



B.C. RANDONNEUR Marathon Bicycling



Founding Member 1981

The Newsletter of the BABC Randonneur Committee June, 1991

EDITORIAL

By the time you receive this our schedule of rides for the Super Randonneur distinction will be complete. If you stuck with it and completed the 200-300-400-600 series, congratulations and we hope to see you in Paris. If not, why not set a goal for next year. Try to get through the next longest brevet, or--what the hell, do the whole series.

The schedule has been much more flexible this year with the alternative of a Fraser Valley ride available at every distance. I did have a little trouble characterizing the FV 400 as an alternative to anything. The brutal Hope-Princeton climb together with the predictable afternoon headwinds in the eastern Fraser Valley made the Vancouver 400 look pretty tame by comparison.

The alternate dates set several months in advance did make setting commitments much easier this year. Have we really degenerated to the point that cycling dates are our first priority and the rest of our lives must fit in around them?

When the Fraser Valley rides were first introduced a few years ago, they were intended just to give valley residents a break from driving into Vancouver for a start as well as avoiding cycling in urban traffic. No one thought they would develop further than their modest beginnings. How wrong we were.

The Fraser Valley rides now rival their Vancouver counterparts for organization, support and participation. They have been an obvious benefit to those that live in the valley. Others that gain from the choice of two venues include those that prefer rural to urban cycling, those with inflexible calendars, work schedules, or chance social commitments that can't be broken. And let's not forget cyclists that don't like crossing the Patullo Bridge.

It's dangerous to attempt to list all those that have contributed to the growth of the FV rides: someone is left out and I've made an enemy for life. However, I couldn't end this editorial without mentioning honourably our venerable archivist, prolific letter writer, consummate organizer and tireless worker -Harold Bridge. Thank you, Harold for creating the Fraser Valley alternative.

PACIFIC POPULAIRE MAKES MONEY

Thanks to the financial acumen of Mark Wintjes, the supervision of our assiduous president David Johnston and in no small part to a lucky break in the weather, the Pacific Populaire was a monetary success. We realized a profit of \$1,019.19. For those of you considering that this may be easy money a review of the following breakdown would surely convince you that an early April event of this sort in Vancouver is a high risk venture. I wonder how many day of ride registrants there would have been in a not-so-uncommon-downpour-in-April-in-Vancouver morning? The fiscal details follow.

Revenue

304 Preregistrants @ \$10	\$3,040.00
128 Day of ride reg. @ \$15	1,920.00
TOTAL REVENUE	\$4,960.00

Expenses

Food	\$ 820.16
Gas	38.50
Volunteer shirts	366.12
Printing	703.83
Scout camp	50.00
Riley Park	107.00
Water Bottles	939.78
Printing on bottles	656.98
Mailing labels	18.79
Postal	11.30
Jiffy John	112.35
Insurance	125.00
TOTAL EXPENSES	3,949.81
PROFIT	\$ 1,010.19

PARIS-BREST-PARIS NEWS

If you are going to Paris and didn't attend the Saturday, June 22 organizational meeting at SFU (Harbour Centre) you are in some kind of trouble. You must be registered well in advance and the requirements are sticky. You will need a passport size photo and a medical certificate saying you are capable of riding a 1200 km event. You may have some convincing to do with your physician as I can't see how a doctor can give such a certificate without conducting a huge battery of tests.

If you didn't attend the important meeting send a self-addressed stamped envelope (legal size) to David Johnston 52 - 98 Begin Street, Coquitlam, V3K 6M9 for registration materials. You may call Dave at 521-2628 (life or death questions only).

FRASER VALLEY 200 km RANDONNEE 91-04-20

It is 91-05-26-18:22 and I have just returned from a fluid replenishment program over the road at the Meridian Arms. The day has passed in a haze of sleep and wakefulness caused by the need to bend or unbend my aging knees. It's not that I'm old, it's just that some callous person crept in on me during the night and took my good, young knees and left me with these 90 year old has-beens. About 12 hours ago I finished my second 400 in 2 weeks. The first one was a "finish-at-all-costs" ride aimed at getting the ultimate accolade, qualification to ride the 600! This last one was to be a "What-the-Hell-Go-For-it" type ride that would rid me of my 400 nemesis, namely that I should be able to get inside 20 hours, but never do.

The route was simple, from Surrey, go to Manning Park and return and was planned by that old friend of mine, Dan McGuire. The fact that I was one of the group sitting around Norm Brodie's kitchen table and drinking Norm's world famous red wine at the time the decision was agreed too is neither here nor there, Dan did it!

Anyway, with all that and other things between me and the five week old FV200, it may prove difficult to put together a cohesive report on the event. I will try.

I think it was John Hathaway who first suggested that we should have an event that started one side of the Fraser River by the Albion Ferry and finished the other side. For cyclists the Albion Ferry is undoubtedly the nicest way to cross the river. But it does cause some delay when incorporated into an event route, especially when it breaks down as it did in the FV200-90. Thus I planned a route that took the riders from Albion out along #7 as far as required and returned to Fort Langley by whatever route was required to make up the required distance. When, in 1990, Ed and Sue Maas moved to the other side of Aldergrove the sadist in me saw their ski sloop drive as a positive addition to a

somewhat tame route hill-wise. They were quite happy to provide control point #2, whilst Jim & Faye Lee, our stalwarts from Boundary Bay, did the control at Johnston Slough on Hwy. #7 beyond Agassiz. So far, so good. I had two house guests for the event, Mike Thornton up from Sumner, Washington, and Dave Moseley from Victoria. They learned a lesson. Never stay with the organizer!

I had arranged for Pat Weingartner and Stuart Hurcomb to help out at the start with my daughter to help too. The finish would be manned by Pat, Stu and myself. If I had followed through with that plan of action the start might have been less chaotic. Thank God it wasn't raining.

The record shows that 53 riders availed themselves of this fine day and fast course. I had earlier stated that, with no border or ferry delays and only two control points, the faster riders would get round in 6 hr. 15 mins. Writers Fraser and Singer Bentall can write and sing about their time of exactly 6:15. At the end of the spectrum there were some riders, who, I think, earned award for pluck in that they showed a distinct lack of experience or expertise in long distance riding and yet persevered to the end. It is appropriate that they should get exactly the same pin as those who took less than half their time. They probably earned their pins to a greater degree too. I had a bad day, started 25 minutes late, forgot that the start control is supposed to stay open for an hour, had to stop for breakfast early on and then got an upset stomach that caused me to lose 90 minutes in the last 50 km.

Bruce McKenzie and Arnie Driver were delayed getting across the ferry and missed the start. I was able to notify the controls that two extras were on the way. My directions were okay except that I said follow #7 through Agassiz. While it is true that the highway does go through the western section of the town, it veers off n.e. before the "real" downtown. As a result some people wandered off south to the Rosedale Bridge before they had been to control #1 and had to retrace.

In future, if the route is used again I suggest that the organizer looks for a good starting facility in Haney and a good finishing facility in Fort Langley. Both exist. The original concept of the FV events was to be low key, minimal organization, no support type rides. But once the entry reaches 50 or so this isn't practical, there has to be manned controls, food provided and start and finish facilities where it's possible to handle paperwork irrespective of weather. It is ironic that those of us who live on the outskirts of the metropolitan area wanted to organize such low key events that avoided all the city riding Vancouver and Burnaby starts entail when we get such support from those who, it seems, also get fed up with riding in the city. The distance of the route appears to be just right. When I finished I got quite worried riding up the road from Fort Langley toward the ferry. I stopped by Pat's table with 200.01 km on my computer. I understand others got 202 or so.

Harold Bridge

VBC SSS RIDE

No that's not the sound of your rear tire going flatIt's
the Vancouver Bicycle Club's
Single Sock Sentury

Sounds intriguing? You bet. The Vancouver Bicycle Club SSS Committee is busily preparing for this ride 'round Vancouver. There'll be two routes: one 50 km, one 100 km. Both push off from the Burrard View Park (north end of Slocan St. at Yale St.) on (note it on your calendar -just draw a sock on the square for)

Sunday, July 28th, 1991 - 9:00 a.m.).

Cost? Minor, especially if you enter early - only \$10.00 (\$15.00 though if you wait til the day of). And you'll be getting snacks and drinks and a nifty souvenir when you finish.

Call Peter Oeschler at 929-4565 for an entry form. Register early as there is a limited number of participants.

Want to do more than just ride? You can volunteer: call Geoff Hull at 266-1021. We'll see you there for a fun ride. And..because we know you'll have so much fun, you'll be coming back for more ...the VBC will also be staging

the Vancouver Bicycle Club's
Second Sock Sentury

same place, Sunday Sept 29, 1991 - 9:00 a.m. See you there too!

AN EAST KOOTENAY 300

The 300 on May 11th seemed to be controlled by some benign conspiracy determined to ensure that everything went just right--road, bike, wind, weather, legs.

Started from Radium Hot Springs: a still morning with a hint of a headwind from the north--a good omen, for hopefully it would stay there and blow me home through the Kootenay Provincial Park on the third leg of the ride. Traffic over the 106 kms to Golden was negligible (17 vehicles in all). Movement and noise were supplied by the wildlife; Canada geese and ducks honking and quacking exuberantly, a woodpecker rattling on a power pole, a huge blue heron flapping over one of the many roadside sloughs, mule deer, whitetail and a young bull elk in velvet against the dawn sky.

Reached Golden and had the card signed at Macleod's hardware store by the manager, originally from Leeds and who had ridden a Woodrup "...in the old days ..." and who could only sigh enviously at the recollection ("It's me knees, y'know"); a nice lady at the Natural Food Store set a cup of "guaranteed-organically-grown" tea--with a decided acidic bite to it--in front of me as I ate breakfast.

And so up the Kicking Horse, down at last to road jersey and shorts. The mountains this year were awesome, in the most exacting sense of the word. (They weren't awesome last year; you couldn't see them for rain and cloud.) I still felt frisky enough to shift into the big chainwheel and hammer down the occasional downhill jags which crop up on the first two-third of this leg.

The temperature remained perfect all the way to Field where flat sheets of snow still lay on the river's gravel banks. It promised, at that point, to become uncomfortably hot for the final 8 km climb to the Lake Louise West Lodge at the summit, where I hoped to check the lake surface for ice. (Spring runoff could be something fierce this year in the East Kootenays.)

Starting at this point is the most jarring stretch of the ride. From the summit, past Lake Louise to the junction of 1, and 93 which winds over the Vermilion Pass, cracks appears on the hardtop, albeit repaired with that black rubbery guck, and anywhere from 18 inches to 20 feet apart; not perhaps the pave due Nord, but disconcerting nevertheless.

Mid-afternoon, and, just when needed, some high flat cloud got between me and the sun. By this time I was nursing a bum knee. (A few days previously, I had watched a video of the 1976 Paris-Roubaix with de Vlaeminck, Kuiper, Merckx and the rest punting the big gears. So I thought, you're feeling pretty chipper, why not regress about 25 or 30 years? Indeed. It had

slipped my mind entirely that knees, unlike whisky, do8 not age well.)

Geared down, therefore, and headed south over the Vermilion and along a nicely flat, but occasionally bland, Hwy 93, desperately looking for the McLeod Meadows sign, for that would signify that the 10 km grind over the Sinclair Pass was close (a truly ugly climb at this stage and ridden unashamedly all the way in a 38 x 27) and so the 10 km swoop into Radium on the other side was within striking distance.

Out of the saddle as I was for some fair stretches of this hill, I become conscious of my carrying equipment. I had sacrificed an old saddlebag on the altar of lightness and replaced it with a nylon thin, all for the sake of a few ounces. A sad error. It looked ugly, sat badly and swung, and I decided that for ease of use, looks and stability I much preferred an old black, canvas Karrimor (ask 'Arnold, 'e'll tell yer).

Once into Radium, I didn't even have the desire to drive back up the hill to the Hot Springs, so simply soaked in the privacy of the motel. I understand that there are better ways to end a ride like this, but for the life of me, I can't think of one.

Jimmy Vallance

A TALK OF TWO 300s

It was the best of times, it was the worst of times. The Vancouver 300 was held April 28th, the Fraser Valley 300 was held May 4th. Both days dawned cloudy and brooding, like bookends on a week of wonderful weather. But only for the Vancouver 300 did the weather deliver its threat. Rain, cold, and wind accompanied the riders over the last half, or more, of the course. For the Fraser Valley 300, the sky cleared by noon and the weather was great. Except, of course, for the brutal headwinds from Woodside into Mission that we have all come to know and love.

Vancouver 300

Anna and I organized this one, so we got a chance to see how everyone fared. There were 47 wheel men and wheel women getting their wheels to the start at Burnaby Lake.

The optional 5:30 am start worked out very well. About 20 people took advantage. The registration crush was spread out, but partly transferred to the Aldergrove control. A group of 10 early starters got into Aldergrove just ahead of a group of fast 6:00 am starters.

We got lots of support from our volunteers, and so did you people that rode it. Appreciations to Colleen Ponzini who was at the Aldergrove control with her baby. Pam Bolwyn was at the start, Aldergrove and Chilliwack controls, and the finish. Jim and Faye Lee were at Harrison. Patricia Weingartner was everywhere, as usual! Merv Low and David (Chairman Dave) Johnston put in a few hours at the finish. Thanks to all.

Memories of a Great Canadian 300 ...

...A double paceline of Manfred and Margaret on the tandem and about 10 others. I passed them between Aldergrove and Chilliwack. They looked really good.

The expression on Duhane Lam's face at Chilliwack when he found was *still* 27 minutes behind his sister. Unfortunately, Selena had to retire at Mission with mechanical problems.

...Some randonneur antics amazed our non-randonneur volunteers. Pam marvelled that people were putting date squares in their pockets. Others were astonished that people would eat the date squares. Merv was agog that people would ride 300 km then *ride home*.

...Several Americans made the trip up. Some of them did their 200 at Portland. Do these people get around, or what?

...Steelhead ready to spawn at the Chilliwack hatchery. These fish are huge. More of you people should wander over and take a look.

...'arold at 'arrison, the fastest turnaround I saw all day. Muttering that his granny wasn't granny enough for Woodside, he sure took off in a hurry!

...Judy Morrison and Karen Smith, the mountain bike duo, showed up at the finish a tick before midnight. They seemed as bright-eyed and bushy-tailed as they had at Chilliwack and at Harrison, hours earlier. If they have a secret, they should bottle it and sell it!

Fraser Valley 300

Anna and I gathered at Guildford with 34 others for the 7:00 am start. After our fast rides in the 200s, we were wondering what was possible today.

A fast stretch along River Road spread the group out. Leaving the first control at the Ladner McDonalds was a group of myself, Anna, Keith Fraser, Barry Monaghan, Al Northrup, George Siudut and Ralph Hildebrand. Dan Yancey caught us at Aldergrove, having soloed from Ladner.

At the Aldergrove control, the customs official looked at the group of cyclists filing into his building and fled to a back room. Five minutes later he was back and refused to sign our cards. As it turned out, no-one got a signature at Aldergrove.

With the wind at our backs we pushed on to the Chilliwack Hatchery. Attrition reduced our number to four by the turnoff onto Chilliwack Lake Road, Anna, Keith, and Barry being with me.

The pressure got to me shortly after and I had to make a pit stop at the Petro-Can Station. I caught up to Anna again, who said Keith was pushing the pace with Barry on his wheel.

Keith and Barry were leaving the hatchery control just as we arrived. We made a quick turnaround and set off in pursuit. We found out why the ride up the Chilliwack Lake Road had seemed easier than usual as we confronted headwinds on the way down.

Both Anna and I had ragged stretches through Chilliwack and Rosedale where we weren't feeling well. It may have had something to do with the coming battle with headwinds.

Ahead of us, Keith and Barry left Agassiz separately, and waged their private battles against Woodside and the wind. Just after Deroche Anna and I caught sight of Barry way ahead. We finally reeled him in just before Mission.

We lost Barry on the way to Fort Langley. There, I put my personal brand of go-juice in my water bottle-undiluted cola. The sugar and caffeine do strange things. Anna was just hanging on as I sped down 88th, the Fraser Highway, and finally 152nd. But it was worth it as we finished in under 11 hours.

Sunday, with other randonneurs sweet-talked by DJB, we volunteered as course marshals at the Vancouver Marathon. So we were out there on our bikes in the rain and the cold, thinking, "I'm glad this isn't 300 km," but also "Tis a far better thing that I do..." (Apologies to C. Dickens!).

Mike Hagen

RIDER	(Days)	(Eves)	200 KM	Rt	300 KM	Rt	400 KM	Rt	600 KM	Rt	1000 KM	Rt	Fleche	Longest
Pollock, Tim		939-8166	12:40	FV	18:50	VA	26:58	FV	DNF	FV				0400/9105
Pringle, Les		465-5483	9:24	VA	13:30	FV	22:25	FV						0300/9105
Render, Don	599-7715	589-9546	7:59	FV	12:00	FV								0300/9105
Robb, Ron	-206-	633-2238	10:06	VA	15:24	VA	21:10	VA						0600/9006
Roberts, Mark	-206-	391-9436	7:59	FV	14:44	FV	23:12	FV	38:32	FV				0600/9106
Rodden, Pat	-206-	568-8714	8:59	VA	13:00	VA	18:19	VA	28:56	VA				0600/9106
Scott, Randy		474-2197	8:01	VI										0300/9004
Sharkey, Jack		253-8873	11:04	VA										0400/8806
Shelbourn, John	756-7016	758-BIKE			17:49	VI	22:51	VI						0400/9105
Siudut, George	591-4449	589-5242	7:55	FV	12:30	FV	22:25	FV	36:07	VA				0600/9106
Skuce, Michael	872-7858	737-8884	9:19	VA	14:06	VA								0300/9104
Smith, Karen		879-3661	11:35	VA	18:29	VA	25:27	VA	38:39	VA				0600/9106
Sneed, Gil	-206-	825-1604					19:43	VA	32:27	VA				0600/9106
Soar, Roger		479-2890	10:15	VI										0200/9104
Solski, Rose	372-1309		12:29	KA									363km-A	0363/9105
Springle, Glen	942-5223	461-0483	9:01	FV	13:30	FV								0300/9105
Stary, Peter	873-7335	291-2621	7:04	VA	12:15	VA	16:58	VA	25:33	VA			506km	1000/9008
+ Stary, Peter							20:52	DA						
Steifox, Tom	681-0221	876-6488	11:55	VA	17:15	FV								0300/9105
Taddy, Patrick		253-7573			13:50	VA	20:52	DA	37:29	VA				1200/8708
Taylor, Colin	291-6113	943-7892	8:55	VA	12:42	VA								0300/9104
Thornton, Mike L.	-206-	863-7730	11:31	FV	DNF	VA								0600/8406
Tivy, Robin		734-3644	8:55	VA										0200/9104
Tretheway, Jay	731-4921	224-5830	8:17	FV										0200/9104
Ungar, Cliff		941-3486	8:22	FV	13:39	FV	23:40	FV	36:37	VA				0600/9106
Vallance, Jimmy		423-6473	9:58	SE	15:40	SE	21:06	SE						0600/8806
Van Zandt, Charlie	-206-	524-2417	7:21	FV			19:25	VA						0200/9104
Van Zandt, Sean	-206-	524-2417					19:25	VA						0400/9105
Vilard, Jennifer	-313-	668-8612			15:35	FV	18:05	VA						0300/9105
Weingartner, Ernst		585-3203	12:04	VA	13:48	VA	19:00	VA	28:56	VA			403km	0600/9106
+ Weingartner, Ernst			11:20	FV	13:59	FV	19:00	FV						
Weingartner, Linda		585-3203	11:20	FV										0200/9104
Weir, Robert	876-5501	734-8363	7:51	VA	13:56	VA	20:48	VA	37:29	VA				0600/9106
Wilson, Ken		324-9797	8:14	FV	13:50	VA								0400/8705
Wintjes, Mark	253-4188	738-7340	12:07	VA	17:15	FV	23:12	FV	38:39	VA			403km	1000/9008
Wojcik, Tom	641-4653	980-9510	9:15	VA										0300/9005
Wood, Brian	641-4841	222-1541	8:22	FV	14:13	VA	22:25	FV	28:56	VA			373km	0600/9106
Wood, Stuart	591-8818	538-7589	7:04	VA	11:57	FV	DNF	FV					477km	1000/9008
+ Wood, Stuart			7:59	FV										
Yancey, Dan	291-3132	465-8595	7:49	FV	11:33	FV	DNF	FV						0300/9105
York, A. Brent	294-8477	420-3430	9:42	VA	13:36	FV								0300/9105
+ York, A. Brent			10:08	FV										
Yuen, Charles		521-7942	11:48	VA	15:52	VA								0300/9104
Zimprich, Karel		524-1031	7:52	FV										0300/9005

(STARTERS) 151 97 72 54 0 35
 (FINISHERS=Men+Women) (147=120+27) (93=80+13) (66=56+10) (50=43+7) (0=0+0) (32=24+8)

SUPER RANDONNEURS to date: 41. This report includes reports received to Jun 19/91. Please send updates directly to me. Also please let me know about misspellings, wrong numbers, etc. Thanks. ROUTES: Generally VA means Vancouver-area route, KA means Kamloops route, VI means Vancouver Island route, FV means Fraser Valley route, SE means S.E. B.C. route.

Report by Gerry Pareja (604-874-5229).