



# B.C. RANDONNEUR Marathon Bicycling



The Newsletter of the C.B.C. Randonneur Section

November 1993 - Issue 7

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### 600 Fraser Valley:

Your Name Here, contact Real to volunteer

### 1000 Vancouver:

Your Name Here, contact Dierdre to volunteer

## FROM THE CHAIR

Well, another cycling season gone and more enjoyable miles under the wheels (and a few not so enjoyable). All-in-all, from my perspective, a very memorable season. The LEL and the tour of England with Manfred and Harold has to stand out as a high point. My first two DNFs ever occurred this year and although the first one was a mechanical problem it was, nevertheless, disappointing. The second one was a problem with a new saddle and the inability to sit on it after riding about 500 kms of a 1000 km brevet. In retrospect, it is better to quit than to beat one's self to a pulp. After all, this is supposed to be fun

Enough about the old year, let's talk about the new one coming up. Elsewhere in the newsletter is a list of the new committee members and the events for the upcoming year. And again the plea goes out for help for the ride organizers. This organization runs on volunteers. Without them there are no events. We are in the process of writing a procedure manual for all the events (including the socials) so that the inexperienced can easily organize anything from the Populaire to Anza Club social. The manual also covers the executive positions, so now there is no excuse for turning down the nominating committee when they come knocking.

Something new for next year is a 12-hour Time Trial. It will just be a fun event, no credits for the distance, just a test of your endurance at speed. The proposed route is the 80 km loop starting at Agassiz, east on highway 7 to Hope, west on highway 1 to the Agassiz turn-off, and return to Agassiz. A smaller loop west of Agassiz will be used for the final timing procedure. Each entrant will be responsible for his/her support crew. Volunteers will also be required for timing, etc. Give Harold Bridge a call for further details. Inexperience with timing a time trial will not be a valid excuse for not volunteering - no one has any experience except Harold.

"If you don't have metric, the American Standard will do," she persisted in her Deirdre voice. Those were the magic words needed to galvanize motion towards the hidden toolbox.

We were at last able to replace two spokes, get our gears together and freewheel our way out of town. We geared up once again to beat the closing time at the first control, and head towards Hope and beyond.

"Well, we're still in it anyway," Deirdre said. I agreed. We had "braked" for 2.5 hours.

Everything ran smoothly though everyone was 60 kms ahead and we were 60 kms behind. It was going to be a long day in the saddle and we hoped to make up for the delay. We were not destined to make the evening rest stop at the projected time.

The hubs were fairly smoking by Hell's Gate and so were we as the climate control system of our "engine" became stressed to the limit. Cooling streams at opportune moments on the long climbs helped us to keep cool. The outside air became a hot blast as the temperature soared. The heat proved too much on this particular day for two riders who had to set aside their efforts for another time. We understood their abandonment.

Beyond Hell's Gate we tired and slowed on the hills as evening approached and we closed on "Crash Creek." (I literally fell in town on a previous randonnee).

"Smelled the garbage dump Deirdre, did you?" I questioned. "No, I didn't notice it," came the reply. That's strange I thought. "I'll point it out to you on the return." Then, in consideration, I thought . . . some treat! Later, I proclaimed, "it's a 24-hour dump." "How do you know?" came the inevitable query from behind. "The lights are on and I see a big truck up there . . . right beside the highway."

Conversation was limited as we geared up and stood up, then sat down PLEASE . . . and rolled on.

The others had passed us on their return long ago. A glare of lights, a shout and a wave, as they swept past.

The night air gets cooler. We are still many kilometers from Lytton and rest.

At 2:00 am we roll into Spences Bridge looking for our food cache across from the now invisible Pub sign.

"Take the turn here to the parallel road," directs Deirdre. I do. It turns to gravel. Deirdre jumps off the bike and hoofs it across country while I cycle on ahead. We end up approaching back on the highway: one of us walking, the other cycling. I find this moonlit scene grossly amusing.

"Thanks for picking me up." "No problem." "The food is about another half kilometer."

We eat at an abandoned picnic table and crush the odd mosquito.

Back on the road again we cycle under a full moon with auxiliary lights on low power. Trucks give us a wide berth. The still night air blends into the silver turbulence of the Thompson river beside as water races through the "Jaws" and around the "Frog" (a prominent rock in the middle). Deirdre sees a shooting star. I miss it. My butt hurts. My legs are tired.

At Shaw Springs we wake up Peter Lysne who signs our route cards on the hood of his car and retires to his driver's seat for more snoozing while waiting for the others who are now Crashed snugly in their beds in the town with

the same name. Another amusing scene. So much for 24-hour restaurants closed on Saturday night. It's getting late.

By 4:00 am and first hint of light, we stop for a brief but welcomed rest. At 7:15 am we are again underway. A short while later we are nearing Boston Bar and enjoy breakfast with the others who are similarly paced. At Yale we discover our wheel has broken more spokes. We don't want to look, and we don't want to touch the wheel either. We ride towards Hope instead.

The wind picks up - blowing strongly from the west. We forge on towards Seabird Island into a stiff headwind. I am becoming anxious to finish for the drive home. As we approach the Seabird Island Cafe, I can see two riders up ahead. Mike and Anna, as it turns out, are now just ahead. We sit to eat. The second tandem rolls in as they control out and press on.

By Deroche I need a break from the constant thrashing into the wind - now beginning to abate. The two tandems are difficult to work together on the hills. One surges past and then the other as we try to maintain speed on the hills using different styles.

By early evening as the oncoming rain begins to fall, we arrive at the finish, having pedalled fiercely for the last stretches at over 40 kph. Elated, we roll up and have our control cards signed before departing for home.

On the way back, the last two riders Norm Brodie and John Kramer are in the last hour of their ride - I hope! I soon sleep. The satisfaction of completing a challenging course with such a kaleidoscope of scenes and adventures while in the company of good friends makes it all worth contemplating again. But not this weekend.

## RACING RANDONNEURS AT THE 1993 BC SENIOR GAMES, CRANBROOK.

*(Harold Bridge)*

With some changes the 1993 B.C. Senior Games bicycle races were much the same as 1992, Dawson Creek. This time the time trial was first, not the hill climb. Rather than a conventional, flat, out-and-home course, the t.t. was held on a circuit that contained about 3 significant hills in its alleged 16 kms. Then on the Friday, 3rd September, a similar route on the east side of the main Kimberley road was used for the road race. The 55-64 group was to do 4 laps for a total of about 55 kms. The 65-81 age group was to start 5 minutes later for their 3 laps and about 41 kms. The ladies were sent off last, also for 3 laps.

The final event of the 3 days on Saturday, 4th Sept., was the 4 km hill climb. This used the steep descent we had roared down (with a wood plank bridge at the bottom) in the t.t. This time, starting by the bridge, we ascended about 1.5 kms to the Wycliffe Park turnoff where a right turn gave respite in the shape of a looping descent that allowed the use of top gear. Then at about 2.5 kms the road climbed in 2 or 3 steps to the apex about 200 metres above the start point.

Due to some letter writing by some interfering old busy body, the organizers had planned to use the t.t. times to seed people into handicap groups for the road race, irrespective of age group. But as the medals were to be

Jamieson "forgot" to bring his. Tim Pollock reminded us about the upcoming Cycling B.C. AGM and the resolution to form a Randonneur sector, which incidentally was granted with the vote on Oct. 24.

As the afternoon drew to a close we had contented smiles on our faces. An unmistakably wonderful event, which I plan to attend as long as I am able.

## **NOT SO STUPID**

*(Harold Bridge)*

In the April/May '93 issue of this august publication Doug Cho had a light-hearted piece called "12 Stupid Ways to Make Your Bike Lighter and Faster." Dismissing the obviously outrageous, I would like to comment on the remainder.

1) Fill your tyre's inner tubes with helium. In the days when weight was given more importance than aerodynamics, any Pro who was planning an attempt on that pinnacle of athletic endeavor, the unpaced hour record, would consider every facet of weight reduction. This included using helium. The tubular tyres were usually 5 or 6 oz (what's that in grams?) silk casing that would cost you'n'me a week's salary each.

2) Remove half the spokes from your wheels. How many spokes should there be? A wheel may have any number from 12 to 48 depending on the use to which it is put. While 36 is the European and North American standard, in the UK it was always 32 front, 40 back. The 36 each is a benefit from the point of view of stock. While it doesn't make sense to omit spokes, if the rim and hub has only 20 holes then it is expected that the use the wheel will be put to will not destroy it. A light weight pursuiter who doesn't stamp on the pedals violently in order to start fast may well get away with 18 spoke wheels.

3) Ride without a saddle and seat post. In the 1962 National Hill Climb Championship in England, Bill Baty (a "real" character) stood the whole way up the murderous 1,324 yards of Nick o'Pendle Hill in Lancashire. I quote from the event report in CYCLING dated '62-10-31: "Off number 35, Bill Baty, Tyneside Velo roadman, "honked" the whole way up. He had to, there was no saddle or seat pin on his machine. He wasn't particularly pleased with the experiment though. "I've done a daft thing," he said, "I've done better than this in an overcoat." He did a 4 min 39 sec ride, far below his training ride the previous week on 3 min 50 sec." The winner did 4 min 8 sec and in 12th place there was one K.B. Lycett with a time of 4:25.8. The report was written by one Joan Green who changed her name the following month to Bridge. *(I once stood 20 km after some punk lifted my seat and post, can't recommend it--ed.)*

4) Ride without water bottle and cages. Why not, if what you are doing requires you to get on with riding the bike and not waste time supping? My CBS at the moment doesn't have a bottle cage on it. The last time I used it was in the hill climb at the Senior Games in Cranbrook on Sept. 4. A 4 km hill climb, or even a 16 km time trial doesn't need a water bottle. But a did use a bottle for the road race. I needn't have done, they cut the four-lap, 56-km race down to three laps and 42 km.

7) Get rid of one of your brake sets. There is a legal requirement for an independant brake on each wheel.

However, a fixed gear is considered a brake on the back wheel provided the sprocket has a locking ring. Those who have never experienced the joys of riding fixed wheel don't know what they are missing. But I must admit I wouldn't want to ride Paris-Brest-Paris or London-Edinburgh-London on one. However, it has been done, successfully, in both events. We considered fixed wheel and front brake as the normal thing for commuting, training, racing, and event touring on occasions. The bike is less flexible so the rider becomes more so and is less bothered by cadence fluctuations. In the twenties my late father used to commute across London on a 57-inch fixed gear. Low enough he didn't have any rim brakes at all! But then, he could also pedal.

8) Take off your handlebar tape. One could once buy handlebars already coated in celluloid. But I like the new cork tape.

9) Remove all but one cog and chainring. 10) Dispose of derailleurs. See 7. *(and talk to Dan Wood--ed.)*

11) Win the lottery and spend it on anything titanium. I've got the frame designed, just in case!

12) Lost a few pounds of excess body weight. I spend too much time at work and not enough time working out.

## **RANDO EXPERIENCES**

*(Gord Cook)*

I figure it's time I put pen to paper (or should that be finger to key?) and list the things I have learned from Randonneuring. Even though I'm a slow learner (or just a plain, stubborn SOB who can't accept the fact his ol' bod just won't perform like he'd like it to) I have learned a lot about myself: my actual limitations and, at the other end of the scale, preconceived limitations. Also how I react to in times of physical stress, and how I react to the mental stress brought about by the physical stress.

I attended my first Rando social at the Anza club in 1990 with Norm Battisse who now resides in Cranbrook and rides the brevets with Jimmy Vallance from Fernie. I clearly recall listening with awe to Dan McGuire telling the audience how the mixture of aloe vera hand cream and Preparation H relieves the pain of being in the saddle for 1000 km.

It wasn't the mixture that caught my attention but the fact that anyone could ride a bike for that distance. Up to that time I had never exceeded about 130 kms. I guess I was intimidated, particularly when I found out that women rode those kind of distances too. It's not that I'm a sexist lout, but men are usually better at physical endeavors than women, and I knew I could never ride a 400 km brevet let alone a thousand. "But what's this? The PBP? It's what? A 1200 km ride in France. And women ride it too? These people are definitely not earthlings. They probably change their clothes in phone booths!" As I was to find out, they not only changed clothes in strange places but also performed other body functions, including sleeping, whenever and wherever required.

After the social I decided I would try a 200 km brevet but nothing longer. This was, after all, further than I had ever ridden before. That year I completed two 200 km rides. I can clearly remember the fatigue and pain I

can do it in this country what's the difference in France? I figured that if I can do a 1000 km ride in 61 hrs. then I can do a 1200 in about 75. Lesson: listen to those who have done it before!

I had gone from under-confident to over-confident in one easy step. I finished the course, but not within the prescribed time limit. It IS different in France. So what is the difference? Well, for me it was the stress of not knowing the language, customs, etc. There were problems at the hotel with not getting registered and wondering where my wife and I would spend the night. Compare our first few days in France with the situation before a major ride in this country and you find many differences. In this country we know the route, language is no problem, we know where to look for food and water, etc. In other words, everything here is known, everything there, if it is a first time, is unknown and this leads to stress - great amounts of it. Stress attacks the weakest point and as I mentioned before, my weak link seems to be my digestive tract. The result was during the PBP I couldn't eat. I wanted to, but, couldn't. Food sat in my stomach like a big rubber ball, threatening at any minute to bounce right out. I still hadn't solved the eating problem. All was well when things were unfolding as they should, but upset the apple cart just a little and I had a dilemma.

After the Fleche in 1992 Ken Bonner told me of a food replacement drink that he used that worked well. It was a product called Ultra Energy - expensive, about \$10.00 a package in Canada (enough for one water bottle), but if I wanted to do the longer rides I needed something other than regular fare.

It was everything Ken said it was and more. No more stomach upset on long rides plus plenty of energy throughout the ride. The difference between how I felt after a ride with Ultra Energy and how I had felt after earlier rides without it was nothing short of amazing. I was able to take about eight hours off my best 600 km time and I owe it to this product.

However, all good things come to an end and Ultra Energy went out of business. But Dan Wood, who lives in Seattle, put me onto another food replacement, and from there I found other similar products available in this country and at much lower prices than Ultra Energy. They can be purchased at many health food stores and Apple Fitness. So I now have the nourishment and stomach upset problem solved

1993 and more things learned. This year Harold, Manfred and I did the London - Edinburgh - London ride. The weather was cold, windy, and wet for most of the ride and it was only when the sun finally came out and things warmed up that I was able to perform like I should. Cold bothers me mentally more than I suspect it bothers most people. Even when my body is sufficiently warm, but the outside temperature is chilly, I get depressed and that affects my physical output. Strange, but that's me and I have to learn to cope with it.

Riding in the wee small hours of the morning is depressing also. I have heard that as well as bio-rhythms that cycle over many days there is another mental rhythm that completes a cycle every 90 minutes or so. The changes in outlook are so subtle that normally they aren't noticed, but during periods of stress, like riding through the night, or

when you're totally exhausted, they become more obvious. I believe this to be true, for me at least, because during the early morning hours I seem to go through cycles where I can't understand why I'm participating in this madness to a mild euphoria where all is well and we're having fun.

We made many stops during the 1992 1000 km brevet, so, thinking like a machine, I figured we could cut most of the stops and save a lot of time thereby doing it much faster this year. Wrong! I made what I thought was a conservative schedule for a familiar route and Manfred and I tried to maintain it. We were slower than the schedule on all the intervals even though we tried diligently to follow it. In the end we abandoned the ride at the 500 km point. I am sure we can improve on our 1992 time but not as much as we thought. Adequate rest is very important - we are not machines.

Fatigue from trying to maintain the speeds set out in the schedule wasn't the only reason for quitting. Manfred had a food problem (the "green apple quick-step" forced many unplanned stops) and I had a new saddle that I had never tried out on the long haul - just short rides. I spent the last 150 kms standing as much as possible. The lesson was: don't try new equipment on a long ride - prove it gradually, then when you trust it, use it on the big ones. Pretty logical stuff, but now and again logic escapes me. It cost us the ride, not to mention the cost of renting a van to haul us and the bikes back to Victoria.

There have, of course, been many more highs and lows experienced but they are too many to mention here. But each high reinforces the joys of good health and life and more particularly the joy of cycling. Each low encountered and overcome proves again and again the resiliency of the human spirit to rise above adversity. In this day and age in this country it seems to be possible to live out an existence without the large swings between depression and euphoria. With everything on an even keel there are no lows, but there are no highs either. Accept the lows as a necessary part of life, for they accentuate the highs.

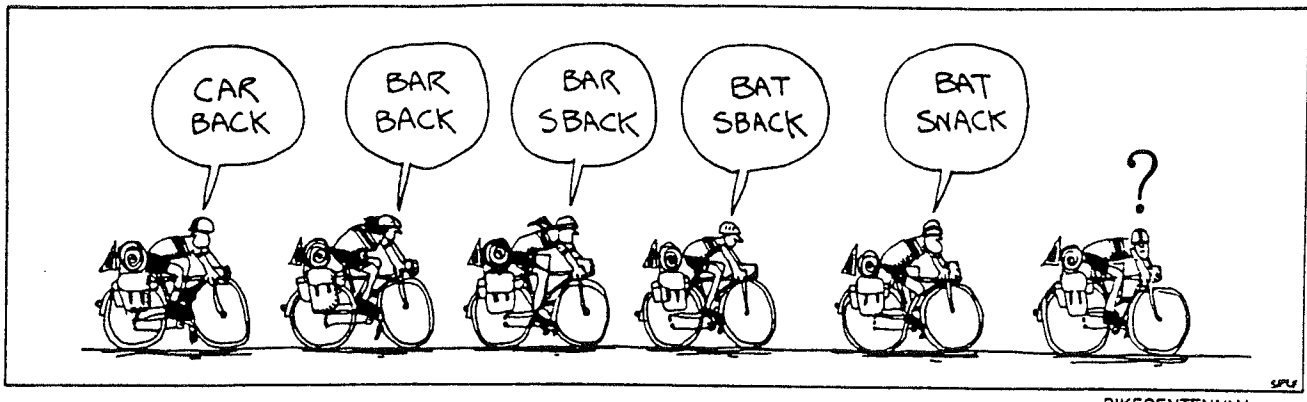
## **RETROSPECTIVE ON THE 1993 SEASON**

*(Mike Hagen)*

Ours is a remarkable sport, so it is is not unexpected that remarkable things will happen every year.

A major change this year was the amalgamation of the previously concurrent Vancouver and Fraser Valley series into two consecutive Lower Mainland series. This allowed more flexibility in choosing rides as some people preferred doing the rides later in the summer. It also allowed the fanatics among us to do two series if they so choose, though I was the only one who actually did this. I thought there would be more.

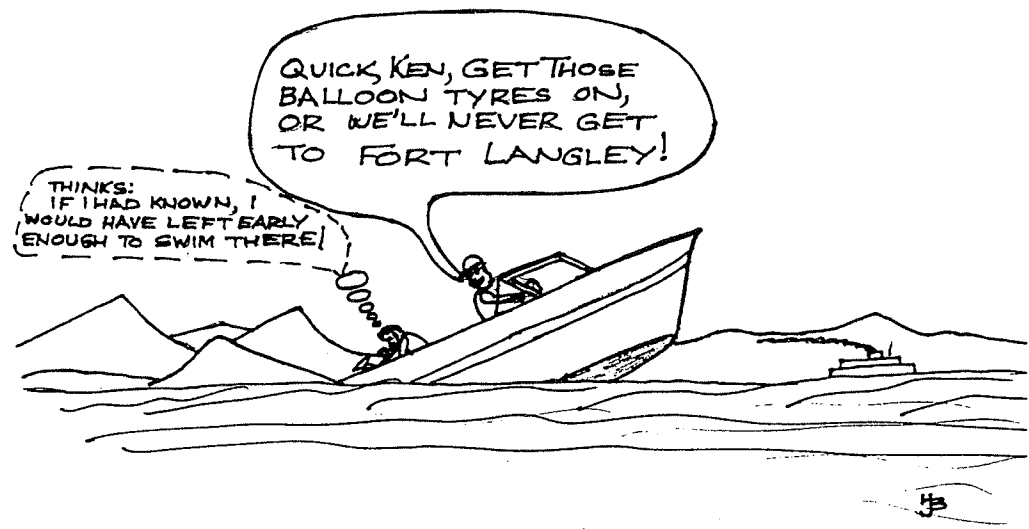
Still, more people than ever before did multiple rides. I remember a few years ago, someone did a second 200 and this was so remarkable that it got a mention in the newsletter. Now? It's not news anymore. Except that you gotta wonder about people like Sabrina Shea. She likes 200s so much she did three of them. But is she ever going to go further? How about it, Sabrina?



—BIKECENTENNIAL

**B.C. RANDONNEURS -- 1994 SEASON**

<b>REGION</b>	<b>100</b>	<b>200</b>	<b>300</b>	<b>400</b>	<b>600</b>	<b>1000</b>	<b>FLECHE</b>
VANCOUVER	10 Apr	17 Apr	14 May	28 May	11 Jun	1 Jul	29 Apr
VANCOUVER (2nd Series)		25 Jun 10 Sep	9 Jul	23 Jul	13 Aug	30 Jul 3 Sep	
VANCOUVER ISLAND	20 Mar 25	2 Apr <del>25 Aug</del>	16 Apr <del>20 Aug</del>	7 May	28 May		
KAMLOOPS	8 May	16 Apr	7 May	4 Jun	9 Jul	23 Jul	
NELSON		22 May	22 May				
<b>SPECIAL: 12-Hour TT (12 HEURES CONTRE-LA-MONTRE) (Harold Bridge): 16 July</b>							
SEATTLE		16 Apr	15 May	25 June 9 July	16 July	9 July	
Contact John Wagner (206 782-8965) for more information.							



93 10 03 APPROX 0700/0800  
 OUT IN GEORGIA STRAIT  
 WE ASSUME KEN & RALPH GOT BACK  
 TO VICTORIA OKAY.

## CYCLING B.C. -- 1993 RANDONNEUR REPORT (to Nov 02/93)

RIDER	(Days)	(Eves)	200 KM Rt	300 KM Rt	400 KM Rt	600 KM Rt	1000 KM Rt	Fleche	Longest
Aleman, Daniel		463-3826	13:30 VA	DNF VA				DNF-WH	0200/9304
+ Aleman, Daniel			11:24 VA						
Allen, Susan		734-2504	11:45 VA						0200/9304
Arscott, Deirdre		325-2954	9:26 VA	13:45 NK	18:30 VA	36:26 VA	65:05 VA	368km-SS	1200/9108
+ Arscott, Deirdre			10:07 KA						
+ Arscott, Deirdre			7:30 VA						
Aulakh, Paul		581-4477	9:17 VA	13:52 VA	19:52 VA	33:47 VA			0600/9308
+ Aulakh, Paul			8:30 VA	12:14 VA					
Austman, Ryan		936-6954	12:10 VA	15:16 VA	25:15 VA			DNF-WH	0400/9305
Batisse, Norman	426-6365	489-2884	8:57 SE	14:45 NK	19:40 SE				0600/9206
Bisaro, Gordon	683-9621	263-4646	9:27 VA	13:09 VA				DNF-HB	1200/9108
Blair, Richard		263-1621	9:26 VA	13:31 VA					0600/9006
Blalock, Pamela	-508-	670-6673				36:26 VA			0600/9306
Bogart, Barry		264-0470	9:58 VA						0600/9106
Bonga, Anna	520-4484	420-9509	9:17 VA	14:45 NK	19:52 VA	36:13 VA		360km-BW	1000/9207
+ Bonga, Anna			10:36 VI	12:25 VA					
+ Bonga, Anna			7:56 VA						
+ Bonga, Anna			10:50 VI						
Bonner, Ken	953-3711	598-4135	7:14 VI	12:53 VI	14:14 VI	36:40 VI	42:56 VI		1200/9108
+ Bonner, Ken			8:40 VA						
+ Bonner, Ken			10:50 VI						
Boonstra, Bob		828-2869	9:35 VA	13:45 NK	18:30 VA	36:26 VA	65:05 VA		1200/8708
+ Boonstra, Bob			10:01 KA	12:15 KA					
+ Boonstra, Bob			7:56 VA						
Bridge, Harold	942-5223	941-3448	9:42 VA	15:30 NK	20:29 VI	36:46 VI			1200/9108
+ Bridge, Harold				15:16 VA					
Brodie, Norm	590-7468	522-6726	10:13 VA	14:09 VA	22:01 VA	37:43 VA		364km-H5	1200/9108
Byrne, Peter		733-5350	9:55 VA						0300/9105
Cesaretti, Robert		525-1549	10:31 VA						0200/9304
+ Cesaretti, Robert			10:02 VA						
Chamock, David	433-7549	433-7549	DNF VI	13:16 VA					1200/9108
Cho, Doug	660-0500	942-0300	10:15 VA	14:40 VA				364km-H5	0600/9207
Clague, Michael	736-8118	224-0604	12:15 VA						0300/9104
Coady, Yvonne			8:55 VA						0200/9306
Cook, Gord		594-4644	8:12 VA	11:57 NK	16:55 VI	DNF VA		403km-RE	1200/9108
Donner, Bill	-403-	743-1181						367km-AL	0367/9304
Drew, Murray		595-1026	8:40 VI	11:15 VI	16:11 VI				0400/9305
Duncan, Bill	469-8816	939-1214	8:55 VA	14:09 VA					0300/9307
Emery, Eric	591-4696	873-3649	9:37 VA	13:42 VA					0300/9307
Enzweiler, John	-206-	861-1766	8:39 VA						0200/9304
Erickson, James		748-3369	10:24 VI						0600/9106
Evans, Andy	736-3203	736-3831	7:42 VA	13:31 VA	19:52 VA				
+ Evans, Andy				12:25 VA	15:58 VA				
Evans, Andy P	485-2700	485-5874	11:10 VI	16:12 VI					0300/9304
Faris, Ian	666-3695	464-6595	12:10 VA	13:56 VA	21:25 VA			364km-H5	0400/9307
+ Faris, Ian					13:40 VA				
Faubert, Steve		748-0443	9:19 VI	15:13 VI	17:21 VI	35:54 VA			0600/9308
Fergusson, Eric		733-6657	8:39 VA	12:37 VA	18:30 VA	27:45 VA			0600/9308
Fraser, Gary		980-0928	8:12 VA	11:02 VA					0600/9206
Fraser, Keith	732-2078	737-7850	7:01 VA		14:59 VA				1200/9108
+ Fraser, Keith			8:11 VI						
Gallagher, June		942-3235	10:58 KA						0600/8807
Hagen, Mike		420-9509	7:58 VA	11:57 NK	16:35 VA	36:13 VA		403km-RE	1000/9207
+ Hagen, Mike			7:34 VI	12:15 KA	15:58 VA	22:48 KA			
+ Hagen, Mike			6:11 VA	9:51 VA					
Hildebrand, Ralph	591-4124	583-4344	9:16 VA	13:31 VA	21:40 VA	DNF VA			0600/9106
Hinde, Carol	363-3836	245-4751	9:55 VI	16:12 VI	20:29 VI	35:24 VA		368km-SS	1200/9108
Hinde, Stephen	246-6248	245-4751	8:57 VI	16:12 VI	18:50 VI	35:24 VA			1200/9108
+ Hinde, Stephen			10:50 VI	16:42 VA					
Hoover, Irvin		832-1924	10:58 KA	16:00 KA					0300/9305
Horsley, Rod	685-0625	731-3059	7:25 VA	11:33 VA					0300/9307
Hume, Catherine		879-3661	12:19 SE						0200/9305
Jamieson, John		376-5147	11:45 KA						0400/8806
Jenks, Rick		748-8976	10:24 VI						0200/9304
Kilburn, Brad		271-4952	8:44 VA	12:13 VA					0400/9206
Kingsbury, John	-206-	784-1229	10:22 VI	16:36 VI					0300/9304
Kramer, John		731-8552	13:15 VA	13:56 VA	21:20 VA	37:43 VA			0600/9306
+ Kramer, John					15:40 VA				
Kuchenmuller, Manfred	736-3664	253-4858	9:35 VA	12:37 VA	21:50 VA	27:45 VA	65:05 VA	403km-RE	1200/9108
Lapp, Ralph	384-4121	595-5881	7:14 VI	11:31 VI	14:14 VI				1200/9108
Latomell, Doug		734-2504	11:45 VA	13:37 VA					0300/9305
Lawrence, Thomas	-206-	789-9271	8:12 VA					DNF-XS	1200/9108
Lee, Kang	734-1200	420-0730	10:13 VA						0200/9304
Lepsoe, Barbara	731-5761	876-5228	10:45 VA	14:45 NK				360km-BW	1200/9108
Little, John		681-5747	11:20 VA	12:25 VA					0300/9307
+ Little, John			8:57 VI						
Lysne, Peter	877-2469	980-6231	10:13 VA	15:15 VA	25:15 VA			DNF-WH	0600/8007
MacDonald, Darren	-403-	743-8479						367km-AL	0367/9304
Mackintosh, James	254-7442	254-7442	11:30 VA	18:56 VA					0600/8506
Marsh, Robert	434-4262	325-7617	3:10 VA						0200/9304
Maundrell, Ralph		538-2737	9:53 VI						1200/9108
McGuire, Dan	293-8478	942-3235	10:13 VA	14:09 VA				364km-H5	1200/8708