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Randonneur

Marathon Cycling

Madame Prez Says

Danelle Laidlaw

A brand new year - yippee! And what plans do you have? I have never been one to make New Year's resolutions - I have always thought of it as only setting myself up for failure. But I do like to plan something special for my cycling season. That might mean purchasing a new bike or travelling to some new place to do a ride. Or it might involve riding with some different people. It could entail doing a whole randonné series. Or it could even mean introducing someone new to the idea of doing randonnées. Whatever plans you have for 2001, I hope they include something new and exciting in cycling.

Last year, I set myself the goal of doing as many of the scheduled 200's as I possibly could. I ended up doing 5. This year, I have set my sights on doing London-Edinburgh-London. It is great to have something to plan for and to look forward to.

We are lucky to have such a large number of people working hard to make sure that we have a very successful season in 2001. If you are able to help with any of the rides, please feel free to contact any of the ride organizers. And you don't have to wait until the official start of the season - get out there now and really have a great year! See you on the road.

Electronic Age

Susan Allen

The BC Randonneurs have a new, beautiful website at <http://www.randonneurs.bc.ca>. The site has some lovely photos, the 2001 schedule, 2000 results, details and information on randonneuring and some of our special events. Do check it out. By the time you read this, there will already be more information there!

This newsletter is also available on the web (apologies to those that are reading this on the web!) Articles go up initially as html (Not as quickly this year as last as I'm not on sabbatical this year.) About every six weeks I produce a document newsletter composed of the articles I've been sent. This document is made available to BC Randonneurs in two ways. Electronic subscribers

receive an email pointing them to the new document on the web. They can read it using Adobe Acrobat, or print it. Paper subscribers receive a paper version via Canada Post. If you have email and web access please consider switching to being an electronic subscriber. Why? I don't have to photocopy, fold, stuff, label and stamp. This means electronic subscribers get a big smile when I see them at the start of a ride! You get your newsletter earlier. You can archive old newsletters on your computer instead of accumulating all that paper. To switch to being an electronic subscriber send email to stoker@telus.net.

The B.C. 2000 in A.D. 2000: A Scots Randonneur braves the bears and cyclists of Western Canada

McNasty.

They came frae a'the airts and pairts (Ed: see glossary at end): U.S.A., Canada and even little Scotia, from where was dispatched a shilpit nyaff, to ride a 2000 km randonné in AD 2000 through British Columbia. During the event the carnivores devoured excesses of chicken and bubblyjocks, but the twa veggies had a lean time of it with pizzas, cheese and carrots. Lots of french fries and pokey hats were enjoyed by all.

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Mac Cooper, our driver, did us proud and helped to locate the overnight abodes and organized late and early morning beanfeasts. He also did his Tarzan act and frightened away roadside bears. I saw most of the best bits of B.C. in the dark and will always recall the noise of the lumbering, mile-long trains, rumbling and screeching through the trees, then getting a reek of rotten grain from their derailed wagons.

The high heid yin was Réal Préfontaine, the President of les Randonneurs Mondiaux. The event started from his hoose in Abbotsford. We corried in Réal's large garage on June 24th praying that the rain would cease. It didn't, so seven subdued cyclists merged into the smirr and it remained dreich over Coquihalla Pass then into the promised land of sun, warmth and easy riding to Merritt.

Réal, our braw organizer, touched a wheel and showed us gringos how to crash gracefully. Closely following, I skillfully avoided his heid and took the softer option of his bike before joining Réal's badly bruised body on the highway. Our versatile organizer patched himself up and Manfred worked wonders with the velo. Soon the shoogly line-out gained speed and the bright lights of Kamloops added to the exciting descent to the Hostel. Here the bikes were parked in the toilet cubicles for safekeeping and we went up town for a pizza after a near 200-mile day.

John, who started at Kamloops, birlled away with Michel next morning. We usually saw them only at the first control and at breakfast each day, so this saga deals with the bletherers. This select group groveled beneath the sun on a wide road with good shoulder making the trees too far away to give and shade.

After 200 miles we eventually reached Valemont gone midnight. The B&B with hot tub would have been a great place to rest awhile, a pity we could only spare six hours. Methinks I'll have to return, for my wally teeth lie yet beneath the bed.

Bear moose were spotted next morning en route to the highest mountain in the Rockies. But before that we'd choked on the stoor whilst negotiating twelve miles of road works. Between

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 to me. My preference is plain text files or Word and digital photos in JPEG format to stoker@telus.net. Or mail (preferable a diskette) to Susan Allen, 2356 W 6th Ave, Vancouver, BC V6K 1V9

Next publication deadline is February 22, 2001.

McBride and Prince George I managed to miss the checkpoint at the 'Dome Café' the name had changed to 'Ma and Pa's'. Ah weel, it was a nice, quiet and hungry 120 miles along the rolling road. Asking a road worker how far to Prince George, I was told "Forty-five minutes". It took me four hours! In the dark I chapped on a number of doors trying to locate the B&B in Baird Street. Happiness is getting to bed before midnight after a mere 190-mile day.

Sob Lake Road on Highway 16 was the turning point, 1005 km on the nock. Under the hot sun, Réal decided it would be unwise for him to continue as an auld injury was playing up. In the evening, as we had a group meal at a pub, a shooter was lurking around waiting for a black bear to return. It seems it had gatecrashed the pub earlier - must be good beer there. A hard and sad day with less than a hundred miles to show for it.

We were away by 4 a.m. next day. I had my camera ready for black bears. No bears, only greasy, black chips at 'Ma & Pa's'. Réal took my rainwear, "no chance of rain", he said. A mistake! Heavy showers started an hour later and the wind rose. I rode to McBride on my tod and was drookit by the time I was re-united with my Peter Storm jacket.

Ron, Dave, Manfred and I set off together for the Jasper junction and the 12 miles of road works on Highway 5. The driver of the pilot truck offered us a lift to Valemont but we declined and rode through the stoor. Manfred and I wheeled about and in the late evening found ourselves on a new-laid surface with no road markings. Headlights from massive, fast moving trucks made it a tricky ride and we were thankful to arrive at Blue River intact by 1 a.m. Manfred rode into a 'sleeping policeman' in the motel car park which woke him (Manfred) up! Two hundred and fifty miles and nae supper!

We dined at the 'Husky Restaurant' - truck stop - and by 7 a.m. we were setting off again into the misty morning. It was easy going down the Thompson River so the pace was high. As usual John and Michel sailed off like linties. Surprisingly at Clearwater the pair were still around. A stramash had occurred when Michel ran into John's rear wheel. Réal was doing his medical bit again patching up Michel's damaged elbow and broken ribs.

It was snell headwind along the broad, treeless highway to Kamloops, not only that, it was very hard! - a precursor of what was in store along the Nicola Valley. The nock was striking 7 p.m. as we climbed up the long hill out of Kamloops then groveled along the never-ending road to Merritt. In the gloaming I started girning about Canada, and especially the fact that in such a huge country there's never any place to lean a bike against. Manfred and I lay on the road beside the torture machines for a wee nap. We were on Highway 5A, the tarry old road. Meanwhile, one hour behind, Michel was struggling on with the help of Réal's analgesics. Being a fearty in the dark, I tucked in behind Manfred's tri-bar posterior until the bright lights of Merritt beckoned. We were soon into a king-size bed and in noddyland by 1 a.m. Michel arrived by 2 a.m. and Ron and Dave at 3 a.m. Another 200-mile day.

I was in a havering state over breakfast. The group had a late start for the last day's fun. The old road was a mixture of tar and gravel. Once over the Coquihalla Pass I was in a peely-wally state on the twenty-five mile descent to Hope. Here we were piped in by fellow BC randonneurs. Three hours later the reunited group

departed down the freeway to ride the last sixty miles together. This was a stop and go affair. We bade farewell to John, who had to return to Hope and Kamloops. Réal's home was reached by 10 p.m. Manfred and Michel departed to Vancouver, Ron and Dave to Seattle and me to my B&B and a bath.

Thanks, Réal for the pleasure, it was a stoter of a run but don't expect a pokey hat from me.

Next morning it was back on the bike to Mission for Canada Day. Then, a day later, I boxed the bike and boarded the Greyhound bus to the Rockies. Despite the box the bike suffered a broken gear mech. A few miles on as shortened chain, and I was able to stay with Jimmy Valence in Fernie for a couple of days. Then it was some real cycling back to Vancouver. Nae bother to the chancer! Aurra best.

Glossary: Scots to English. Canadian readers will have to translate!

- ◆ frae : from
- ◆ a'the airts and pairts : everywhere
- ◆ shilpit nyaff : weakling
- ◆ bubblyjocks : turkeys
- ◆ pokey-hats : ice cream cones
- ◆ the high heid yin : the boss (lit. high head one)
- ◆ hoose : house
- ◆ corried : cowered
- ◆ smirr : misty drizzle
- ◆ dreich : dark and gloomy
- ◆ braw : fine , handsome
- ◆ shoogly : uneven, wobbling
- ◆ birlled : turned (the pedals) fast
- ◆ bletherers : the slow, chatty ones
- ◆ wally teeth : false teeth (wally : china)
- ◆ stoor : dust
- ◆ chapped : knocked
- ◆ the nock : the clock
- ◆ auld : old
- ◆ on my tod : alone
- ◆ drookit : soaked
- ◆ wheeled about : took turns at the front
- ◆ 'sleeping policeman' : anti-speed hump on the road
- ◆ like linties : like small birds (linnets), fast
- ◆ stramash : commotion
- ◆ snell : cold and penetrating
- ◆ climmed : climbed
- ◆ gloaming : dusk
- ◆ girning : complaining
- ◆ tarry : bitumen surfaced
- ◆ a fearty : a coward
- ◆ havering : undecided confused speech

- ◆ peely wally : pale and weak
- ◆ stoter : a really good event or thing
- ◆ nae bother : no bother, easy
- ◆ chancer : one who'll try anything, take a risk
- ◆ aurra best : all the best, 'Good Luck'
- ◆ McNasty : George Berwick's nickname

Clothing for Sale

Danelle Laidlaw

We still have some tights (\$50) and gloves (\$18) available, but sizes are limited. We will be ordering new jerseys and shorts. Call Danelle at 737-0043. Clothing will also be available at the Social in March and the Populaire in April.

The April Fool 200

Harold Bridge

(Ed: This story is from the archives. It was ridden in April 2000)

British Columbia's first brevet of the new century was, as usual, the Vancouver Island 200. The date of April 1st made it mandatory I join in the fun & games involved. Following the convoluted route that twisted & turned both horizontally & vertically was quite a "Mazing". Hardly a flat, straight stretch of road on it! Not being too conversant with much of the ground covered I persuaded Stephen Hinde to fax me a route sheet. With no map the instructions were meaningless in those parts not previously ridden. Stephen kindly scanned the map into his computer & I received an e-mail version. If you can imagine a diagram of a rat's entrails with it's tail stretched out to the west you get an idea of what I had let myself in for.

A sly bit of planning on my part had a veteran of the VanIsle200, Marion Orser, accepting a ride in my truck to the ferry on Friday afternoon. Originally we were going to be purists & leave the truck parked at Tsawwassen. This would give us a 30 km ride from the Duke Point ferry terminal to the Fuller's Lake Motel close to the Chemainus start. (Some of my North Road Clubmates will understand me when I say that I found myself referring to the motel as "Fuller's", particularly appropriate today as I have just hung my framed print of the 1909 Patterson sketch of Girtford Bridge) But we had second thoughts as Marion required to be back in Vancouver for lunch time Sunday, so we converted from purism to pragmatism. We took the truck over for an extra \$55 on the weekend. Given the

Coming Events

Spring Social – March 24

7:30 pm Place next issue

for info: Susan Allen 734-2504

Island Populaire – March

Dates for Island next issue

Stephen Hinde 250-245-4751

Seattle Populaire

probably March 3: see website

<http://www.geocities.com/Pipeline/5293/>

Seattle 200 – Mar 31

Check web site (above)

Greg Cox

Pacific Populaire – Apr 8

9 am: Riley Park

Danelle Laidlaw 737-0043

Seattle 300 - Apr 14

Check web site (above)

Bill Dussler

Peace Populaires I – Apr 14

50 & 25 km: Fort St. John

Wim Kok 250-785-4589

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 km

7:30 am: Surrey Sports

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

Peace Populaires III - Apr 29

100 & 75 km: Fort St. John

Wim Kok 250-785-4589

L. Mainland 300 – May 5

6 am: Burnaby Lake

Deirdre Arcott 222-3587

Peace Populaires IV - May 6

160 & 100 km: Fort St. John

Wim Kok 250-785-4589

anticipated finishing time this exercise was going to take, there wasn't going to be any Saturday night ferry for us!

In 1997 I stayed at Fuller's & had an 06:00 breakfast prior to the start of my aborted 200. This time the restaurant next door wasn't opening until 07:00, our event start time. In roaming the village of Chemainus, about 3 km away, all we could come up with was a grocery store for a do-it-yourself breaky.

Of the 24 who turned up at the start, 6 of them were from VancIsle. The rest of us were from the Lower Mainland, Vancouver & environs. There was a 10-minute delay while Stephen announced a whole liturgy of road works, long stretches of gravel & so forth. But we all knew the date & took no notice. Due to a cross country skiing accident that left him with splintered bits of shoulder joint bones Stephen wasn't riding himself, the first time he's missed his own event since 1985.

Marion & I were soon out the back. Neither of us mountain goats, we expected this to happen. Past the Crofton Pulp Mill, where Stephen is the Electrical Engineer, and on to the pleasant little village of Cowichan Bay, where we were tempted to stop for the coffee we missed. But far too soon. The 1.6 km 18% climb out of Cow Bay warmed us up & we headed into quiet back roads round Cherry Point. Here I was learning to get onto the 26 ring before I started pushing! After 200 m on the main road we turned onto the Shawinigan Lake Road & it's seemingly endless drag up toward the village where we were to get our first control at 52 km. We were about half hour inside the time limit with the promise that: "the rest is quite easy". Ha Ha!

As I was wearing fingered gloves getting the route sheet out was a bit tedious & I was indebted to Marion's previous knowledge & occasional references to the route sheet. The 15 or so km round the Lake were delightful except for the road surface & brought back memories of my time as BC Commissar & running the provincial road race championships round that circuit.

While heading toward Duncan, Stephen & Carol flagged us down to explain a confusion due to a missing road sign. The trouble was we were so engrossed in remembering what he told us we missed a left turn & headed down that 18% 1.6 km drop back into Cowichan Bay. We didn't think we should find a garbage dump in the middle of that nice little seaside village! The upside of this misadventure was that we said: "Sod it! Let's have a coffee". The climb back out wasn't as bad the second time, amazing what coffee can do!?

Through the town of Duncan we headed west for Glenora & the second control at about 90 km (where did I put that route sheet?). Apart from a detour through Lake Cowichan it was fairly straight forward heading to the 146 km control at the turn around in the sawmill town of Youbou, the end of the black top. We headed west on the old Lake Cowichan Road but returned on the new highway.

Heading west both of us noticed I was flagging. Generally speaking, I climb hills faster than Marion, but she was riding away from me. Despite the passing hours & the 16 kph average showing on my computer, I decided I needed some food & so we spent about 40 minutes in the cafe at Youbou before the last hurrah. An east wind had helped us there & it was now pay back time. About 10 km of incessant climbing greeted us over the height of land between Lake Cowichan & Duncan. That was followed by a swift, & cold, descent before winding through

Duncan & onto the Island Highway northbound for about 3.5 km of roadworks in the dark. Thankfully we turned off to rejoin our outward route at Crofton & ride the last few km into Chemainus where Carol & Stephen were patiently waiting for us, at least 2 hours after all the others had finished. AUK & HBCC can censor this: Our time was 12:39. The weather was grand, just right, a bit too cold on fast descents, but not too warm when climbing. Early morning greyness gave way to bright sun & crystal clear views of the lakes, ocean & still snow patched mountains. A tough ride, but rewarding the persistent with scenic value & mostly quiet roads.

The Hinde's invited us back to their Yellow Point home for the night for shower, meal & sleep. The following morning we were in plenty of time for the 08:30 ferry from Departure Bay to Horseshoe Bay. Another benefit of taking the truck, we didn't have to go back to Tsawwassen on a too-late ferry.

les Randonneurs Mondiaux President's Letter # 3

Réal Prefontaine, President

A.-The Millennium Challenge

"Ever diligent in fostering randonneuring's growth, les Randonneurs Mondiaux are happy to congratulate the riders who completed this unprecedented event -a feat exceptional for its duration, its originality, and the sheer impossibility of it ever being done again." Author: R.Lepertel (Translated by J. Bertrand)

Two countries accepted the Millennium Challenge, Denmark and Canada. A total of 44 randonneurs representing six different countries completed this unique event. All finishers received les Randonneurs Mondiaux medal, a 2000 km RM pin and a Diploma with the above noted citation. To all participants our hearty congratulations.

In addition to the 2000 km brevets, three brevets of 1200 km were recorded this year. The Rocky Mountain 1200 in Canada with 35 qualifiers; the Boston Montreal Boston in USA with 104 qualifiers and the Perth Albany Perth in Australia with 23 qualifiers. Eleven different countries were represented making these events truly international in scope.

Several randonneurs completed more than one 1200 km brevet this year. One of these deserves special mention. He is Jack Eason from AUK, who at 75 years young completed the Denmark 2000 km within the overall time limit but due to mishap missed three controls and thus was disqualified. Following his Denmark attempt, he successfully completed the Rocky Mountain 1200 km in July, the BMB in August and the PAP in October. Jack is certainly an inspiration to us all and truly deserves the title of "Randonneur of the Millennium".

B.- Randonnées of 1200 km or more

During the year, as President I was asked by several "newcomers" organizing a randonnée of 1200 km or more for directives on what is required to have these randonnées recognized by les Randonneurs Mondiaux. The general guidelines for these events remains the rule of the Brevet de Randonneurs Mondiaux promulgated by Audax Club Parisien. However it is important for the President to have assurance that these

randonnées are properly organized and conducted. In the absence of specific rules for these randonnées the following guidelines have been used until a more specific Protocol is developed by les Randonneurs Mondiaux.

For randonnées of more than 1300 km the global time is based on an average rate of 12 km per hour. For brevets of 1200 km the 90 hours rule applies with the opening and closing time of control points based on the formula used for PBP.

The Registration cost of the Brevet must provide for the cost of an RM medal (\$8.00 US) or a pin (\$7.00 US). Minimum information to be submitted to les Randonneurs Mondiaux is:

- 1) Name, Location and Date of the event.
- 2) Name, Address, Telephone of the Organizer. [Fax number & E-mail if available]
- 3) List of ALL control points, to include opening and closing times and distance between each control.

C.- les Randonneurs Mondiaux structures

As mentioned in Letter # 2 an "Ad Hoc group" to develop a "Constitution" and "Handbook of our modus operandi" has been formed. The work has not gone beyond the formation of the Ad Hoc group. The randonneurs activities during the summer months have taken precedence to putting "pen to paper".

D.- les Randonneurs Mondiaux Jersey

Don Briggs, Vice-President has finalized a design for a "Randonneurs Jersey". He is now in the stage of obtaining a quote from manufacturers. The March 2001 "President's Letter" will have information on the cost and process to follow to purchase the Jersey.

F.-Here and There

Russia

Four Clubs have organized BRM in 2000 with more than 80 randonneurs participating. For 2001, Valery Komotchov (Orion Club) and Andrej Knannolainen (Baltic Stars Club) are organizing a 1000 km brevet "Around Ladoga Lake". They issue an invitation to all randonneurs to join them on this challenging brevet, (40 km are on unpaved road). For more information on this brevet contact Valery Komotchov at (orion_vk@volgadmin.ru)

Italy

In September 2000, for the first time since becoming members, S.C. Coop. VALPELLICE organized a 1000 km along the Sicilian coast. Bob Lepertel attended this event and will surely have interesting comments.

United States

Randonneurs USA, formed in 1998 is still organizing foundational structures. A visit to <http://www.rusa.org> will prove interesting. The significant event of RUSA is the BMB that this year was attended by over 150 participants from 11 different countries.

Canada

Canada organized three 2000 km brevets. Thirty-five randonneurs from six different countries completed the scenic Rocky Mountain 1200 km. The B.C Randonneurs Cycling Club

was the most active club this year, with 154 randonneurs completing 346 brevets for a total of 186,600 km.

A Christmas Gift from my Bike

Ian Stephen

When asked 'Why do you ride a bike?', I usually answer with words about keeping fit, experiencing the journey more fully, saving money, saving the planet and having fun. Had I been asked the day after my Christmas holidays though, I would have given a simpler answer.

You see, I got a new computer for Christmas. As an electrician I sometimes work in office environments where many people, mostly women, work at computers. They are all cold, so they plug in little heaters and overload the circuits and everything shuts off as the breakers trip. I thought that this was just one of the tragic things about women because I have a woman at home and she is always cold too. These women would want more power for their heaters and I would say, "Yes dear" because that works at home.

Then Christmas came and I got a new computer. Seductive the computer is. The things it can do! Those three little words 'You have mail.' Just like in the movie! I hardly slept, hardly ate, just sat there with my new love and endless cups of coffee and explored.

I'm not sure when it happened, but I started to wear socks in the house. Then long sleeved shirts. Then, when no one was looking, I even nudged up the thermostat! Still I was cold. Was I sick? Had all the insulation in the house gone to squirrel nests? What could be making me so cold?

Finally the day came when I had to go back to work. I took a look at my bike. Sand coated it from bottom bracket to top tube. The rear tire was flat. The chain was rusty! My poor darling bike. It hadn't been touched in nearly two weeks! How could I have neglected it so?

Then I understood why I was so cold. Why all those computer women were so cold. It felt like the moment near the end of the story, when the Grinch hears the 'Whos' singing and his heart grows three sizes. That day I rode just to get warm again.

Dutch Brevet Series

Ivo via Harold Bridge

The data of the Dutch brevet series are:
Ossendrecht (near the Belgian border, north of Antwerp)

- ◆ 200 km saturday april 28th
- ◆ 300 km saturday may 19th
- ◆ 400 km friday-evening june 8th
- ◆ 600 km saturday june 16th

Lonneker (near Enschede, on the eastern border)

- ◆ 200 km saturday april 14th
- ◆ 300 km saturday may 5th 400 km friday june 1st
- ◆ 600 km saturday june 16th.

The 600 km is organised jointly between ERN (Ossendrecht) and WV Lonneker.

Also ERN organises a 4-day stage ride, including two Fleches de France. Start is in Ossendrecht on thursday 28th of june.

Stages are: Ossendrecht-Lille, Lille-Paris, Paris-Calias and Calais-Ossendrecht

Strugglin' Part II

Audax UK with explanation from Harold Bridge

Auks Overcome



After stripping a crank thread coming into Ripon, with 200 km completed of the Great Eastern 1000, the only way to finish this October Permanent was to buy this £99 model from Motorworld, swap luggage and lights, and leave the stricken green machine to be picked up later. Of course, with no mudguards, it rained a bit on the remaining 400 km to the finish (Jack's grandson was delighted with his early Christmas present).

The 2000-Sept issue of this august tome carried in it a profile of one Jack Eason. Those of us involved in the Rocky Mountain 1200 last year saw something of this legendary figure in the International Randonneur scene. At a month short of 74 he survived the terrain and weather changes to finish in 86 hours, 10 minutes. And he wasn't the slowest.

I thought it was an appropriate follow up to include the above picture after I saw it in a recent edition of Audax UK's "Arrivee". How many of us would, when faced with an inoperable bike, go and buy a cheap junker (99 pounds = about \$220) so we could

finish the ride?

The word Permanent needs an explanation. In France they have a series of rides called "Flèche de France" (or however you spell the plural of that). In that case the routes all radiate from Paris and extend to various locations around the perimeter of the country. The shortest is, I think, Paris-LeHarve or Dieppe at about 200kms, and the longest would go down to the Med to the southwest.

To enter one notifies the secretary when one plans to do the ride, pays a fee, collects a control card & goes to it. Some Brits have been know to "collect" one of the Flèche-de-France" qualifications enroute to Paris for PBP.

Audax UK has it's own version of this sort of challenge. The name; "Permanent" is a logical one in that the route is there to be ridden anytime. Their longest one would be the "End-to-End" as Land's End to John O'Groats is known. That can be cut down to about 1350 kms by sticking to busy, noisy & scary main roads.

Some years ago Dan McGuire planned some similar rides around BC. But to my knowledge no one ventured forth on them.

Fleche Pacifique

Susan Allen

Just a reminder that the Fleche Pacifique will run the weekend of May 19th this year. Routes and teams will have to be submitted to the organizers (Cheryl Lynch and Keith Nicol) three weeks before the ride. Start thinking about teams, routes and strategies now!

Ride in France: Bordeaux to Apt

Jean-Philippe Battu

I am pleased to announce to you the next edition of the ride from BORDEAUX to APT (just near to Ventoux)

Start : Close to BORDEAUX

Saint Medard en Jalles

Wednesday June 13th 2001 - 07:00 am

Finish : APT Sunday June 17th 2001 - 12:00 am

You have to ride 850 km in this event. Stages would be

- ◆ 1 / Bordeaux - Cahors (250 km)
- ◆ 2 / Cahors - Severac Le Chateau (210 km)
- ◆ 3 / Severac Le Chateau - Les Vans (180 Km)
- ◆ 4 / Les Vans - Malaucene (160 km)
- ◆ 5 / Malaucene - Apt (100 km) by either : Ventoux, les Gorges de la Nesque, Abbaye de Senanque

This ride is very nice and enjoyable and I advice to enjoy it by riding during the day. Enjoy "Gorges du Tarn" and "Gorges de L'Ardeche"

The cost of the registration is : 195 FF and includes :

- ◆ 1 / Breakfast before the start
- ◆ 2 / One meal in FIRMI (Thursday June 14th from 09:00 am to 04:00 pm)
- ◆ 3 / A drink at the end
- ◆ 4 / a medal (in 1997, it was a wood one, very nice ...)

The organisers have no web site for the moment, but I did the ride four years ago, if you need further information, just ask me.

(jean-philippe.battu@bull.net)

Organizers :

Association Sportive Spatiale Aquitaine (ASSA)

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SoCal Brevet Series Information

Chris Kostman

The SoCal Brevet Series Is Coming Up Fast! We've been hard at work preparing some fabulous, fun, and challenging routes for the new Southern California Brevet Series. Within a week we'll be posting the actual route sheets, plus start line details and the like. Riders are already signing up, though, in anticipation of some really excellent and AFFORDABLE rides! Info:

200 km = 7:00 am, February 17, 2001 Hansen Dam Recreation Area (San Fernando) to Pasadena to Glendora to Mt. Baldy and back, \$20

300 km = 6:00 am, March 17, 2001 Westwood to Oxnard to Simi and back, via Mulholland and lots of canyons, \$30

400 km = 6:00 am, May 5, 2001 Encino (Balboa Park) to Valencia to the Mojave Desert and back, \$40

600 km = 6:00 am, June 9, 2001 Santa Monica to Simi to Ojai to Santa Maria and back via Ventura, \$60

Each entrant will receive a route slip, timing checkpoints along the route, and basic food support such as fruit, sandwiches, water, and energy bars at most of the checkpoints. For the 400k and 600k events, transportation for drop bags will be provided to a few checkpoints. For the 600 k only, one hotel room will be provided for group use at the turnaround in Santa Maria.

All entrants will be required to sign a waiver/release of liability at check-in, before beginning the event.

Only riders who are RUSA members will be timed. If you're not a member, visit <http://www.rusa.org> to join now!

There will be no mailing via postal service of any info, results, or confirmation. This is an Internet-only based organization, so you must have email and/or web access to view results.

For more info and to register, visit <http://www.adventurecorps.com/brevet/index.html>

Thoughts on Providing Food on Rides

Gerry Nicol

On the Canada Day 133 ride Harold Bridge set the benchmark for food and refreshments for randonneur rides. On all the rides I have been on since then the rations have been rather meager or non-existent. I went back last week end with my wife and retraced the ride in the car. We stopped in the village of Clayburn and went in the Clayburn Village store. What a surprise to find a lovely english tea room that we could get fresh currant scones with Devonshire Cream & local jam. I had the Ploughmans lunch, unfortunately they do not have a liquor license. Jennifer was delighted to find a very large display of British sweets in authentic glass jars. She found her favorite Everston mints there. Further down the road in the village we purchased a dozen local corn from an unattended display that worked on the honour system, you drop

your money in a tin container. I can not image that system working any where around here, they would be off with the corn and the money box.

I have been riding with the Vancouver Bicycle Club on the week ends and just went down to Fairhaven just outside Bellingham last sunday on a very scenic 100 km ride. It is to bad that the B.C. Randonneurs close up the season so early. I noticed in the Audax UK calendar that there are rides in Britain right thru November and December.

Fooood!

Harold Bridge

Gerry Nicol reckons we should provide food at all our events just like the Canada Birthday 133 km event. We used to & still do for the Pacific Populaire 100 km event.

It was always difficult to assess how many to provide for. As a result, those members with freezer cabinets would find their storage facility loaded up with Rando food stuffs awaiting the next event where it was planned to use it up.

I have always maintained that the answer is not to stop providing food but to only provide it for those who enter the event a week in advance. Those who turn up on the day get a different colour control card and no food. By making no difference in the entry fee there is an incentive for pre-entry.

Training Ride

Harold Bridge

There currently is a scheduled training ride: Meet at 09:00 on Sundays in Fort Langley. Other than that all it takes is for someone to take on the job of organising said rides. There are certainly enough members and potential members in the Tri-Cities we could form a dissident group.

Audax Canada Randonneurs?

Harold Bridge

Réal Prefontaine has seconded me to initiate discussion on suitable, and uniform, clothing that would, in effect, indicate to the rest of the world we are all in one country.

Before we start that process I think we need to decide what our name is. Many of the world's groups refer to themselves as "AUDAX". While it may have historical significance we don't really ride audax type events. We all, I think, subscribe to the "Allure Libre" form of Brevet wherein we are free to ride independently or in loosely formed groups. I suppose it would be really Canadian to use the form taken in the heading to this missive. Opinions please.

When, in 1993, I made an attempt to get something like this going I probably didn't make sufficient use of my charm, intelligence & wit to guide people the way I wanted them to go. But nonetheless I got co-operation from Alberta and Saskatchewan. We decided upon a fairly cheap and convenient option of using a Canada design that Sugoï had on in their catalog. Each group had it's own lettering and motif implanted on top of the Sugoï Maple Leaf design.

It would be convenient to stick with this design, assuming that

Sugoi still have the pattern listed. Admittedly, if you happen to be standing around a Petro Canada gas station you might get told to "Fill 'er Up" (it happened to me during the Rocky Mountain 1200). But it isn't a bad design & is very Canadian. There is a cost benefit in using a cataloged design and adding local details to it.

All this goes back to PBP91 when the 27 BC riders almost all had our new, bright BC design jerseys. I also noted then that the Scandinavian riders all had a common design jersey, but with their own national colours. I thought that if independent nations could get together like that then individual groups within one country should be able to do so. Opinions please.

Easter Arrow: The British Fleche

Rob Bullyment, Audux United Kingdom

Since I've been out the office for the last week and John C hasn't seen fit to write it up, here's a brief write up of the Easiest 400k I've done :-

Rob's Midnight Riders (we weren't actually riding at midnight, but the thought was there) met up at Victoria station at 9.30 on Good Friday morning. The team consisted of myself, John C, Tim W, Derek S and Justin Q (W Kent DA). I had been carefully watching the weather data available to us in the 'leccy industry (Ed: Electricity Industry) and the forecast couldn't have been better, with a 20 mph Southerly, warm temperatures and a low chance of precipitation.

We set off at 10am prompt and cabbie Derek led us around the scenic bits of the City, passing the houses of parliament and the millenium wheel before turning North onto the A10 through the rather grotty suburbs of Stoke Newington and Tottenham, with the pace only being interrupted by a parade of church goers carrying some sort of a cross (funny what people get up to on Bank Holiday weekends). Crossing the M25 at Enfield means that you don't have to see it and we joined some B-roads and lanes to pick up our first stamp at Harlow. On the way into Harlow, John pointed out something, clipped the kerb and promptly had a close meeting with the grass verge. We brushed him off and he seemed more embarrassed than hurt so we pushed on after removing excess clothing at the petrol station.

The route then took us through lanes to Royston then up some long straight roads to skirt Huntingdon and St Ives, which was where the only navigational error occurred, where I almost took us down to a dead end without realising and we had to retrace a few ks. We rolled along the lanes at around evens (Editor: evens is 20 mph because 20 is a nice even number) for mile after mile before dropping onto true fenland. On this stretch we were clocking 22-25mph and I was running out of gears as we approached Whittlesey for another stamp. As I began the laborious task of explaining what to do with the brevets to the attendant in the Esso station in Whittlesey, she took them off me and stamped, timed and signed them without a question. She then informed me that we were the fourth team to control there today. The wind started to feel a little more chill and we added a layer before pushing on.

I narrowly won the sprint for the Lincolnshire sign from John, did he not know that the local lad gets to win the prime in his own area ? bloody young whippersnappers. We then rolled through Spalding, skirted Boston for a stamp at a petrol station where I was reprimanded for using my mobile on the forecourt and moved onto

Woodhall spa, where we apparently missed the Battle of Britain memorial(?). I was now on local roads and pointed us on the lightly-trafficked lanes through Bardney with it's scenic sugar beet factory (eurgh !) and onto my parents place on the edge of Lincoln. We were an hour ahead of schedule and decided to extend our break to 3 hrs, to get back on the road at Midnight.

My parents seemed bemused with the sight of five riders in various states of dress doing stretches (John) laying down (Derek), falling fast asleep (Tim & Justin) and just generally looking daft (me, but they're used to that). My mum then laid on a meal of pasta, bread, squash and coffee and then bakewell tart and custard. This was followed by a period of digestion and PBP reminiscences, before it was time to get on again. After much messing about with lights, clothing and grabbing more food from my mum's cupboard we got on the road just after midnight.

We picked up a stamp on the edge of Lincoln and then pushed on into the dark along the Lincoln ridge, before dropping downhill to run alongside the Trent into Gainsborough. This was the only stretch where I had to put on my captain's hat and shout at John for winding the pace up, as we really didn't need to. From here we continued to Goole, which is another singularly unattractive town, and rode through to the Boothferry Bridge cafe, which we thought was 24hr. John checked the door and it said it opened at 5am, so we sat underneath a trailer in the car park, sheltering from the fine rain that had started to fall. Derek began to get restless and went back to the door of the cafe to find that it didn't open until 7am on Saturdays. Bugger ! We retraced into Goole, cursing the uncredited ks and stopped at a 24hr garage where the cashier was happy to have someone to talk to and stamped our cards, telling us that a 'couple of strange chaps' had come in on 'some sort of tandem thingie' a few weeks earlier. Asking if the stoker looked like santa soon cleared up the identity of the pair.

From there it was flat to Selby around the might of the Drax power station, where I led an entertaining debate on the benefits of renewable energy. Actually I was told to leave my work at the office and talk about something interesting. Up to this point I had been wearing my cape to ward off the pre-dawn chill and decided to take it off in Selby. Within ten minutes it was tipping down (bloody weather forecasts) and I stopped and put it back on again. We then followed the Dales 400 route in reverse on rolling lanes to Tadcaster, where we dripped in a corner of a 24hr garage and got our 22hr control. To get the necessary 25k distance in the last 2 hours we had to execute a dog-leg via Wetherby, but not before I quickly checked the OS map on the garage shelf to get directions to York YHA.

We had the cards stamped at Wetherby police station and then dripped and shivered outside before pedalling on due East to York. John's rear mudguard was kicking out water at eye level and he wondered why no-one would sit on his wheel. We were all a little disheartened by 3 hr of teeming rain and the last few miles into York were anti-climactic, but the research paid off and the YHA was easy to find, as we arrived with 20 minutes to spare, having clocked 419 k.

In retrospect, the weather conditions were in our favour and the ride was a breeze. The problems with riding on a Good Friday were that very little was open and we relied on garage grub to get by.