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British Columbia

Randonneur

Marathon Cycling

President's Corner

Doug Latornell

Welcome to the 2000 Randonneur season! I'm too much the engineer to welcome you to a new millennium of randonneuring – my successor will enjoy that privilege – but I won't deny the fascination that comes of watching a row of zeros appear on any sort of measurement device. I suspect that we all take special note once in a while as our cycle computers turn over an even hundred or thousand. So too we were entranced, however briefly, as the calendar rolled over to 2000.

The "off season" is a busy time for the executive and organizing committee. There are events to be scheduled, insurance arrangements to be made, pin designs to be sought and judged, and many other administrative items to look after before we all get too busy riding. One of the most important is the production of the brochure and the kick-off of publicity for the Pacific Populaire. You'll find the fruits of Eric Fergusson's labour on that front in the envelope with this newsletter in the form of your very own copy of the brevet brochure and 2 copies of the Populaire brochure and entry form – pass one on to a friend! Information is also available on the web at a new site Eric has set up – www.telus.net/rando/pacpop. If you need more copies of the brochure to distribute to friends and/or your local bike shops, please contact Eric at 733-6657 or Eric.Fergusson@telus.net.

There is still time left for you to submit your best creations for the 2000 pin design. Send your designs to Karen Smith (732-0212). This year's pin design will be chosen at the February 17th executive meeting.

The Spring Social is scheduled for Saturday, March 18th at 7:00 pm. It's being held at the Anza Club this year. Come out and renew acquaintances, collect your Rando 500, 1000, or Super Randonneur medal, form a Fleche

team, see the unveiling of the all new BC Randonneurs jerseys, and generally get the season rolling. After all, the Populaire is only 3 short weeks later, on Sunday April 9th. Building on her success last year, Jude Morrison is also organizing the 2nd (Annual ?) Great Rando Treasure Hunt Ride for the afternoon of March 18th. Make a day of it!

This year's brevet calendar is fuller than ever. All of the usual events are there – two full series on Vancouver Island, a series in Kamloops, three series and a selection of 50, 100 and 150 km events in the Lower Mainland, the annual events like the Fleche Pacifique, Nelson 200/300, the 100 Mile House On/Off-Road 200, the Fall Flatlander, and the AGM ride and brunch. New this year are brevet series in the Peace River district of BC and the Yukon. I'm very happy to welcome Wim Kok of Fort St. John, the Peace district brevet coordinator, and Christine Todd of Whitehorse who is organizing the Yukon series, as well as all of the riders from those two areas.

And as if all of those rides weren't enough we have three special events on the calendar this year. First is one that seems like a natural to become an annual event – a Canada Day 133 km brevet (to celebrate Canada's 133rd birthday, of course). Harold Bridge is targeting Fort Langley as the site of this ride. Second is a once in a lifetime (some might say

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thankfully!) event that Réal Prefontaine is organizing – a 2000 km brevet (Y2K2K ?). See Réal's article elsewhere in the newsletter for details.

2000 being an even numbered, non-PBP year, it is a Rocky Mountain 1200 year. Danelle Laidlaw and John Bates have been busy putting together the route for this year's event that starts in Kamloops on July 27th. Elsewhere in the newsletter you find calls for volunteers and equipment loans. If you're not planning to ride the Rocky, think about helping out. You can find out more about the Rocky on the web at www.tour-bc.net/rando/rm1200.htm or by following the link from the main BC Randonneurs web site at www.island.net/~randos. That main site, maintained by Stephen Hinde, is an excellent resource for information about randonneuring as well as links to randonneur web sites all over the world.

A third web site for you to bookmark is the new newsletter web site that Susan Allen has constructed. You can find it at www3.telus.net/randonews. Also look for Susan's article in the following pages on how the web and paper versions of the newsletter are related and how you can contribute to them both.

Don't get the idea that this is a computer club though. Even in the dark days of winter there's riding to be done. Karen Smith has organized a Studio Cycling class Friday nights at the Cameron Rec Centre. Studio Cycling (or Spinning) is proving to be very popular, with almost all of the 20 bikes booked every week. If you want to give it a try, call Karen to reserve a bike, but do it early in the week! Of course it's not all gloomy skies, rain, snow and indoor cycling. I know of at least two Sunday group rides the have started since the New Year – Roger Street's West Side Coffee Ride, and Bruce Hainer's runs that collect people all the way from East Van to Maple Ridge. Chances are there's a randonneur or two near you that's thinking about getting out for a spin when the weather is fine – get together and go for a ride! Go exploring!

You ain't been there 'til you've been there on a bike!

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

The opinions expressed in the newsletter are those of the article authors and do not necessarily reflect those of the editor, club executive, Cycling BC, the CCA, or Randonneurs Mondiaux.

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Editor: Susan Allen

Submissions: Please send articles as Word or plain text files and digital photos in JPEG format to stoker@telus.net.

Happy Birthday, Canada

Harold Bridge

Most of us get July 1st off in order to celebrate the Country's birthday. What better way for a real cyclist to do it than by going for a ride of a suitable & appropriate distance? These days it's in kilometres, not miles.

The morning of Thursday, 1999-07-01 found me heading east from Port Coquitlam. I have to be in one hell of a hurry to get somewhere to want to stay on the main road through Pitt Meadows. If I'm just out getting the miles, oops, kilometres in I turn first right as soon as I have crossed the Pitt River Bridge & head for the Ford Road detour along by Pitt Meadows airport. Through Port Hammond & along River Road onto the Haney By Pass, I was at the Albion Ferry with about 26 kms on the computer.

A short hiatus in my ride while we crossed the Fraser River by the only civilised means known to cyclists & I was soon turning left onto Mavis St (which very shortly becomes River Road) in Fort Langley. East of British Columbia's first capital there are several arduous climbs to get one away from the River. The further east one goes the worse they get & it was no problem for me to take the first one, 240th St. Near the top of this stepped climb a left turn onto 80th Av takes one to Telegraph Trail. Now rather fractured by modern development it is part of the historic Collins overland telegraph route installed, I think, in the 1860s.

72nd Av leads into 256th St which in turn leads one onto 60th Av. It is normally a very quiet stretch of road. But as you head south on 256th there is the ever increasing roar of approaching traffic. But the traffic isn't approaching you, you are approaching it. Just the other side of the trees and hidden from view is Highway 1!

I was heading down to the Border at Aldergrove to calibrate my computer for the Michelin 20 mm tyres I had recently installed on that particular bike. The Randonneurs have an 8.44 km calibration stretch of road along Zero Av. By using a triangulating GPS unit the distance from International Boundary marker (IBM) #20, just east of the border crossing, to IBM #26, by the corner at Townline Road, was measured as 8.444 kms. 44 metres before IBM#26 there is a "44" stenciled on the edge of the road. 44 Metres before IBM#26 there is a "4" stenciled. Then, if your computer measures to 2 decimal places you can check it to the 44. If it only measures to 1 decimal place then you can calibrate at the 4.

But I digress.

I headed north up Bradner Road to McTavish & so down the worst of the hills back to the river, Graham Crescent, fortunately now re-paved. By this time I was starting to grovel, I had missed my lunch, never thought to take something with me (you'd think I'd learned by now). But the never ending 7 kms west along River Road did, in fact, end & I staggered into the Fort Pub for a rather late lunch & fluid replenishment. But not

before I noticed how the village was enf^ote. Bunting flying, flags out & people everywhere enjoying the ambience. It set me to thinking how well suited Fort Langley is for incorporating some cycling event in the program. In Flemish villages the "Kermesse" always includes a criterium. And while I'm not in the business of organising races these days I did think about a "Randonnee" which in the year 2000 would need to be 133 kms long.

After I left Fort Langley I headed back to Maple Ridge via the Ferry of course & calculated I still had need of a detour. I headed up to the north end of Pitt Polder before venturing across the Pitt River Bridge. On the bridge I got my 132 kms & got home with 134.5 kms (after adjustment for the smaller tyres).

Of course, starting & finishing a birthday ride in Fort Langley requires more route to the east. A preliminary plan takes the riders through Matsqui, over Sumas Mountain to turn round in Yarrow before heading south west across Sumas Prairie to Huntingdon & onto Zero Av (check your computers?) & so to South Langley before heading north back to Fort Langley & a congratulatory finish. Keep it in mind.

North Langley seemed positive, Township of Langley hasn't said "No" & the Randonneur Committee backed the idea, so I guess it's on.

Volunteers Wanted: Rocky Mountain 1200

Harold Bridge

If you have no personal ambition to ride this spectacular event and are available to take on a job please contact: Harold Bridge at:(604)-941-3448 or, harold_bridge@telus.net. Snail mail should be addressed to #22, 3046, Coast Meridian Road, Port Coquitlam, BC, V3B 5B6.

At present there is some consideration to changing the start time from 0400 on the Thursday. The reason being; it's a long way to the new facility 12 kms NE of Jasper & it would be nice to give the bulk of riders the chance to get there about midnight at the end of the first day.

So, the event window can be considered to be

from Wednesday, July 26 to Monday, July 31st. It is not necessary to be available for all that time, but if you are so much the better. You may have people from outside the club who would be happy to take a part. If so, let me know. I think there are about 30 jobs. But given the time span some helpers can take on more than one job. But all the same; many hands make light work.

Donations and Items to Borrow Wanted

Danelle Laidlaw

The planning is well underway for the Rocky Mountain 1200 next July. The dates are July 27th to 30th. The route is slightly altered from previous years. Instead of going into Banff from Lake Louise, we will go south from Salmon Arm. This will give us controls at Kamloops, Clearwater, Blue River, Tete Jeune Cache, Jasper, Saskatchewan River Crossing or Icefields Parkway, Lake Louise, Golden, Revelstoke, Salmon Arm, Armstrong/Enderby or Vernon, and Kamloops.

I am going to need volunteers for the controls and drivers of support vehicles. See Harold's article above. Also, if anyone has, or knows where to borrow the following:

- ◆ microwaves
- ◆ blankets
- ◆ sleeping mats
- ◆ coolers

I will make sure that anything borrowed is cared for and returned promptly.

Anyone willing to donate themselves as a driver and their vehicle for a support vehicle? Or just their vehicle? Or just themselves to staff a control?

We can offer lots of appreciation, cover your expenses, give you a T-shirt and an invite to the post-ride party. Such a deal!!

Please call Danelle at 737-0043 or 1-800-330-9926.



Coming Events

Randos Social – March 18

Ride: Contact Jude

Social: 7pm ANZA Club

Jude Morrison 879-3661

Seattle 100 km – March 18

mark.thomas@attws.com

Mark Thomas

Island 100 km – March 26

randos@island.net

Stephen Hinde 250-245-4751

Island 200 km – April 1

randos@island.net

Stephen Hinde 250-245-4751

Seattle 200 km – April 1

mark.thomas@attws.com

Mark Thomas

Peace Populaire – April 8

50 km wkok@nic.bc.ca

Wim Kok 250-785-4589

Pacific Populaire – April 9

25, 50, 100 km, Riley Park, Vancouver, 09:00.

Eric Fergusson 733-6657

Seattle Fleche – April 14-16

mark.thomas@attws.com

Mark Thomas

Peace Populaire – April 15

75 km wkok@nic.bc.ca

Wim Kok 250-785-4589

L. Mainland 200 – April 16

200, 150, 100, 50 km

Burnaby Lake

Dan McGuire 942-3235

Island 300 km – April 22

randos@island.net

Stephen Hinde 250-245-4751

Interior 200 km – April 22

Kamloops

Bob Boonstra 250-828-2869

Peace Populaire – April 22

100 km wkok@nic.bc.ca

Wim Kok 250-785-4589

L. Mainland 300 – April 29

Jbates@direct.ca

John Bates 856-5818

L. Mainland Shorts - April 29

150, 100, 50 km

Tim Pollock 939-8166

In the Footsteps of Ken Bonner:

**My Island 1000
(June 20-22, 1998)**

Eric Fergusson

38 hours, 36 minutes. That's the randonneur record for 1000 km. Will it be possible for anyone to ride that Victoria-Port Hardy-Victoria route without Ken Bonner's remarkable 1995 record at the front of their thoughts?

Well maybe, but the fact that it was a world record course was at the front of my mind as I considered which route to choose to fulfil the one remaining compulsory ride necessary to receive my *Randonneur 5000* pin, and my four year eligibility period was about to run out. I didn't particularly want to do a 1000, but I wanted that 5000 pin and I was looking for an easy path to it. "If this is the world record route," I reasoned, "it must be a fast route - what sort of moron would choose to challenge a world record on a difficult route?" As it turns out Ken Bonner is just that sort of moron. So confident was I that this was a relatively easy route ("there are no easy Stephen Hinde routes" someone remarked later) that I managed to overlook the words "VANCOUVER ISLAND RANGES" printed in big bold letters right there across the top half of my map of Vancouver Island.

Trouble Getting Started

Start time: Saturday, 6 a.m. Immediate crisis: ~6:20 a.m. I'm having trouble getting out of Victoria. I'm staring at my area map of Victoria trying to figure out why Stephen has sent me out on to these freeway off-ramps, bike paths, and side roads. I have my doubts about the route directions, but I'm wrong - the directions, in the end, are perfect. Still, I bet Ken Bonner doesn't fiddle around with these bike paths, or with area maps for that matter. Finally I escape Victoria, I'm on my way.

Trouble At Charlie's

330 km: Saturday 8:10 p.m.: 'Charlie's Place', Saywood Junction. I could have sworn that Stephen said "8 'til late", and that's what my notes say. But the sign outside Charlie's Place clearly declares opening hours to be 8 am – 8 pm: "8 'til g" Stephen must have said. Woops. I knock on the locked door and switch into grovel mode: "water, candy bars, coffee to go...please?" Waitress Rosina takes pity on me. "Port Hardy?...that's kinda a long way you know" she helpfully observes. I ride off towards darkness.

There wasn't supposed to be that much darkness tonight - it's June 20, tomorrow is the solstice - but as night rolls in, so do the clouds. It is a long, and very dark night on the virtually uninhabited 170 km stretch of the North Island, and I feel very alone. My thoughts turn idly to bears, rattlers lurking in the ditch, and psychopaths with all-terrain vehicles and gun racks.

It's always raining in Port Hardy. I'm convinced of this now. For years I've been listening to weather reports that claim that there's sunshine everywhere in BC today but rain in Port Hardy.

Dawn began to break at Port McNeil, 40 km south of Port Hardy, and it is here that the mist turns to drizzle. I'm already feeling cold and hungry, and when the real rain comes I feel that much more demoralised.

Paradise in Port Hardy

500.4 km: Sunday, 5:10 a.m. For an instant the Payless Gas in Port Hardy seems like a four star hotel - a mirage to be sure - with a curiously impressive selection of soup noodle options. Surprisingly for 5:00 in the morning, the place is hopping. I am reminded that it's Fathers' Day by conversations between dads in packs of four who are gassing up for weekend adventures of their own in campers and all-terrain vehicles...with gun racks. I reflect smugly on how much more impressive is my Fathers' Day adventure. I think about my own children back home moving the little cut-out bicycle up and down the map of the Island taped up just outside the kitchen. I consider those gun racks - decide to lay low a while longer. I splurge on a third soup noodle.

Trouble in Paradise

The great thing about the Port Hardy Payless Gas is the attached launderette. This is what I say to the so far friendly and helpful Payless Gas attendant: "Boy I'm tired. I think I might crash in your launderette for a few minutes...if you don't mind".

"I'm afraid I can't let you do that...the laundry is for paying customers only", responds the officious little worm Payless Gas attendant." Fine," I snap back. "How about change for this toonie."

Those of you who know me will be aware that *full exposure* is not normally my idiom, but I need to sleep, it has to be someplace warm and dry, I'm on a budget, and for the moment it seems as though I must appear to be washing my clothes. Only the very thin layer of lycra in my threadbare tights lies between my dignity and the paying customers of the Port Hardy Payless Gas launderette on that early June morning. Mercifully for all, the customers I observe between dozes are very few, very male, and very unconcerned.

Knee Trouble

But I wake up with a real problem: my left knee (my good knee) has stiffened. I soon learn that I cannot easily stop again - several times I try to stop, but the stiffness takes hold quickly and the limbering up period afterwards is painful. On the bright side, *THERE'S A TAIL WIND*, and gifts from the wind gods are squandered at our peril.

The climbs don't seem quite so bad by the light of day, and it is bright and sunny all of a sudden. With the help of that tailwind I soon find myself back at Charlie's Place at Saywood Junction. This was to be my only extended stop on the way home. I shouldn't have, but the sunny wooden patio was irresistible, so I lay down for a very satisfying (but knee stiffening) afternoon catnap. I'm not sure how long I am out (quite a while I suspect), but when I wake up I can feel right away that the wind is still blowing in the right direction. I replace a broken spoke, chug a

coffee, and with my left knee stiff and in pain I hit the road hoping that it (my knee) will again limber up. (And it does!)

Delusions of Grandeur

Nanaimo: 891 km: Monday, 2am. The tailwind has died, but I have been making really great time. I realize that I could actually have a time of 48 hours. 48 hours has such a nice ring to it, but I'll really have to move it. "Sub and coffee to go please." Zoom.

Double Trouble at Lake Shawnigan

952 km: Monday, 4:30 a.m. (time approximate). Stephen had been clear that I had the option of following the route sheet directions around Shawnigan Lake or of blowing through on Highway #1 à la Ken Bonner. As my second dawn was breaking I decided to opt for the safer and more serene Lake Shawnigan route. The two routes are apparently similar in both distance and elevation gain, so what the hell. It was the wrong choice.

Sleep deprived, but still cranked up on Nanaimo coffee, I float towards Shawnigan Lake as though in a dream. After a few twists and turns I find myself disoriented. I'm pretty sure I haven't made a wrong turn but I can't be certain – my mind's just not clicking over. I go for a long stretch on what's supposed to be Shawnigan Lake Road, but there are no signs at the feeder streets to confirm this. I begin to doubt myself. Maybe I've missed a turn. Maybe I turned left when should have gone right. Maybe I'm doubling back on myself. Perhaps there's a route sheet error. I should have stayed on the highway! And all the while the rough road, the very rough road, is pounding my tender limbs. What am I doing here?

970 km: 5:15 a.m. (distance and time approximate). I'm lost, I'm in pain, my mind isn't working, and I'm back in the ditch trying to make sense of my area map of south Vancouver Island. Meanwhile, these *suits* in BMWs are whizzing past me at 60km+. "Where the hell are these people racing off to so early in the morning?" If my mind *was* working, I might have guessed that these are stockbrokers going to work in Victoria for the TSE opening ("follow the cars, stupid"). But alas here I sit, confused in the ditch with a map that just isn't making any sense to me, and with no other thoughts of any consequence. I do the only other thing I can do – I get back on my bike, continue in the same direction, and soon begin the painful climb out from the Shawnigan Lake basin.

Just when you would think that things couldn't get much worse, something went TWACK. TWACK...TWACK...TWACK... My chain? Cranks? I pull over. Nope, everything's working fine. I ride again. TWACK... I pull over. Nothing. I ride again, and just ignore the TWACK. Up, up to the top, and then back on to the highway and dooowwwnn the Malahat (Weeee!)

But it's on the Malahat descent that I realise that there really is something wrong. The bike just isn't stable – it is weaving and bending in a way that just isn't right. Nevertheless, I'm dazed enough to not bother pulling over until I get almost to the bottom. It's here that finally I realise the problem – my rear right dropout has separated from its chainstay. So my rear wheel

is hanging-by-a-thread, as it were, and I have just descended the Malahat. YIKES!

Duct Tape: One More Use

975 km (distance approximate). Discouraged and still dazed, I consider my options: surrender (never), walk, or ride. Riding is too dangerous – I start walking. So much for that 48 hour time – at this rate it'll be more like 60 hours. The sun is high in the sky. Is it lunchtime? I don't even check the time.

Nope, the walking just isn't working for me. [Note the classic type A syndrome response.] A new plan is required... On the Flèche this year I noticed that Doug and Susan were carrying along a little golf pencil with duct tape wrapped around it. "Smart, Me too." was my thought at the time. And now that thought was going to pay off. I grab the newly added duct tape pencil from my tool baggy, wrap up my wounded bike, hop back on, and begin my limp towards Victoria.

After a while the "thwack" is back, but it is an insolated, muted sort of thwack, and the duct tape is at least giving me a bit more confidence in my chances. I stay slow (~10-15 km/hr), but I'm moving, and the finish is ever closer.

Finally Victoria. Commuter and 'casual' cyclists are whizzing past me (slight humiliation, but tempered by exhaustion) on a great looking bike path that I can't see a way of getting on to. I bumble on.

Stand-Off At 7-11

I drop my worthless bike at the door and mosey on up to the counter at the Douglas @ Hillside 7-11 in Victoria and offer my usual refrain: "Hi, I'm on a bike tour, and I have to prove that I was here. Would you mind signing this card and filling in the time". There's utter confusion and panic on her face.

"I don't know, I better check with the manager" she counter offers. Oh great. Unbelievable. I have no fight left. But then she returns: "Ya, he says it's OK". Hallelujah. My 5000 pin.

It seems to me like noon, but actually it's only 7:15 a.m. My time in the end is 49:15. Not 48 hours, but not bad at all. I feel pretty good. I reflect on how bizarre the last few hours have been and how strangely elastic time has been this morning. I wonder why now I'm thinking so clearly all of a sudden. Euphoria? I wonder how Ken Bonner felt at this moment after his remarkable ride three years ago. Euphoria or better I imagine. And what about duct tape – yes, that's the real burning question. Do you think Ken Bonner has ever had to wrap his bike in duct tape to finish a ride...? Naaaaa.



2000 km in Y2K

Réal G. Prefontaine

After the PBP, I met with Robert Lepertel for a briefing on my role as President of les Randonneurs Mondiaux. In the course of discussion Robert mentioned that it would be interesting to see rides of 2000 km in the year 2000. I viewed his comments as a challenge for me to promote such an event. In my first Letter as President I made reference to this challenge. Well the gauntlet has been picked up.

Audax Club Danemark will be sponsoring a 2000 km "Around Swedish Lakes" starting June 1, 2000. The contact person is Johannes Kristiansen, Lyngby Bygade 17, DK-3540 Lyngby, Denmark. (Regrettably he does not have E-mail).

Prairie Randonneurs will be sponsoring a Saskatchewan 2000 starting from Saskatoon on July 1, 2000. Contact person: Ted Quade, President, Prairie Randonneurs Inc. E-mail : tquade@ip51.net20483206.cr.sk.ca

The BC Randonneurs have been talking about a 2K in Y2K since our Annual General Meeting last October and one has been scheduled. There remain a number of details to be worked out, but currently the following is a schematic overview of the ride and the rules that will be applied. Anyone interested should attend the Club's Spring Social March 18, 2000.

Start location: Abbotsford (Private parking lot, at no cost, for motor vehicles during the week)

Dates: Sat. June 24 : 06:00 AM start to Sat. July 1: 04:30 AM finish

Rate: Based on a rate of 12 km / hour (global) for a maximum total time of 166.5 hours

Route:

- ◆ Day 1: Hope to Kamloops via Coquihalla 281 Km Sat June 24
- ◆ Day 2: Kamloops to Tete Jaune 332 Km Sun June 25
- ◆ Day 3: Tete Jaune to Prince George 275 Km Mon June 26
- ◆ Day 4: P.George to Fraser Lake to P.George 252 Km Tues June 27
- ◆ Day 5: Prince George to Tete Jaune 275 Km Wed June 28
- ◆ Day 6: Tete Jaune to Kamloops 332 Km Thur June 29
- ◆ Day 7: Kamloops to Abbotsford 281 Km Fri June 30 to July 1

TOTAL 2028 Km 166.5 hours

N.B. An alternate return route is under consideration from Prince George to Kamloops via Quesnel – 100 Mile House – Little Fort – Kamloops

Following are proposed rules for this 2K in Y2K ride

- ◆ Like the Scandinavian 2000 Km (June 1 – 7) and the

Sask.2000 Km (July 1 – 7) a modified Audax format for this 2000 Km will be applied. That is all riders will start together at a predetermined time each day.

- ◆ There will be a minimum of 7 Control Points, (one at the end of each day). If support vehicles are used, intermediate check point will be identified prior to the start of the ride and assistance can only be obtained at these check points.
- ◆ With the exception of the two rules above, the Brevet Randonneurs Mondiaux rules will apply.
- ◆ Riders will be responsible to make their own arrangement for water, food, sleeping accommodation and return to the start point if unable to finish the ride.
- ◆ The Fee (amount to be determined) will include in addition to the Control Card and Route Sheet, a special Randonneurs Mondiaux Certificate and the Randonneurs Mondiaux Medal.

The Route, Rules and Fee will be finalized at the Club's Spring Social on March 18. It will be in the interest of all prospective participants to be present for input.

What I Learned from the PBP

Dick "the kid" Nicholls

Most of you don't know me, because I really am a new boy to Randonneuring. That's why in June '99 when I got to know Réal Prefontaine while riding a 1000 km Okanagan loop, he nicknamed me "Dick the Kid". Very flattering for a 63 year old retiree. But as Réal said, I'm just a kid to Randonneuring, and to all of you who know Réal, he is a very experienced and accomplished rider. He also has a great sense of humor. My first event was two years ago in the 200 km flatlander. 1998 John Bates who has become my maestro and a good friend, talked me into doing the Fleche with his team, and with the exception of another 200 km flatlander that was it.....until 1999! With the help and encouragement of John I became somewhat addicted.

As 1999 is PBP year it seemed reasonable to have it as a goal. Having spent most of my life as an airline pilot I started my flight plan. What did I have to do to get there, and how could I accomplish this task with maximum efficiency and best results. After all we are Canadian, and an international event like this puts on the pressure to show well for our country. The first logical step was to interrogate all that wealth of experience that we have in our own back yard. Although some people are surprised, I am basically on the shy side, so it has been a real pleasure getting to know so many fun knowledgeable people. Most of what I am trying to pass on here has been gleaned from our own club riders.

Prioritizing all that was required, put fitness level at the top. My priority was quality not quantity. I ride all year between two and five times a week, and in the winter I resort to my rollers in rotten weather. I never go out for an easy ride. Sometimes I take it easy for a lot of the ride when my body is sending me the "not today" message, but I always put in some quality. My favorite is hill workouts, but failing hills I do 3-8 repetitive 100 metre sprints. My total kilometers ridden this last 12 months is about

8500 including PBP.

Most of you told me that the qualifying 200, 300, 400 & 600 km rides in themselves are not enough to build up the required stamina (unless you are as determined and gutsy as Noboru). I feel that my 430 km Fleche and 1000 km ride together with the qualifying rides and minimum 3 rides a week put me in great shape for PBP.

What I learned from all of you experienced riders was to have a “no compromise” on bicycle frame and components. I totally agree. Not only the obvious, but also saddle bags, camel backs, tires and spares. Don’t have anything that’s on your bike for the first time. Having a competitive nature I put a lot of emphasis on weight (or lack of it), and that includes your body unfortunately! On a flat course it’s no big deal, but as we all know flat courses are a myth. The more hills the more important light weight becomes. Getting there faster gives you more beer time at the end, and if you used less energy to boot you’ll have more left over for your favorite spouse or lover! Which brings us to what spares. The better condition your bike is the less spares you need. I took a fold up spare tire, 2 tubes, patching kit, light weight cool tool, pressure gauge and 2 tire levers. While still on equipment I found that a camel back type, 2 litre pack with built in storage together with the largest aero style saddle bag held everything I needed. I also had an aero water bottle on my handlebars which I love.

Fuel requirements were very fundamental for me. I simply treat it just like a very long overseas flight. Too much is costly to carry. Too little and you crash! PBP is very good for fueling stops. I pigged out on every stop, particularly on fruit and veggies then topped up with carbo, potato, pasta, bread etc. En route I relied on Gatorade of which I carried my total supply with me. 1000 grams in 2 ziplocks with measuring cup. I took 15 Cliff bars and only ate 10. I am open minded to the other liquid foods which obviously have good qualities but this simple formula got me there in 79 hours. On the priority list the amount of food and liquid and the spacing of uptake are very high. I try to drink a little every 15 minutes, more if its hot or a Frenchman was trying to get ahead of me! I eat some solid food: banana or food bar every hour.

Rest periods or simply time used at check points is still an ongoing learning experience for me. It’s nice to have good bike speed, but you can lose all the time gained so fast as soon as you stop your bike for anything. Sleep time is a huge variable with everybody. Obviously minimum down time is the goal. I found that coffee helped for the last part of the ride before sleep. My body accepted 3 times 3 1/2 hours sleep. Experience is obviously the solution for this one.

I have left the delicate part to last. Saddle - body contact point! I found an over the counter Polysporin cream with analgesic that I kept reapplying at every stop. Add a steady infusion of Ibuprofen (about 1200-1600mgs / day) and the pain and inflammation seems to *almost* disappear.

Thank you to so many of you for sharing your ideas and secrets with me including Réal for your great humor and pace line

organizing, Manfred for all your experience and psychology, Stuart Wood for lightning checkpoint turnarounds, Danelle Laidlaw for your determination, Doug Cho for your medicinal secrets, Eric Ferguson for your eternal optimism, Noboru for your fun, humor and guts and mainly to John “legs” Bates who has been a great example, pacesetter and friend. I’m looking forward to getting to know more of you better.

Fleche Pacifique 2000

John Bates

This year, the Fleche Pacifique will be held May 5, 6 & 7. For those unacquainted with this event, it is a randonee requiring teams to cycle a self-chosen route, of at least 360 km, to a common terminus. The route must be completed in a 24 hour period. This event is a qualifier for the Randonneur 5000 award presented by the Audax Club Parisien. In addition, BC Randonneur Club trophies are awarded* to teams in various categories.

The terminus for this years event will once again be Harrison Hot Springs. Participants will have an opportunity to soak their weary bodies** before enjoying a post-ride buffet brunch***.

Organize a team, plan a route, complete the accompanying entry form and submit it by **April 14** along with the entry fee to:

John Bates
24350 40th Avenue
Langley, B.C.
V2Z 2M2
Phone: 604-856-5818 (home)
Email: jbates@direct.ca

* For a team to be eligible for an award, at least 3 team members must be present at the post-ride brunch on Sunday May 7th

** The aquatic facilities will be available at a cost of \$5/person. B.Y.O.T. (bring your own towel).

*** A buffet style brunch will be served at a cost of \$16/person. On the entry form please indicate how many riders & guests will be at the brunch.

Fleche Rules - Synopsis

- ◆ **Team:** Composed of 3, 4 or 5 cycles (tandem is considered 1 cycle).
- ◆ **Equipment:** Any cycle propelled only by human power and in good mechanical condition is allowed. A fixed powerful lighting system is required on the cycle at all times during the event. Each cycle must use its lights throughout the hours of darkness and riders must wear reflective stripes. Fenders are advised but not required.
- ◆ **Route & Controls:** No part of a route shall use the same road more than once in the same direction. Controls should be at the route extremities and no more than 100 km apart. Distances will be based on the shortest route between

controls as shown on an approved map.

- ◆ Contingencies: In the event of unforeseen problematic situations en route (ie. hazards due to roadwork), the route may be adjusted but some proof of passage must be obtained and presented with an explanation to the event organizer.
- ◆ Assistance: No assistance is allowed from other teams or unregistered riders. Following vehicles are expressly forbidden. Motorized support/assistance is permitted at a maximum of 3 controls, and must be declared in advance.
- ◆ Time Limits: Teams may start anytime between 1200hr (noon) Friday May 5, and 0800hr Saturday May 6 and finish 24 hours later. At the end of the 22nd hour, the control card must indicate the whereabouts of the team. Teams must obtain a control check at 24 hours. The finish control at 24 hours must be at least 25 km beyond the 22nd hour control.
- ◆ Teams must report to the Fleche Control room (in Harrison Hot Springs) by 0800 hr Sunday, May 7.
- ◆ Validation: In order for a team's Fleche Pacifique to be validated, in addition to all other rules having been complied with, at least 3 team cycles must have travelled an identical distance of not less than 360 km and between 80% and 100% of the declared route. Riders will not be credited with any more than 100% of the declared route distance, and individual accreditation will not be granted in the event that fewer than 3 cycles from the team complete the requirements.

Fleche Pacifique 2000 - Entry Form is attached.

From the Editor

Susan Allen aka Stoker@telus.net

I have taken on the job of editing the newsletter. I see this process more as constructing the newsletter rather than editing it. My emphasis will be on getting it out in a timely fashion rather than enforcing publication values. To get the stories and news to you even faster, I have constructed a newsletter web page. I will put stories and news up on the web as I receive it (and as my travel schedule allows). Check it out at www3.telus.net/randonews/.

The newsletter editor job has changed hands a number of times between newsletters. If you do not see your story here, we have unfortunately misplaced it. If you have a copy please resend it.

I love to read. So please write your cycling stories new or old! I have been participating in the spinning classes on Friday evenings where Rainy often asks us to visualize a hill climb. Seeing as we've all been thinking about hill climbs, how about sharing yours with us? The next newsletter deadline is February 26, 2000.

Photos also accepted. I do not know how many I will be able to upload to the web page or to include in the newsletter but unless you want every photo to be of Doug or I...

Clothing Available

Danelle Laidlaw

- ◆ Tights - \$50
- ◆ Jackets - \$80 (2 only - size M)

Please call Danelle at 737-0043 or 1-800-330-9926.

Volunteer Wanted

Peter Stary

Cycling BC is looking for a person who is interested in Education and Advocacy to sit on the Board of Directors under that mandate. This year, there is a budget to get some projects done, but it will take someone to spearhead and manage these projects. If you can help and are interested in helping to effect some positive changes for cyclists and cycling in BC, then contact Peter Stary at 291-2621.

The 2000 Rando Social: Taking All Comers

Jude Morrison

Who'da guessed that us Rando folk would take to a treasure hunt like a spawning cyclist takes to Woodside Mountain in the spring rain. Back by popular demand: the RECKLESS-RANDO RALLY!! Not for the faint of heart, the RRR promises to challenge your wits and hone your randoing skills for the upcoming season. Not only that, there'll be prizes presented at the evening social event. Where/When: Trout lake (John Hendry) Park parking lot, Victoria Drive and 15th Ave., Vancouver at 2 pm. Bring the following: your bike; a pannier (to collect the wee treasures you will be required to procure and produce); pen and paper; map of Vancouver (just in case); a modest amount of Canadian currency; good detective skills and 2 hours of your time.

And then join us for: RELAXED RANDO-REPARTEE (RRR Part II) / Annual Rando Social. For those of you who have not partaken in this decidedly bum-relaxed event, this evening is an opportunity to chat with one another about routes and achievement past, present and imminent: to consummate fleche teams and to generally have a good time. Venue: The ANZA Club, 3 W 8th Ave. (Vancouver) Time: 7 pm Cost: \$5. Licensed premises. The rando executive will be supplying light nibbling food.

Questions or concerns? Please contact your humble social coordinator at 879-3661.

