Security isn't an issue as there will be a team of support people to watch your bikes and belongings while you participate in the hike/orienteering session of the event.

To get to the Seymour Demonstration Forest, go over the 2nd Narrows Bridge and take the 2nd exit north to Capilano College/Lillooet Road. Go past Capilano College, and the cemetery, and follow the signs. The Seymour Demonstration Forest is located at the north end of Lillooet Road in North Vancouver. We will be starting our ride at the north end of the parking lot. (If you are contemplating cycling to the event, be aware that the road into the Demonstration Forest is about 5 km of gravel. There is an alternate way to access the Demonstration Forest from Lynn Valley Headwaters). For more information about the event, contact Rainy Kent at rainykent@home.com or call at 298-3580.

YEEEEHAAAAA!

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# Captain Electron

*aka Ian Stephen*

In the last issue, Captain Electron posed as Ian the cycling guy and got a new computer for Christmas. This allowed our cold-footed hero to proudly join the secret society of those who receive the newsletter electronically. Within days of joining those sacred few, Captain Electron received the call to action!

"First issue of the New Year is available at <http://www3.telus.net/randonews/y2001n1/january.pdf>"

With catlike reflexes, Captain Electron copied the URL to.... um, well, that place where urls go and clicked 'go!' "ZAP!" Countless electrons obeyed the Captains command and raced at immeasurable velocity through countless indefinable locations to bring home the prize the Captain so earnestly sought! Yet something was wrong. The newsletter seemed to be caught in some sort of cyber-glop!

His trusty IBM said it was coming, but it was taking sooo looong. When it finally did appear on his screen the newsletter was trapped in an evil Adobe cage! "I must save this file!" roared Electron! It seemed he could not! What would become of the newsletter?

Summoning all his resources, Electron clicked this HELP and that HELP. He tried ONLINE HELP and OFFLINE HELP. He searched for keywords. He even consulted books. Still our hero was thwarted! Even so, Captain Electron would not give in. Defeat was not in his User Dictionary! In his exhausted state Captain Electron heard a distant voice call "Right-click the link". Electron stepped back to <http://www3.telus.net/randonews/index2001.htm>, poised his rapier-like pointer over "Issue 1" (Editor note: actually over "pdf" beside Issue 1) and right-clicked fiercely! Like magic a small menu appeared. Mystified, Captain Electron considered his choices.... "SAVE TARGET AS..." seemed a desperate gamble,

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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 plain text files or Word 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 5, 2001.

but he bravely left-clicked it. A familiar looking 'Save As' window opened! Our hero specified a folder, kept the file name as it was and clicked Save. ZANG! Quicker than the Captain's wits the file was safely nestled in his hard-drive.

In awe, Captain Electron found 'january.pdf' in the folder he had chosen and double clicked it. This time the good Adobe appeared, gently cradling the newsletter in its caring window. Still disbelieving, Electron repeated the procedure with the 2001 Membership Form link at <http://www3.telus.net/randonews/whatsnew.htm>. Again his efforts met with perfect success! Yet Captain Electron was not satisfied. With furrowed brow he mused "Others may face this same terrible task. I must find a way to pass on this magic so they too might receive the newsletter electronically...."

## June 2000's 600 k and Commentary

*Harold Bridge and his English Correspondent, Alan Kennedy*

### Harold to Alan:

Neither you nor I are surprised that I didn't complete. If you have been able to look at the route profile you will see I survived the major hurdles of Alison Pass through Manning Park and Sunday Summit before dropping down to Princeton at 219km.

When the 12 of us set out from Abbotsford at 06:00 in pouring rain, (the price for a strong tail wind) I went straight out the back, without attempting to hang onto fast back wheels. Got to Hope, 85.8 km, 09:49, according to the control card, with a deadline of 11:43. With almost 2 hours in hand and with the strong west wind I felt it was worth continuing.

The Mariposa has Campag Triple and 8 at the back. The 26 ring came into immediate use leaving Hope, although I tried to stay as close to the 14 as possible to save the 26 until later. Approaching the top of the extra hump created by the 1965 Hope slide I just about made it without falling off.

Then I got hit by a squall and was soaked by the time I had my jacket and racing cape on. I kept the Cateye on average and watched it drop steadily. The 22.5 I arrived at Hope with was down to 20.2 by the time I had had second breakfast and at the Hope slide it was already down to about 17.

With gloves on (in June?) I was stopping briefly to eat and/or put jacket on or take it off. Only saw one bear amble across the road about 100 m ahead and was thankful I had just had a stop that amounted the safety zone between it and me. Crested Alison Pass with a sigh of relief and the critical minimum of 15.0 kph showing on average. Never saw any heroics from the heart rate monitor on the Vetta computer. At over 1300 m it was damned cold and instead of stopping to don jacket for the 9 km down to the Manning Park Lodge I got very cold instead. Card signed at 15:35 for an average of 11.5 kph up that 66.5 km.

The ride to Princeton is deceptive. Sunday Summit is another tough slog and although there is more up than down the ride is constantly interrupted by adverse gradients. Then the one really steep hill is a bit too hairy to really let fly. The result was I got to Princeton with an average of 15.7 kph. Time for dinner but it was unlikely I would get away in time to make Merritt before the 02:39 cut off. Bob Marsh, who had planned to ride, had got himself a cough/cold problem and was out in his truck and was

waiting for me. I bought him dinner and spent the rest of the ride in his truck. Got a couple of hours sleep at the motel in Spences Bridge and we monitored the riders in their head wind struggle down and up the Fraser Canyon hills.

So, there goes another weekend.

### Alan to Harold:

Ye Gods you are a brave man. I can't think of any good reason to stay out of my bed at nights - hence I never rode a 24, but what you do is simply masochism. They are really long ones aren't they and lots of climbs? Ok if one is training for a 24, but even with that scenery, if it is raining, it is for the birds where I am concerned. At least you had a go!

## The "S.R." That Didn't

*Harold Bridge*

As this might well be read by the uninitiated "S.R." refers to a Super Randonneur medal awarded each year by Audax Club Parisien. To get one requires the plaintiff to ride, in one season, four brevets or events: 200 km, 300 km, 400 km, and 600 km. All have time limits based upon a minimum event speed of 15 kph. Note "event speed:" not riding speed. You can stop as long as you like but make sure you get to the next control before it closes. There are upper speed limits as well and they are in excess of 30 kph.

Once the 400 was completed it was a logical step to take on the 40 hour challenge of the 600 two weeks later. In fact there isn't much point in enduring a 400 unless one intends to go on for the 600.

Two (Ed: Harold and Wayne Harrington) started August 26th at 05:00 in Port Coquitlam and rode the final 16.5 km of the route to the official start in Burnaby, and arrived in time to join the other seven for the official start at 06:00. The cruel route coordinator had us grunting over Coquitlam's hump before we could get rolling along Hwy 7 toward Mission and the first control in Abbotsford, (80 km for the early starters) about 11 km south of Mission. Across the 49th parallel and the last 35 km of the ride to the next control at Sedro Woolley (146 km) were into the teeth of a strong wind. Bob Bose caught up when two of us stopped at Acme Café. From that point on the three of us stayed together for most of the ride.

Newhalem, a company town for Seattle's hydroelectric power source, is set in what are called the American Alps. But in reality the mountains are the Cascades. Newhalem has a

store and the staff are quite used to requests for signatures, stamps and recorded times on brevet cards. Most of the 87 km from Sedro Woolley were with a tailwind to help with the elevation gain. The 36 km ride back to Rockport was after the wind had dropped for the three tailenders. It might have been fast but for the fact a stop was called for in Marblemount for a meal. As a result, the 300 km point, Darrington, wasn't reached in the hoped for 15 hours but in 16:15 instead. The ride to the next control was on a steady decline as we were heading toward the coast from the mountains. But in the face of headlights speed is difficult to assess and the 51 km to Arlington Motor Inn took almost three hours. But that did include dealing with a debris induced pinch flat. As luck would have it right by where it happened was a fully illuminated, but empty, sawmill. Lots of light by which to change the tube! Keith Fraser, resting after his 58 hour ride in the previous week's Boston-Montreal-Boston, was waiting on our arrival and he signed our cards at 00:26 Sunday morning. Four bed places and 5 riders. I slept on the floor as penance for my snoring. What was Réal's penance?

Up at 03:30, breakfast next door at Denny's and away at about 04:00 into a cold pre-dawn. We had gone about 27 km before Réal and Karen got away from us three slowuns. They had arrived at the motel nearly three hours before us and were sound asleep when we arrived. Once over the Swinomish Channel Bridge it was time to turn left onto the Whidbey Island branch of Hwy 20 and that proved hairy, even early on a Sunday morning. Second breakfast at Country Corner put me well behind the others and they were just leaving Oak Harbor (433 km) as I got there, about 15 minutes inside the 09:49 deadline.

Sharing a narrow shoulderless road with RVs isn't nice and I was thankful to get back to Country Corner where Bob and Wayne were waiting for me. Turning north at Oak Harbor should have been a relief in that almost all the remaining distance should have been with a tail wind. But it wasn't and we were plodding along. But once we had turned off Hwy 20 the Bay View-Edison Road is quite pleasant, quiet and rural. Of course we were heading for that spectacular ride along Chuckanut Drive. It clings to the cliff side and dips and soars through the trees. Coming as it does at around the 500 km mark the slopes are somewhat magnified by our legs' and it can be a grovel. But we had something else in wait for us.

The powers that be had decided Chuckanut needed a face-lift and were preparing for a new

## Coming Events

### *SocialRide – March 24*

11 am Lynn Valley  
Headwaters Parking Lot  
Rainy Kent 298-3580

### *Spring Social – March 24*

7:00 pm Croatian Cultural  
Centre: 3250 Commercial Dr.  
for info: Susan Allen 734-2504

### *Seattle Populaire*

probably March 3: see website  
<http://www.geocities.com/Pipeli/ne/5293/>

### *Seattle 200 – Mar 31*

Check web site (above)  
Greg Cox

### *Island Populaire – Apr 1*

10 am: Naniamo 7-Eleven at  
corner of Milton and Nichol  
Mike Poplawski 250-882-1239

### *Pacific Populaire – Apr 8*

9 am: Riley Park  
Danelle Laidlaw 737-0043

### *Island 200 – Apr 14*

50, 100, 150 also available  
Stephen Hinde 250-245-4751

### *Peace Populaires I – Apr 14*

50 & 25 km: Fort St. John  
Wim Kok 250-785-4589

### *Seattle 300 - Apr 14*

7 am: Bainbridge Is. (catch  
6:20 ferry from Seattle)  
Bill Dussler bdussler@gte.net

### *Peace Populaires II – Apr 21*

75 & 50 km: Fort St. John  
Wim Kok 250-785-4589

### *L. Mainland 200 – Apr 22*

7 am: Surrey Sports & L.C.  
16555 Fraser Highway  
Dan McGuire 942-3235

### *L. Mainland Shorts – Apr 22*

50,100,150, 7:30 am: Surrey  
Spts. 16555 Fraser Highway  
Bob Marsh 467-7065

### *Fleche Northwest -Apr 27-29*

Finish Semi-ah-moo  
See web site (Seattle Randos)

### *Kamloops 200 – Apr 28*

Kamloops  
Bob Boonstra 250-828-2869

surface. Space at the side of the road through there is at a minimum so the machine that scars the old surface goes in one end and works right through the whole way! Thus we were treated to about 14 km of "brrrrr, thump, brrrr" I remembered something I read about the cobbles of Paris-Roubaix.

Just hammer them hard, you float across the tops of the indentations. As a result, while I had strength I did just that as well as letting the bike go on the descents. It woke me up and I even started laughing. I also caught Bob who was having a miserable time. Wayne on his fat slicks had long gone.

To add insult to injury Bob punctured and the Bellingham (512 km) deadline sort of took a hike further up the road. But we made it with about 10 minutes to spare.

The ride from Bellingham to Mission is usually quite fast. We had a northeaster to contend with. To deduct from the available time I had to stop and rest due to my ill advised position shift. I've never been so sore. Bob suggested we get to the border and weigh our options. We did. There was about 44 minutes to do the 17 km to Mission Control (569 km). Normally feasible, but given our condition and the unrelenting northeast wind; Bob phoned Shirley before we went to the Huntingdon pub for a meal and a pint. We said farewell and I staggered up to the Bakerview Inn. Very slow ride home on Monday via Mount Lehman, Fort Langley and the "Billy Miner".

Still recovering Friday Sept 1. Today, I installed a 9.5 cm stem in place of the 10.5 cm I always thought was a 10 cm. Let's see if that was worth the money.

Just as well I had to disassemble that complex set up. The Ergopower gear cable was fraying. "It's an ill wind....."

PS (Monday Sept 4, "Labour Day"). New shorts, saddle down and back; bars one centimeter closer on the new stem and yesterday's 124 km around the Fraser Valley were a joy. But despite my attention to detail the Ergopower gear levers were tending to jam and resist changing. It seems the hood can twist and create a stoppage.

## Tuesday night rides

*Danelle Laidlaw*

Tuesday night rides will be starting again on April 3rd. Like last year, they will start from the White Spot parking lot (Ed: Park Royal in West Vancouver) at 6 p.m. and the only thing we promise is that there will be hills. Great training for the triple mountain challenge, scheduled for June 10, 2001.

## Air Canada Bicycle Policy

*Susan Allen and Bob Bose*

While waiting to board his plane on a recent trip, Bob Bose got a printout of the Air Canada bicycle travel policy. Italics are my additions.

### Exceptions:

- ◆ Beech (*plane*): cannot accommodate bicycles
- ◆ CL-65 (*plane*): the front wheel of tandem bikes (bikes for 2 people) must be removed in order to fit in the baggage compartment.
- ◆ Star (*alliance*): tandem bicycles are accepted for interlining

as checked baggage under the same conditions of carriage as single seat bicycles by all star members except LH (*Lufthansa*), MX (*Mexicana*) and OS (*Austrian Airlines*).

### Canadian Cycling Association:

For travel on Air Canada and Canadian Airlines only, approved members of the Canadian Cycling Association (*which includes all Cycling BC members*) can have the excess charge for their bicycle (one only) waived. Any other baggage carried in excess will be assessed the appropriate charge.

### Domestic & Transborder (incl. Hawaii) charges:

The excess charges of \$65Cad for domestic and \$65Cad/\$50USD for transborder travel apply regardless of number of pieces checked. Excess rate includes the charge of plastic bicycle bag. Bicycles are to be treated as regular size pieces of baggage and not to be considered as oversize. Charges quoted are for one way travel.

### International Charges:

For international travel, a bicycle is considered part of the free baggage allowance. If carried in excess of the free baggage allowance, the applicable excess rates will apply.

### General Procedures:

Accept one per psgr (*passenger*), single or tandem seat touring bicycle or one racing bicycle, provided the handlebars are fixed sideways, the pedals are removed, and the bicycle is enclosed in an Air Canada plastic bicycle bag part number (100A62) or equivalent.

Psgr should prepare bicycle prior to arrival at arpt (*airport*). Check-in agents do not have the tools to remove the pedals and fix the handlebars sideways.

Customers may present their bicycle in a "bicycle suitcase" that is used to store the disassembled components. Even though these suitcases are oversized. The only charges applicable are the same excess charges normally applied to the carriage of bicycles. This is provided these suitcases are only used to transport the bike.

## The Bike Touring Seminar

*Bruce Mol*

You are invited to attend the Bicycle Touring Seminar on March 24th from 11 am until 4 pm at the Vancouver Racquets Club 33rd & Ontario. No admission charge and FREE secure bike parking. The VACC (Vancouver Area Cycling Coalition) has joined with the VBC (Vancouver Bike Club) to deliver a series of presentations to help novice and experienced cyclists pick up some tips about bicycle touring. We currently have four presentations scheduled and a growing list of awesome prizes.

The presentations begin with VBC members Erich and Leanne who will be showing some vacation slides of B&B tours while talking about the joys of travelling as a couple. Next up will be Mark from MEC (Mountain Equipment Coop). Mark will be showing some new clothing and equipment for bike touring and some good cross over products you can use throughout the year. Bike maintenance guru Peter, from Guywires Cycletech, will be presenting Tips and Tools for Tourists. Peter will demonstrate and

discuss what your bike will need before and during a tour. Our last presentation features Camping Couple Doug and Susan who will disassemble their mock campsite. During the day they will answer one-on-one questions about camping. As our last presentation, they will demonstrate how to divide equipment and balance panniers.

But that's not all! There will be tables occupied by cycling groups and touring businesses. Tour du Canada will be there and so will Tour BC. Our goal is to have someone to answer any question about bike touring. In the table space area, cycling association volunteers will be representing the benefits of joining cycling associations. Some are even bringing their personal photo albums! Keep updated on the event and sponsor prize donations by checking <http://www.gonecycling.com/touring.html>.

## Vetta Computer Repair

*Harold Bridge*

So, I went to Radio Shack and bought a new battery (Ed: for his Vetta cycle computer) Installed it. Came home and tried it. Didn't work. Then I did what I should have done before I bought a new battery; tried it on one of the other bikes. It worked. I suppose it was obvious really; the functions independent of the wheel rotating worked but the odometer functions didn't. Thus it must be the mount/sensor assembly was the problem.

When unraveling the wire from the bike it fell away from the mounting bracket! Broke right off where it emerged from the potting. It's the sort of design that encourages people to throw things away as unrepairable. But Vetta is out of business and the computer still works.

I drilled out the potting hoping to expose the wire ends attached to the back of the contacts. However, being rather clumsy I drilled right through. I had a row of holes right across where the contacts were two of them at contact locations. I stuck a piece of adhesive aluminum tape (rusty car body repair material) over the face where the contacts appear, turned it over and melted some solder into the two relevant holes. Then I filed them down until the computer clicked into place.

Computer wires are extremely thin and difficult to work with. But I was able to trim back the two conductors and set them into the solder blobs. Ideally I should have waited at that point until I had some two-part epoxy to set the wires in place and seal them. But I used candle wax instead. It works, we will see for how long. The whole job took about an hour Sunday evening, including my rather inefficient way of going about things.

The following Saturday computer worked fine. Sunday morning, take bike out of truck at Albion and ride to ferry. No odo functions. Another ride sans computer. Got home and wire had broken close to repair. Repeated repair but this time I potted the underside of the mount with two-part epoxy after reinforcing with a piece of shrink tubing where the wire emerges from the potting. Works fine.

The following Wednesday (Jan 24) I had a LEL (Ed: London-Edinburgh-London) entry form to mail to Bob Bose. Went out to mail it and finished up riding over to his South Surrey abode with it! Via the Albion Ferry that's round trip of 120 km. Odo functions working fine. But my heart, if the computer could be believed, was

doing some weird and wonderful things. Like dropping from 110 to 40 as I laboured up a hill. Bought a new battery for the transmitter belt. Opened it up to find corrosion around the battery. In trying to clean it I broke the wire that connects the two parts. Then I dropped a minute contact in the carpet. In the evening, (Friday), anxious to have a heart monitor for Spinning, I got down on hands and knees with a trouble light. Found the tiny little contact!

Reassembled transmitter - didn't work.

Thought that it was possible that the technology required mating circuitry at transmitter and receiver. That would mean finding another Vetta transmitter and they don't exist anymore. Tim Pollock and Manfred Kuchenmuller both assured me that any transmitter would do. Went to MEC this morning and bought, amongst other things, a Cateye transmitter belt. Didn't notice the price until I got home -\$45.00 (plus 14%!) It worked fine during my somewhat chilly 57 km this afternoon.

If by 2001-01-31-24:00, a further 4 days, I manage another 210 km I shall have managed a 1,000 km in the month of January. It's a comment on the fantastic weather I have been blessed with for my first month of retirement. Mind you, the 120 km I did on Wednesday included constant rain all the way back from S. Surrey and the miserable ride in the dark along that awful stretch of Hwy 7 through Haney was spent regretting my decision not to be a wuss and drive to Albion.

## 'arold and January (Editors title)

*Harold Bridge*

It has been a remarkable month. That it was my first month of retirement undoubtedly had some effect, but the weather in the Vancouver region has been most accommodating.

Not being very conscientious where New Year's Resolutions are concerned I just set myself up to do, as I did last year, more kilometers on the bikes than in the truck. I have got off to a good start: 898 km on the truck and 922 km of road miles mostly on the Centurion with fat Michelin's. The weather has been good enough I have only done 70 km on the turbo trainer. I rode on the road 21 days out of the 31 available.

There have been some wet, very wet, rides. But for the most part cold clear weather has meant it would be ill advised to venture out too early before the ice and frost had thawed. There have been alternate wet'n'warm days mixed with cold'n'bright days. That has created a lot of ice problems.

I made an unfortunate discovery last week. If I averaged 54 km a day for the rest of the month I could claim a 1,000 km for January. I doubt I managed 621.388 miles in January back in the glorious "Madbridge" days of the fifties. The trouble with noting something like that is that one tends to serve the record. The record is supposed to serve the record keeper.

There was a horrendous gale blowing on Monday. By then I only needed 44 km a day. I went out and had an awful slog back from Pitt Lake across the wide open Fen, or Polder. As a consequence I wasn't feeling up to facing the pouring rain on Tuesday and anyway there were family things getting in the way. My age must be telling on me; logic and commonsense won out over ambition! I decided it was good enough to say I COULD have done a 1,000 km in January. I suppose I should be satisfied,

especially as I did that with five broken ribs!

I spent several weeks arbitrating between my head and my heart over entering London-Edinburgh-London. Heart said I wanted to attempt it. Head said, "Don't be a blessed fool" (or something like that). In the end the decision was made by outside influences. Bob Bose, 68, has never been to UK and wanted to go. Gerry Nicol, 59, was born in Sloan Square, but grew up in Canada and his daughter lives in London. He also wanted to go, despite his recent induction into the joys and pleasures of randonneuring. They both wanted someone to ride with whom had more local knowledge. So, what else could I do but enter?

We have chosen the southern start/finish at Harlow. Others from BC are starting at Thorne near Doncaster. I hope we can get a flight in and out of Stansted (Editor: a lovely small airport north of London). There's not to many of them from over here. If all goes according to plan we will be leaving Harlow, (Youth Hostel I think), Saturday, 2001-07-21-10:00. The minimum event speed, including all stops, is 12 kph. That's 116 hours 40 minutes. All to be finished by Friday, 26th-06:40.

## Super Brevets Scandinavia

### *Audax Clubs Nordiques*

Audax Clubs Nordiques would like to invite you to the 3rd Super Brevets Scandinavia. SBS is a Brevet de Randonneurs Mondiaux a 1200 km randonnée, allure liebre, July 21-25 2001.

- ◆ Distance: 1201 km, 751 miles.
- ◆ Time Limit: 90 hours
- ◆ Start Time: Saturday, July 21. 2001, 07.00 am
- ◆ Start Place: Vandrerhjem "Fladstrand", Buhlsvej 6, Frederikshavn, Denmark.
- ◆ Finish Time: Tuesday, July 25. 2001, 01.00 am
- ◆ Finish Place: Vandrerhjem "Tangen", Skansen 8, Kristiansand, Norway.
- ◆ Qualification: Brevet Randonneur Mondeaux, 2001: 200, 300, 400 and 600 km.
- ◆ Rules: Brevet de Randonneurs Mondiaux, July 1989. Lights must be used when riding at night or in bad weather. Red diodes are accepted as rear light. Reflective chest band or vest is required. We recommend that you wear a bicycle helmet.
- ◆ Registration:
  - Norway: Oysten Rollf; +47 22 14 92 77
  - Sweden: Bengt-Göran Olsson; +46 31 29 55 98
  - The rest of the world: Johannes Kristiansen; +45 48 18 77

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- ◆ Entry Fee: Race Fee includes route description and medal. Price: 350 DKK to Johannes Kristiansen, Lyngby Bygade 17, DK-3540 Lyngby, Denmark.
- ◆ Bike Inspection: Inspection of Bike and Equipment, PBP rules, and distribution of control cards and route descriptions will be at Vandrerhjem
- ◆ On-site Registration: "Fladstrand", Frederikshavn. Friday July 20. 04.00-06.00 p.m.
- ◆ The opening and closing times of the controls will be indicated on the control card. These times must be respected. Control cards must be signed at each of the controls, time and date.
- ◆ Route Description:

Day 1: Frederikshavn to Knaered, 346 km.

Day 2: Knaered to Faergelanda, 319 km

Day 3: Faergelanda to Skien, 318 km

Day 4: Skien to Kristiansand, 218 km

All participants may start together every morning at 7.00 o'clock.

◆ Transport: There will be two Support Vehicles along the route during the whole race. One of the Support Vehicles will also transport your luggage (1 bag) to the "Vandrerhjem" (Youth Hostels) in Knäred, Faergelanda, Skien, Kristiansand and back to Frederikshavn.

Transport is an option and must be ordered separately. Price: 350 DKK.

The participants will pay fees for all the ferries, approx. 250 DKK

◆ Accommodation: The nights will be spent at Youth Hostels. Both bedclothes and towels are included. Breakfast will be served 06.00-07.00 a.m.

Before the start, Frederikshavn: Bed and breakfast.

During the race, Knaered, Faergelanda, Skien: Bed and breakfast + supper.

After the finish, Kristiansand: Bed and breakfast.

Accommod. and transport must be ordered together. Price: 2000 DKK

- ◆ Payment to: Johannes Kristiansen, Lyngby Bygade 17, DK-3540 Lyngby, Denmark Giro nr. 380 3708
- Race: 350 DKK
- Race + Transport: 700 DKK
- Race + Transport + B a B: 2350 DKK
- ◆ Entry and Payment due for; Race: Monday, July 2, 2001. Accommodation: Monday, March 20. 2001.

## Gold Rush Randonnée

### (1200 km Brevet in California in July)

#### *Bill Bryant*

The Davis Bike Club would like to extend a hearty invitation to our randonneuring colleagues in British Columbia to attend the first Gold Rush Randonnée on July 9-11th. The GRR route is a mixture of mountains and flat farmlands; all of it on scenic roads in some of California's last unspoiled regions. Standard randonneuring regulations and format will be used, namely 90 hours to complete the 1200 kilometers. Riders will need to do the normal Super Randonneur series of four brevets in spring of 2001 to gain automatic entry into the GRR before July 1st--but if their regional 600 k brevet is too late for that, they should contact the DBC for other arrangements. The GRR controls are spaced every 80-100 kilometers and will have full support by the Davis Bike Club, the most active and experienced randonneuring club in the US. The club is also working with a travel agent to arrange travel packages for our foreign randonneuring colleagues and there will also be various tourist excursions during the ride itself for spouses and their children while the rider in the family does the GRR. Since Davis is centrally located in the northern part of the state, many popular tourist regions such as San Francisco, Yosemite National Park, Lake Tahoe, or the famous Napa Valley region are all accessible for vacations before or after the event. For further

information, write to:

Gold Rush Randonnée  
c/o Dan Shadoan, Corresponding Secretary  
2206 Whittier  
Davis, CA, 95616  
USA

phone: (530) 756-9266

or visit the informative GRR web site at:

<http://davisbikeclub.org/goldrush>

## Flèche 2000 Pin

*John Bates*

If you earned and did not receive your 2000 Flèche pacifique pin, please contact John

## Viva les Differences!

*Doug Latornell*

A change is always good to keep one's training rides fresh and interesting. This past weekend Susan and I left our road bikes in the garage and used our mountain bikes to add some verticality to our training. It's amazing how quickly unpaved roads and tracks gain elevation. Friday we rode from Ganges village on Saltspring Island to the top of Mt. Maxwell - a distance of 11 km with an elevation gain of a little over 600 m. Certainly there are paved rides that will give you that kind of climbing workout, but I think that are plenty more opportunities when you trade skinny tires for fat ones.

The grade was pretty relentless, starting at sea level in Ganges and climbing first on the busy main road and then on a quieter, chip-sealed side road. As we ascended we discovered that there is more to Saltspring Island than the galleries and B&Bs of the main roads and the oceanside features of the coastline. The hillsides off the beaten track are speckled with rocky farms where sheep, cattle, and the occasional llama can be seen grazing. When the road changed to hard packed gravel the ascent into the forest began. As we went higher the road grew steeper, muddier, and rougher. But what was really striking was the slow ascent into the cold, wet silence that is the coastal rain forest in winter. The road became a brown ribbon, speckled with dirty snow, winding upward into a pallet of green mosses and undergrowth and grey tree trunks and rocks. At one point Susan startled a yearling eagle from a low perch beside the road. It rose on its huge wings to a branch a few meters directly above the road where it casually watched us with as much interest as we watched it.

At the top, the rocky outcrops were bathed in sunshine and we had marvelous views of Mt. Taum and the south part of the island. We could also see Cowichan Bay, Maple Bay, and the foothills and mountains of Vancouver Island where, before long, we'll be riding a 200.

The descent highlighted other differences between road riding and mountain biking. On a mountain bike your upper body isn't just along for the ride! By evening I was thoroughly regretting the number of trips to the weight room I skipped this winter. And speed is a relative thing! The 30 km/hr that our Sunday ride in Richmond happily cruises at is fast enough to really pump

adrenaline when I'm trying to keep control of my mountain bike down a rough, muddy, rutted track.

## Flèche Northwest

*Peter McKay*

Several of us rode Flèche Pacifique last year and enjoyed ourselves. We plan to ride again this year. We thought we'd share the hospitality and invite your club to enjoy a flèche down here. Seattle International Randonneurs (SIR) is hosting Flèche Northwest April 27th through the 29th. On Sunday, we'll gather for a banquet brunch at Resort Semiahmoo (<http://www.semiahmoo.com/>) in Blaine, Washington. ("a very convenient location for Canadians!" And, it's always easier to cross the border into the US on bicycles.) Semiahmoo was our flèche destination last year. If you are not familiar with the resort, it is first class, with wonderful amenities. I made particular use of the hot tub.

### Key points:

Team name, proposed route, team member names, addresses and team entry fee is due by April 1. They should be sent to me at 8837 32nd Avenue SW, Seattle, Washington 98126-3722 USA. The fee is \$25 US (\$38 CDN) per team. As of yet, we don't offer fancy flèche pins like offered by our randonneuring neighbors to the north. I don't yet have the banquet cost per person. But, I will forward this information later.

Our rules are similar to your Flèche Pacifique rules. (Ed: below I include some of those that are a little different. Please request a full rule package from Peter if you plan to do this ride).

The purpose of the Flèche Northwest, in the spirit of randonneuring, is to promote teamwork, camaraderie and synergy of purpose. The goal for each team is to complete their stated objective, enjoy the journey and celebrate their accomplishment of this early season event.

No licensed professional riders regardless of affiliation are permitted. An exception will be made for veterans class riders more than 50 years old.

No advertising of any sort is allowed on the rider's jersey, jacket, shorts, helmet, etc.

Riders may start their rides from 6:00 PM on Friday to 10:00 AM on Saturday.

For planning purposes consider the likelihood of the distance being greater than the proposed route. However, distances 15% greater than that of the proposed route cannot be certified. Similarly, distances 20% less than that of the proposed route will result in disqualification.

The registration fee must be included with each registration. Checks should be made payable to SIR and sent to the SIR official in charge of the Flèche Northwest. A self addressed stamped envelope should also be included with registration.

## Flèche Pacifique Rules

*Eric Ferguson*

### The Team

A team is composed of a maximum of five and a minimum of

three bikes. (A tandem counts as one bike.)

Team members must be identified on the application. Substitutions and additions may be made up to one day prior to the start with the agreement of the organizer.

### Registration

Teams must submit their applications complete with their entry fee (\$15 per rider) and itinerary (route sheet indicating control points, distances, and an estimated time schedule) between January 1st and three weeks prior to the event, or as allowed by the organizer. The submitted route sheet, like any randonneur route sheet, must include kilometer counts, both cumulative and partial (the distance between turns), as well an accurate total figure.

The organizer must approve the route sheet. It is the responsibility of the team captain to ensure adequate time for route checking and changes.

All riders must have liability insurance coverage. (Many randonneurs are Cycling BC insured members - the \$50 annual fee includes other cycling related benefits.)

### Route and Control Requirements

The minimum required total distance is 360 km, which must be ridden within 24 hours. Teams choose their own routes. As is the case in all randonneur events, no part of a route shall use the same road more than once in each direction.

Controls should be established every 50 to 100 km and at the extremities of the route to ensure no shortcuts. The official finishing distance will be based upon the shortest route between controls as shown on an approved map (and not necessarily the actual distance a team rides.)

Secret controls may be set up by the organizer.

### Time Rules

The start time must be within the time limits set by the organizer. This year the event start "window" is from Friday 12:00 noon to Saturday 8:00 a.m. (i.e. The earliest any team can start is 12 noon Friday and the latest any team can finish is 8:00 a.m. Sunday.)

At the 22 hour point the team must stop and team members must each write down where the team is (a distance figure and brief location description) in the '22 hour' space or box on their control cards. At this point, the cards should be signed at a local store or other business. If you are at a remote location there is a second signing option: each team member's control card can be signed by all of the other team members present. The 24-hour control must be at least 25 km beyond the 22-hour location.

At the end of 24 hours the event is over. If the team is at its expected finishing location, cards must be stamped (with the time indicated) at a local store or other business, or by a ride organizer.

If a team is not at its expected finishing location, it must stop at exactly 24 hours and each member must write down the distance figure in the finishing distance space or box on the route sheet. An accurate description of the location is also required -something like "1.3 km east of the Agassiz exit on highway 1." Once again, the control card must be signed by all of the other team members present. Whether or not a team completes its expected route, the finishing point must be in B.C., and within 100 km of the gathering place (i.e. Harrison Hot Springs).

### Official Final Distance

A team must complete between 80% and 100% of its route and, as stated above, the final distance must be at least 360 km. No credit will be given for more than 100% of the chosen route.

### Support / Assistance Rules

Support vehicles are not allowed to follow their teams, but can meet the riders at three controls (not including the beginning and finishing controls.) A team that feels the need of a nighttime security vehicle can discuss the matter with the organizer. In this case a representative of the organizer must be in the car. It is nevertheless the responsibility of the team to make all the arrangements.

The assistance rules as stated in the past suggest, "riders must not receive assistance from other teams or from unregistered riders." This is at odds with the rules for rider conduct during brevets, and so is a bit of a grey area. It would probably be OK with most organizers if you bummed a tube or a Twinkie from a passing cyclist.

### Equipment

Any bicycle in good mechanical condition is acceptable. Lights are mandatory but fenders are not - each team can decide. Warm clothing with reflective strips is the recommended eveningwear.

### Emergencies

In the event of roadwork or closures, mechanical failure, or other emergencies, the route may be adjusted on the spot. A case must later be made to the ride organizer for the detour, along with a precise description of the detour. Some proof of passage would be helpful in making this case. The organizer will decide if the detour was necessary, a reasonable route change, and whether it was properly documented.

### Validation

In order for a Flèche Pacifique ride to be considered valid the following must apply:

- ◆ For teams... As stated above, at least 3 cycles must have travelled an identical distance of at least 360 km, between 80% and 100% of the chosen route, and have covered at least 25 km in the final two hours. At least 3 team members must be present to submit their control cards to the organizer at the 'gathering point' (Harrison) at the closing time, 8 a.m. At least three team members must be in attendance at the brunch that follows. The Flèche Trophies will be awarded at the brunch. No award or trophy will be presented to any team with less than 3 members at the brunch. In the event of a tie, the tying teams will hold the trophy in question for equal periods of time, and there will be separate winner's plaques on the trophies for each team.
- ◆ For individuals... In the case where a complete team no longer exists (such as when teams fragment into individual riders or pairs) but where a rider has covered at least 360 km on the team's chosen route, and has met all the other requirements, that rider will be individually validated as a finisher, and will receive a Flèche finisher's pin. The ride will not, however, count toward that rider's Randonneur 5000 award. This was clarified in a revision to Flèche rules issued in France in 1993.