



The Long Road

July /August Vol. 21 No. 4

www.randonneursontario.ca

President's Corner

What an interesting summer we have had so far or has summer really arrived at all? There has been a lot more rain than expected and the temperatures have been a little lower as well. Still our members especially the newer ones have been out traveling the roads of Ontario with a vengeance. We have had a significant number of new members achieve their Super Randonneur status. Congratulations to all of you.

We have also had a number of club members join with our compatriots in British Columbia for the Bi-annual running of the Rocky Mountain 1200. It sounds as if this is quite a challenge. Again congratulations to all who ventured out to try on the West Coast. I hope to see more stories and photos

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Editors Desk

First of all I want to apologize for the lateness of this edition of "The Long Road". A variety of commitments prevented me from getting this newsletter out on time.

The season is now winding down and it appears from the information I have received that many members have had a good year of riding. The number of rides are up and the participation has also been excellent, especially since this is a year after PBP. The year after PBP is traditionally a slow year for the club. This only indicates that the club is in good health and is on a growth cycle for the future.

We have had a number of cyclists ride RM1200, notably Trevor Stocki has provided an account which is in total over 8000 words, with images. The first section of the article is included in this edition. Also Ken Dobb has provided an interesting historical article on PBP and randonneuring in general.

As a side note, The Lance Armstrong Foundation has a site <http://www.laf.org/> that promotes fundraising for cancer research. The site has the yellow wrist bands which you have seen many professional athletes wearing this year, as well performers such as Sheryl Crow. The site has a lot of inspiring information as well as an explanation of Lance's motto to "livestrong". Have a look and I am sure it will inspire you also.

Jim Morris

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 Long Distance Cycling Association
 www.randonneursontario.ca

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(President's Wheel - Continued from page 1)
 of this epic event.

The Toronto chapter has run their 1000 k event. The Toronto Ottawa Toronto saw 6 members complete this event. Having done this one I will concur with the sentiments expressed it is one tough ride.

We are in progress with re-ordering Club Jerseys so if you have been waffling now is the time to let us know and we could still add you to our list. We will advise you shortly as to the price and estimated time of arrival. As always the more we order the less they cost.

I had the pleasure of riding a 200 k route in progress in Prince Edward County with Steve Rheault who knows the area quite well. My wife's parents live in Picton so this made exploring the county easier. This route is probably equidistant from Ottawa

and Toronto so this may provide the opportunity for a shared brevet in the future. Nice countryside with pleasant roads to ride on...if we could just knock the wind down a touch.

When you go out for your next club event be it a brevet or a populaire be sure to thank the organizer for their time and efforts. Our club functions entirely on the efforts of club volunteers...a little thanks goes a long way.

I am looking forward to seeing you on the road later this summer and into the fall. Until then ride safe and have fun.

Peter Leiss

Randonneur History

Ken Dobb

Part 1

Healing the Breach: An Interpretation of Randonneur Cycling History

Part I. Cleavage in Bicycle Sport: Origins

1. Introduction

The inaugural Paris- Brest Paris stood at the juncture of two great schisms in the world of cycling that still mark the character of the sport of long distance road cycling. Paris - Brest - Paris was the first inter-urban road event to permit the entry of professional cyclists. It marked the beginning of a period when long distance road racing was largely the preserve of professionals to the exclusion of amateur riders. The first Paris - Brest - Paris marked, as well, the beginning of the division of the European continent into spheres in which professional road racing was an accepted and important sport, and those in which cycling sport took a different form.

That the event should have become what it is today - the foremost gathering of amateur cyclists in the world - is the result of successful attempts to bridge these divides. Randonneur cycling has become the means through which amateur cyclists, both from France and from other nations, have been able to gain entry into the sport of long distance road cycling through participation in an event that once was one of the most important on the road racing calendar.

2. Bordeaux - Paris 1891

The inaugural Paris - Brest - Paris is generally understood to be, chronologically, the second inter-urban cycling event of the safety bicycle era. The first event, preceding P.B.P. by a matter of months, was the 572 kilometer Bordeaux - Paris. Organization of

this event was undertaken by the Velo-Club Bordelaise, at that time the largest bicycle club in France with a membership of about 400. Promotion was handled by the club's weekly cycling newspaper - Veloce-Sport - which counted among its correspondents Henri Desgrange who covered the event's finish at the Velodrome Buffalo in the Port Maillot in Paris. The event was sanctioned by the largest federation of amateur cyclists at that time, the Union Velocipedique de France (U.V.F.). Founded in 1881, the U.V.F had, by the time of the Bordeaux-Paris event, licensed some 10,000 riders associated with about 200 local bicycle clubs, of which the Bordeaux club was one.

The intent of the organizers of Bordeaux-Paris was that the event be non-competitive, a kind of long hike on wheels or, in French, a randonnee. The event had characteristics that would be recognized today as markedly similar to a brevet ride. There were a number of intermediate checkpoints (or controls) along the event route. At each of these, the event organizers had prepared lavish meals in the expectation of extended rest stops. Riders carried a carnet to track their progress. Drafting was permitted, and several of the more ambitious riders had recruited teams of drafters to assist them in reaching Paris at the head of the field.

Among those recruited as a member of a drafting team was Charles Terront, the eventual first winner of the inaugural Paris - Brest - Paris. As a professional cyclist, Terront was himself excluded by U.V.F. rules from direct participation in the event.

Through severe limits on the prize money that its licensed riders could accept at a race competition, the U.V.F. excluded the participation of its membership in professional events and, conversely, the participation of professionals in U.V.F.-sanctioned events. This limitation likely reflected the social

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The following article is the conclusion of the article which appeared originally in the March 2004 issue of “The Spokesperson”, the monthly newsletter of the Ottawa Bicycle Club. Please feel free to distribute it in its entirety or in an edited format with credits to the OBC Spokesperson and the authors, OBC member Vytas Janusauskas and OBC Newsletter Editor, Trish Murray.

Special Brevet Rules

Special Brevet Rules are available at www.randonneursontario.ca. More information is available contact by contacting Vytas Janusauskas at vytas@magma.ca

The preceding article is based on information obtained with permission from www.seattlerandonneur.org and edited for the OBC Spokesperson with the help of Vytas.

Trish Murray (OBC Spokesperson Editor acting as reporter) asked Vytas Janusauskas the following questions about Randonneuring.

Ed: How did you get started as a Randonneur?

Vytas: As I sit reflecting on this question I have always had a craving for the open road. At eighteen I bought a motorcycle, forsaking the 10 speed Mercier I had used for years. Through my University days the motorcycle provided my means of long distance travel. Even then I would get on the motorcycle and find myself 1500 or more kilometres down the road by the next morning. Upon finishing my schooling I moved to Ottawa and rediscovered cycling via the OBC. It was all very innocent an occasional Sunday ride which lead to Rideau Lakes Cycle Tour. Then Barry Rhodes (Trish Please check if

I spelled his name correctly) started the inaugural Animalathon in 1985. It took me about 5 years before I tackled another Animalathon. After a couple of years of doing the Animalathon I read about the Boston Montreal Boston (BMB) brevet. It was not until 1993 before I was able to convince a handful of Ottawa riders to join me in trying BMB in 1994. I must say what helped me in persuading them was Mike Lau's and Dan Beavon's presentation at an OBC social. Both had ridden BMB the previous year. Both painted quite a rosy picture. In hindsight I should have listened to Greg Franks comments on the ride.

Ed: Why Randonneuring?

Vytas: Back in 1994 the BMB qualifications standards were not enforced, so my cohorts and I went down very under trained. Of the four on us who from the onset planned to ride together only two finished. So for 1995 we started doing brevets in the Ottawa and Toronto areas. Dan Bevon and Mike Lau eventually started the Ottawa Chapter of the Randonneurs Ontario specifically to provide qualification rides for BMB.

Ed: What appealed to you about it?

Vytas: It all started with answering the simple question “Am I capable of finishing the ride?” The enjoyed the challenge of learning how best to meet your objectives. And of course reaching your seasonal goals either based on distance or time.

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Ed: Why is it still appealing to you now - for the same reasons or different ones?

Vytas: While the things that drew me to Randonneuring still apply, I find the companionship, and the journey brings me back every year. Also being fortunate to participate of Paris Brest Paris (PBP) keeps me coming back.

Ed: What sort of people get involved?

Vytas: All sorts from racers, tourers and commuters. With the addition of the Populaire series (rides under 200km) to the standard 200, 300, 400, 600 and 1000km brevets run in the Ottawa area, riders can pick their personal goals for the season. The Populaire rides may also be of interest to people wanting to get their legs in shape for the OBC Virginia or Lake Placid trips.

Ed: How many participate within our local area?

Vytas: The Ottawa Chapter of Randonneur Ontario last season had 18 members. As Randonneuring is an international activity we have riders come to our events from outside the Ottawa area.

Ed: How much cycling do you do personally aside from the organized rides?

Vytas: I commute a bit, do an occasional Time Trial, participate in the Cyclocross series and do a tour or two every year. Mileage wise I probably average about 6000km a year.

Ed: How is it different from regular Sunday club rides or a ride like the RLCT?

Vytas: Except for the distances being longer, the rides are similar to the Sunday rides, except we do not enforce that groups ride together. So if you are feeling frisky feel free to charge ahead. Another difference is that each rider is given a cue sheet and is responsible to

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National 24 Hour Challenge

Here are some of the results of Last week-ends National 24 Hour Challenge in Michigan - some members and locals most of us know:

Name Miles Medalled Standing

Larry Optis	470.2	Gold 1st Overall
Murray Clelland	255.4	61st
Peter Leis	219.1	78th
Isabelle Sheardown	210.4	Gold 81st
Keith McEwen	210.4	81st
James Griffin	202.9	84th
Judy Watt	187.9	Silver 89th
Geoffrey Gadd	174.1	92nd
Phil Piltch	165.4	94th
Peggy Howarth	79.6	Bronze 101st
Karen Scaife	71.5	103rd

Message from the Admin

Please remember that when you complete a brevet, you should send results to me ASAP. Until I hear from ride organizers, I cannot be sure who attended a ride to know when we are 'finished' getting the results, so it may still take a couple of days.

To assist in getting results out on the web quickly, if you could call me at home (905) 282-9756 and leave a message, or send me an email

(mailto: vp-admin@randonneursontario.ca) that would be great. After you notify me of the result, you must also send your brevet card in to me.

My home address is below:

1855 Steepbank Cres
Mississauga, ON
L4X 1T9

follow the route between checkpoints. They must also adhere to the open and closing times for each checkpoint. Please do not let the speed requirements scare you as the minimum speed for most distances is about 15Kph. Just remember the time does include your stopping time.

A 200km brevet is very similar to one day of the RLCT. All you have to be able to do is ride an addition 20km or so. The 300km brevet is very similar to the OBC Animalathon. The 400km is probably the toughest brevet in that most people ride it all in one stretch. Think of it as riding the RLCT Challenge Route to Kingston turning around and riding back to Carleton University. The 600km can be ridden as a 400km first day sleeping several hours followed by 200km the second day.

Ed: Do you need different equipment, a different bike or clothing or food?

Vytas: Any human powered vehicle is acceptable. However, most people do use a bicycle. Feel free to use whatever bicycle you have. Mandated for rides 300km and longer are front and rear lights and a safety vest. Also for longer rides you may need a bigger seat bag to carry additional clothing and food. See the Randonneurs Ontario web site for additional information on equipment and gear.

The Populaire series is being run to make it accessible, and to encourage any who might be curious to come out for a try. All OBC members are welcome to join the randonneurs for a training ride. No one will be dropped. Questions about Randonneuring will be answered but most of all everyone will have an enjoyable ride. Post ride we retire to the Cheshire Cat for a meal and or beverage.

Randonneuring will allow you to experience pain, discomfort, fatigue, depression, wetness, cold, hunger, thirst, loneliness. (Fortunately, not usually all at once.) The above are offset by riding through Vermont racing the setting sun towards the Middlebury Gap, descending Terrible Mountain by moonlight, sharing the draft silently through the pre-dawn darkness with perfect strangers, catching the first rays of sunlight on the eastern horizon or enjoying the speckled shade and the sounds of a babbling brook while climbing.

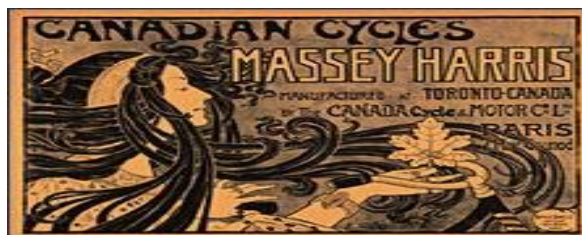
Vytas

Note From the Wine Cellar

While visiting the local LCBO today I discovered the ideal beverage to accompany Tour de France couch potato sessions. How about Laurent Jalabert's 2001 Gaillac, with spiffy bicycle graphics on the front and a nice message from Jaja on the back? Seems he has gone into the wine business after a great riding career.

About \$12.95 as I recall. In the Vintages section under product number 3 272590 160151.

Fairly fruity red without obvious varietal character. Vegetable notes in the bouquet dissipated after about 1 hour, faint hints of anise remained. Medium-light bodied. Lots of acidity and not much in the way of tannins, so it doesn't look like it's made for aging, although six months wouldn't hurt.



Tour of the Bay 600

I was one of seven riders who did this year's edition of the Tour of Nottawaga Bay. And unlike the reports of the previous edition, this route actually did a tour of the Bay, following the profile of the bay from Meaford to Lafontaine. As Isabelle reported, all of us finished it, among them 3 doing a 600 for the first time.

One thing that continually amazes me is just how much ground a 600 covers, and this route was no different. From Aliston the route went southwest through the familiar territory of Hockley Valley, the rollers along Caledon-Garafax Townline, then past Belwood to Fergus and the first control at Elora. Then the delightful run down Middlebrook Rd following the Grand Valley to Conestogo, crossing the famous "kissing bridge" at West Montrose. Then over past the Mennonite towns of St. Jacobs and Linwood, the working first west and then north to Owen Sound, then following closely the shoreline of Nottawaga Bay from Meaford to Collingwood and all the way up to Lafontaine, then looping around the top of the Penetanguishing peninsula before heading back south to Barrie and then back to the start.

I rode with Scott and Mark for much of the first half of the ride, but after Neustadt found I could no longer keep pace and after a quick regrouping at a gas station convenience store, I quickly dropped off the back and finished the rest of the ride solo. Decided to go into "recovery"

mode but still managed to keep a good pace north on CR 3 north to Keady. I noted quite a few Mennonite farms along the way, noting the occasional horse-drawn buggy heading south. At one point I caught up to a metal-framed wagon with fence-like sides, and stayed behind it for a few hundred metres until I judge it safe to pass. I waved to the fellow driving it and he waved back. He was in typical garb, with a wide-brimmed hat and full dark beard. I was hoping for a store in Keady to get some water and chocolate milk, but the only store was clearly out of business. Luckily it was not far to the control at Owen Sound. The descent past Inglis Falls was lovely, but the sight somewhat dimmed by the thought of having the climb back up this same hill. Made a quick stop at Mike's Mart for water and chocolate milk. I found myself a bit wobbly with tired legs, but was able to make the climb back up to CR 18 with out problem. The route east along CR 18 was familiar, since I did this as part of the Huron Shores (only we went in the opposite direction). Arrived in Meaford just after 8 pm and stopped to look over the section of the town near the beginning of the rail trail. Found a handy port-a-potty, then carried on along the trail. The surface was fine, hard-packed rock dust and I was able to make good time along it to Collingwood. Except for the section in Meaford, I found few if any others on it. Goldfinches would flutter off from the ground just ahead of me - always a delight to see them. I took a quick break in Thornbury where the trail crosses a river and took in the view towards the lake and also up river. I finally arrived in Collingwood just before 10pm and decided on the Wendy's near the turn for a dinner break.

Before leaving the control I washed up and changed into fresh cloths, and prepared for the long haul through the night. I made another

stop at the Timmy's in Wasaga Beach, getting a large coffee and bagel. There was then the fun of navigating Tiny Beaches Rd at night, but I had done the Georgian Triangle 400 the previous weekend and so I was confident I would have no trouble. Well, I did make a wrong turn at one point, but otherwise had little trouble following the route. At first I had no trouble with sleepiness, but as I worked my way north I began the struggle to stay awake. After the descent west on Lafontaine Rd I stopped by the public beach for a rest and also to admire the view. The moon shown over the Bay, reflecting in the water, with city lights dotting the shoreline. I decided to try a few night shots with my camera and managed a couple that appeared to be okay. At the control in Lafontaine, I took a break, and tried to nap by the ice machine. By now I could see the sky brightening in the east and after going through Awenda and out along Champlain Rd I could high clouds in the sky glowing orange. Through Penetang and then Midland (more climb than my poor legs were up to), where I managed to locate a Tim's just off the route where I had coffee, a bagel and muffin. Before leaving I topped the bottles.

The last section of the route was quite the slog. The route from Midland to Barrie is just about as lumpy as one could get - huge rollers south on Old Fort Rd, the long climb east on Moonstone to 5th Line, yet more climb south to Mt. St. Louis Rd, then a bit more climb west before a nice long descent into Hillsdale. I took another break in the general store/sandwich shop there before carrying on to Barrie. The light rain along the way was refreshing, but as I rode south on 3rd Line, the clouds moved off and by the time I rolled into Barrie, it was hot and muggy. The climb up Essa Rd just about did me in, and I made a well deserved stop at a Starbucks and cooled down with a nice and icy mocha frappacino. Back on the bike, now fighting a rather nasty wind. Made one last stop at the store in Baxtor for water.

Consuming most of a small bottle of ginger ale, then stuck the bottle in my middle jersey pocket. It seemed to take forever to get to Aliston - the longest, hardest 15km on the ride. The joy of descending that last hill (not too fast - there was a nasty cross wind), and then rolling in to the Timmy's, 32 hours 15 minutes after I left.

On the whole I very much enjoyed this route. It is certainly one of the toughest 600 I've ever done, rivalling the climb on Huron Shores. I measured over 4000m of climb, which would make this good training for PBP or this year, for Rocky Mountain 1200. Lots of lovely scenery (going through the village of Glen Allen was a treat). Noted a good variety of birds, among them my first sighting of what turned out to be rose breasted grosbeak. Riding at night with a full moon is always a treat, and even more so when reflected on water. All in all, a great weekend's ride. I took a few picture enroute.

Special congrats should go to Anne Pokocky, Steve Rheault and Paul Regan who completed their first ever 600 (and in good hand with Ken Dobb).

Article by: Phil Piltch



Results for recent rides

Toronto Results

August 29, 2004: Tour of the Valleys 200K

Henk Bouhuyzen - 7:56
Scott Chisholm - 7:53
Bill Mercer - 9:55
Paul Regan - 9:55

August 18, 2004: Tour of Rice Lake 300K

Anne Pokocky - 17:30
Alan Thwaites - 14:30
Dan Waldron - 15:20

August 7, 2004: Pretty River 300K

Brian Armstrong - 14:50
Kaz Bieniak - 15:28
Henk Bouhuyzen - 15:28
Fred Krawiecki - 15:28
Steve Rheault - 15:28
Karen Scaife - 15:28

July 31, 2004: Toronto-Ottawa-Toronto 1000K

Scott Chisholm - 64:25
Martie Du Plessis - 68:28
Peter Dusel - 70:36
Phil Piltch - 68:28
Alan Thwaites - 68:28
Merry Vander Linden - 64:25

July 25, 2004: Urban Start 200K

Henk Bouhuyzen - 9:25
Lisa Nelson - 9:25

July 17, 2004: Huron Shores 600K

Brian Armstrong - DNF
Colin Biggin - DNF
Scott Chisholm - 30:25
Paul Dicks - DNS

Ottawa Results

August 21, 2004: Westport 400K

Patrick Chen - 20:55
Bill Pye - 17:14
Patricia Von Niessen - 20:48

August 7, 2004: Animalathon 300K

Patrick Chen - 13:04
Vytas Janusauskas - 13:04

July 17, 2004: Original 600K

Michael Lau - 28:52
Bill Pye - 38:34

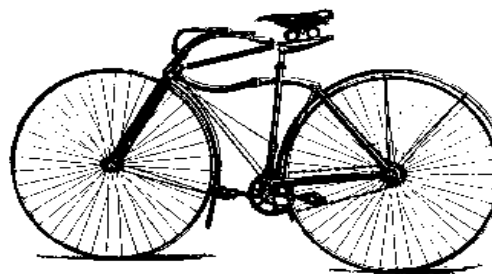
Huron Results

August 14, 2004: March to the Marsh 600K

Carey Chappelle - 36:56
Scott Chisholm - 36:56
Ken Jobba - 36:56
Fred Krawiecki - 36:56
Pat Little - 37:35

July 10, 2004: Hilly Hellacious 400K

Carey Chappelle - 22:10
Pat Little - 22:10



Randonneurs Ontario 2004 Club Schedule

Date	Time	Dist.	Start	Route	Organiser
September 11	7:00 AM	200K	Cheshire Cat	Shawville 200 (Brevet)	David McCaw
September 12	10:00 AM	100K	Maple	Champagne Scramble (Club race)	VP/Brevet Admin
September 12	8:00AM	140K	5902 Fourteenth Line, Alliston	Laurel/Mono Centre(Populaire)	Isabelle Sheardown
September 18	5:00 AM	600K	Aviation Museum	Placid 600 (Brevet)	TBA
September 19	8:00 AM	200K	Markham	Bewdley Glutebuster (Brevet)	VP/Brevet Admin
September 19	8:00AM	120K	5902 Fourteenth Line, Alliston	LeFroy/Bradford (Populaire)	Isabelle Sheardown
September 25	7:00 AM	200K	Cheshire Cat	Humanathon (Brevet)	Bob Choquette
September 25	8:00AM	200K	Alliston	Forks of the Credit (Brevet)	Isabelle Sheardown
October 2	8:00 AM	100K	Champlain Bridge parking lot	Wakefield (Populaire)	Vytas Janusauskas
October 2	8:00AM	200K	Emsdale	Falling Leaves (Brevet)	Isabelle Sheardown
October 3	10:00 AM	100K	Erin Mills	Erin Mills-Campbellville (Populaire)	VP/Brevet Admin
October 16	7:00 AM	200K	Cheshire Cat	Humanathon (Brevet)	David McCaw
October 17	10:00 AM	135K	Maple	Brunch Ride (Populaire)	VP/Brevet Admin
October 17	9:00AM	130K	5902 Fourteenth Line, Alliston	Hillsburgh (Populaire)	Isabelle Sheardown
October 23	7:00 AM	200K	Cheshire Cat	Merrickville (Brevet)	Vytas Janusauskas
October 24	10:00 AM	110K	Stoney Creek	Jordan Ramble (Populaire)	VP/Brevet Admin
October 24	10:00AM	100K	5902 Fourteenth Line, Alliston	Creemore (Populaire)	Isabelle Sheardown
October 31	10:00AM	100K	5902 Fourteenth Line, Alliston	Creemore (Populaire)	Isabelle Sheardown



Randonneurs Ontario 2004 Club Schedule

Start Points

Toronto

Maple	Centro Bakery, Keele St & McNaughton
Erin Mills	Erin Mills Town Centre, Erin Mills Parkway & Eglinton
Don Mills	Markham Place Plaza, Don Mills & Steeles
North Toronto	Allenby Public School, Avenue Rd. & Castlefield
Queens Park	58 Rose Ave., Sherbourne & Wellesley

Simcoe-Muskoka

Alliston	IGA/Tim Horton's Plaza Hwy 89 & Industrial Parkway (west end)
Barrie	Parking lot at the foot of Tiffin St (Tiffin & Lakeshore)
Emsdale	Brown's Home, Highway 518 (#1152)

Ottawa

Cheshire Cat	Richardson Side Road and Carp Road
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Results for recent rides

Simcoe-Muskoka Results

August 28, 2004: Beaver Valley 200K

Scott Chisholm - 7:28
Anne Pokocky - 8:55
Isabelle Sheardown - 12:15

August 14, 2004: Big Chute 200K

Ken Dobb - 9:55
James Griffin - 9:35
Bruce Hogg - 9:35
Lori Matthews - 9:35
Keith McEwen - 11:03
Anne Pokocky - 9:35
Paul Regan - 9:35
Steve Rhealt - 9:35
Isabelle Sheardown - 11:03

July 17, 2004: Big Chute 200K

Greg Amann - 9:59
Keith McEwen - 11:50
Steve Rhealt - 9:59
Karen Scaife - 9:59
Isabelle Sheardown - 11:50

July 3, 2004: Tour of Nottawasaga 600K

Scott Chisholm - 29:50
Ken Dobb - 39:25
Mark Hopper - 29:50
Phil Piltch - 32:10
Anne Pokocky - 39:25
Paul Regan - 39:25
Steve Rhealt - 39:25



Dobb's Immutable Laws of Randonneur Cycling

In my newly-found role as mentor to riders just entering the sport of randonneur cycling, I find myself increasingly being asked for advice and wisdom based on my many years of experience. As my impulse is always to be helpful, I have assembled several pearls of instruction, the distillate of many years in the saddle, that I here present to you as: Dobb's Immutable Laws of Randonneur Cycling

Ken Dobb

1. No matter in which direction you are cycling, the wind will always be in your face. Corollary: There are no tailwinds.
2. If you go off-course, you will need to climb a large hill to get back on route.
3. Food goes stale and putrid in your rackpack in direct relationship with your need to eat it.
4. The hardest part of becoming a randonneur is learning how to dress appropriately.
5. The last 15 kilometres of a 400 kilometre brevet are harder than the preceding 385 kilometers combined.
6. Everything you will ever need to know about another person, you can learn on a fleche ride.
7. Designers of randonneur routes always keep master copies of their route designs hidden away under lock and key, together with the whips and chains.
8. There is no "right" lighting system.
9. Parking lots at ride starts gain in elevation during the course of the brevet ride. Corollary: Uphill stretches outbound will be uphill stretches coming back.
10. When you have reached the point when your body is screaming that it can take no more pain and fatigue, wait a few minutes, it will get worse.

Additions, amendments, scurrilous comments were submitted from a variety of sources and were too many to list. I think at last count there were over 25 rules

Editor

The Long Road is published six times a year, every two months. Contributions are always welcome. They may be sent electronically to editor@randonneursontario.ca, or mailed to 138 Gladecrest Court, Nepean, ON, K2H 9J7. Submission deadline for the each issue is the first of the month of the issue.

Rumors and Gossip

We all saw in the last Newsletter that Patti Von Niessen was going on an adventure. Well it ended before it started due to forest fires. However she did complete RM1200 later in the month. Here is the email she sent.

Well, it was bust! The trip to Whitehorse ended at Fort Nelson. The roads north were closed due to fire and there was no other route up. I hung around Dawson Creek for 3 days waiting for the roads to open before giving up and taking the bus to the Queen Charlottes. As of today, I am still waiting to hear where my bike is. I do know that it is somewhere between Ottawa and Whitehorse. The bike has to make it to Whitehorse before they can re-route it down to Prince George. At that point I will ride down to Savana (outside of Kamloops) and hope to have enough mileage in to hold me for the 1200. In the meantime, if worst comes to worst, my sister is lending me her bike and helmet for the Rocky Mountain. She has taken a picture of me on the bike so that Mike will be able to tell me if my leg angle is correct. It feels a little off. Hopefully I will locate my bike in time.

Patti

Mark your Calendar

Event: Furnace Creek 500
Distance: 508 Miles
When: October 16-18, 2004
Where: Santa Clarita, CA
Distance: App. 508 miles with 35,000 feet of total elevation gain
More Info: <http://www.the508.com>

Event: Adirondack 540
Distance: 544 Miles
When: Sept 17-19, 2004
Where: Ticonderoga, NY
Distance: It's a 544 mile event comprising of 4 laps around the Adirondack Park in New York.
More Info:
<http://www.jjctech.com/adk540.html>

Also if you can please sign-up to assist with one Brevet this season. It's not as hard as the veterans make out! Contact D. Magie, vp-admin@randonneursontario.ca



Randonneur History.. Continued

position from which the membership of the U.V.F.'s affiliates was drawn. Until the cycling boom of the mid-1890's, when mass production significantly lowered costs, bicycle ownership was confined to a fairly narrow social group of the relatively well to do. Prize money limitations were likely imposed to underline the social distinction between those who depended on riding a bicycle to earn their living, and those for whom cycling was a leisure time activity.

Instead, Terront worked for a British rider, and it was the British entrants - permitted entry under U.V.F. guidelines - that transformed the character of the event from a randonnee to a race. The first four riders to reach the finish line in Paris were British. The "winner" of the event was John Pilkington Mills who had recently set a speed record on a traditional British route from one end of the island to the other - John O'Groats to Landsend.

In the event, the French public responded enthusiastically to the drama of the competition to reach Paris first. When, some 27 hours after starting from Bordeaux, Pilkington Mills approached the finish line, some 7000 Parisians had spontaneously gathered at 7:00 in the morning to cheer him on. The excitement was reflected in the increase in circulation of the newspapers that covered the event. This phenomenon was not lost on the proprietors of competing journals.

3. Paris - Brest - Paris 1891

The newspaper that seized the initiative was the Petit-Journal. The Petit-Journal was a national newspaper aligned with the French non-socialist political left wing, a paper that represented the growing anti-

monarchical and anti-clerical middle classes. For the newspaper, cyclists represented not simply a new readership that it would want to cultivate for commercial reasons, but an emerging social group that it wished to mobilize behind the newspaper's political agenda.

The newspaper assigned a veteran journalist from its staff - Pierre Giffard - to organize a follow-up event, something that would outdo Bordeaux-Paris in the nature of the challenge set to cyclists. The chosen route was twice the length of the route of Bordeaux-Paris, and where the Bordeaux route proceeded over terrain that was fairly flat, the route to Brest was anything but. The event was organized on the Bordeaux-Paris model as a randonnee. Drafting was permitted and no time limitation placed on completion of the ride. Cyclists proceeded from control to control along the route, recording their progress as they proceeded. For most of the participants, the event was a long tour in the countryside: some entrants took as long as ten days to complete the event. For a few, however, the event was approached and ridden as a race. A dual structure of awards had been created for the race winners. Substantial prize money was set for the first ten riders across the finish line but, in order that competitive amateurs might maintain their amateur status, a work of art was an optional award for placing well in the event. The prize money was an open invitation to professional cyclists to enter the event. Terront, a professional, was sponsored by Michelin and rode on the company's newly introduced clincher tires. His principal rival, Pierre Jiel-Laval, an amateur,

Continued on page 15

Randonneur History.. Continued

was riding on Dunlop tubular tires for the largest French manufacturer of bicycles of that era - Cycles Clement. Foreign riders - which meant, in large part, British cyclists - were expressly excluded.

Commercial calculations probably informed both decisions: the newspaper was interested in creating an event that would have the widest possible appeal among the French reading public. By permitting professional cyclists, Giffard was ensuring the participation of the best riders of the day. By ensuring that the winner would be French, he was giving the French public a new national hero. In the event, the professional cyclist Terront won in mythic fashion, and the adoring French public built monuments in his honour.

The decision to include professional cyclists was one that could only have been taken by someone who, like Giffard, was himself not part of the cycling world. Giffard had been careful to ensure U. V. F. approval of the event - the then current president of the cycling federation was given the prestigious position of finish line



judge - but, following the event, the U. V. F. began its withdrawal from participation in long distance road racing events. Subsequent editions of Bordeaux-Paris were handed off to Giffard to organize, and to his newspapers to promote. Giffard found himself embarking on a new career as a sports promoter, and in particular, a promoter of professional road cycling races,

As for the British, the inaugural edition of Paris-Brest-Paris marked their withdrawal from participation in continental cycling events - events in which British riders had had a long and distinguished history.



Article by: Ken Dobb

Mystery Photo



Canada's only province-wide cycling race
The Confederation Trail Open September
24-26, 2004

For full invitation details, Go to
www.peiplay.com/cto2
(opens a PDF file)

www.confederationtrailopen.com We appreciate your support and hope to see you at the race!

Sincerely
Confederation Trail Open

Bananas the Miracle Food

Isabelle Sheardown

After Reading THIS, you'll NEVER look at a banana in the same way again!!

Bananas. Containing three natural sugars - sucrose, fructose and glucose combined with fiber, a banana gives an instant, sustained and substantial boost of energy. Research has proven that just two bananas provide enough energy for a strenuous 90-minute workout. No wonder the banana is the number one fruit with the world's leading athletes.

But energy isn't the only way a banana can help us keep fit. It can also help overcome or prevent a substantial number of illnesses and conditions, making it a must to add to our daily diet.

Depression: According to a recent survey undertaken by MIND amongst people suffering from depression, many felt much better after eating a banana. This is because bananas contain tryptophan, a type of protein that the body converts into serotonin, known to make you relax, improve your mood and generally make you feel happier.

PMS: Forget the pills - eat a banana. The vitamin B6 it contains regulates blood glucose levels, which can affect your mood.

Anemia: High in iron, bananas can stimulate the production of hemoglobin in the blood and so helps in cases of anemia.

Blood Pressure: This unique tropical fruit is extremely high in potassium yet low in salt, making it the perfect to beat blood pressure.

Brain Power: 200 students at a Twickenham (Middlesex) school were helped through their exams this year by eating bananas at breakfast, break, and lunch in a bid to boost their brain power. Research has shown that the potassium-packed fruit can assist learning by making pupils more alert.

Constipation: High in fiber, including bananas in the diet can help restore normal bowel action, helping to overcome the problem without resorting to laxatives.

Hangovers: One of the quickest ways of curing a hangover is to make a banana milkshake, sweetened with honey. The banana calms the stomach and, with the help of the honey, builds up depleted blood sugar levels, while the milk soothes and re-hydrates your system.

Heartburn: Bananas have a natural antacid effect in the body, so if you suffer from heartburn, try eating a banana for soothing relief.

Morning Sickness: Snacking on bananas between meals helps to keep blood sugar levels up and avoid morning sickness.

Mosquito bites:

Before reaching for the insect bite cream, try rubbing the affected area with the inside of a banana skin. Many people find it amazingly successful at reducing swelling and irritation.



Lands End Ride

Greetings from Sunny Liverpool!

I've been watching the list this past season with interest, and have been particularly impressed with the number of names that are unfamiliar to me. Great that the club has had an influx of new blood, and great to see that there are ever more new members interested in subjecting their body and minds to the rigors of these events. I, on the other hand have been getting fat and (not very) lazy over here in the home of the Beatles (is the average age of the club is still high enough to remember hearing the Beatles?).

There is an interesting cycling twist to this diatribe, and that is I have made friends with a local man who happens to organize a lot of the serious tours for the Cyclist Touring Club (CTC) in the UK. Some of you may recall that having successfully organized and participated in the Raid Pyrenees in 2001 I suggested that the next new goal for the club should be Lands End to John O'Groats in the UK. Well Colin would be the man to map out this route and arrange for accreditation via Audax UK for our participation.

It is still a goal of mine to complete this route, and to that extent I have been speaking with Colin about arranging a tour for a group of Canadians (friends of mine from the Windsor area). One of this group of people is now in his 70's, an ex-pat Englishman, and would like to complete the route before pushing up daisies. At present this group numbers 12 (13 with yours truly, 14 with Mike Barry), and is a sufficient number for Colin to arrange the 2 week tour as a stand alone event just for us.

Now for a twist: Colin and I have also been talking about organizing another Lands End to John O'Groats ride as a Brevet (see how I am still thinking of you, my friends!) which would take roughly 4 days instead of 2 weeks. The route would be more direct and avoid some of the more scenic opportunities of the 2 week tour.

Just for a bit of back ground, the Land End to John O'Groats route represents the furthest distance that you may travel in one direction within the UK. It is a diagonal from the south-west tip of England to the most North East point in Scotland. The distance is over 900 miles, or around 1500km.

If the club is interested in participating in this event, we may make the arrangements much as we did in 2001 for the Raid Pyrenees. We would probably need to have preliminary numbers in by November, with firm commitment by January in order to gain all the accreditation from Audax UK and book hotels etc. etc...

Any takers? Alternatively if any of you individually would like to participate in the 2 week tour, please e-mail me with your interest.

Cheers!

Larry Strung
larry.strung@btinternet.com



This article was published in the RUSA newsletter.

“Mixed Nuts” Fleche
by Scott Chisholm, Randonneurs Ontario & Peter Dusel, RUSA and Randonneurs Ontario

The "Mixed Nuts", as we called ourselves, was a Fleche team assembled by Jennifer Barber. We had all met while staying at the Hotel Grille Campanille last August during PBP 2003. "Jenn" decided quite some time ago that she would like to participate in a "Fleche". She was able to get one willing local member from RUSA, Pete, but that was it. Jenn needed more to form a fleche team. She immediately turned her attention north of the border where she knew the pickins would be plentiful. In late January Lori and Scott received an e-mail from her stating she had this dream and needed a couple more riders to fulfill it. Lori and Scott quickly agreed to help her out. In a casual exchange of messages between Toronto and Victoria, it did not take Jaye long to decide that the Fleche would be a great opportunity to come back east to see family and friends. Adding Michelle made six, one over the Fleche team limit. So Pete and Jenn decided it would be a tandem ride for them, making a legal Fleche team, six riders and five machines.

With a team assembled, we turned our attention to route selection. We are fortunate in this area to be surrounded by many wonderful attractions. The Great Lakes, Niagara Falls, New York's Finger Lakes region, home of the dreaded Quadzilla, the Thousand Islands at the East end of Lake Ontario and, of course the foreign country next door, to name a few. We decided to start the fleche about midway between the participants, on May 22, and planned a contrôle at Scott's home northwest of Toronto. Scott quickly put a route together for us, starting at Howard-Johnson's in Fort Erie, Canada. To add interest, the route followed the Niagara River past Niagara Falls, and then along the shoreline of Lake Ontario towards Hamilton and Toronto, at the last turning north to avoid the heavy congestion surrounding Toronto.



The Mixed Nuts Gang at Niagara Falls

Continued on page 19

Contributors

Thanks to those who contributed to this newsletter:

Isabelle Sheardown
Phil Piltch
Ken Dobb
Vytas Janusauskas
Trevor Stocki
Patti Von Niessen
Scott Chisholm
Paul Dusel
Peter Leiss

Saturday morning began with overcast skies and temperatures around 12 degrees C, with no winds to speak of, perfect cycling conditions! Off we headed on our fleche. After about 2km we were starting to warm up, when Lori had the first, and luckily only, flat of the ride. After a quick repair, we were off again.

The route on the Niagara Parkway to Niagara Falls is absolutely beautiful! Amazingly, Niagara Falls is very easy and pleasant to cycle to on the Canadian side. The Niagara Parkway, a two lane road with homes on the west and the Niagara River on the east, runs the length of the river, including under the Peace Bridge and past Niagara Falls. With the exception of the immediate area of the Falls, we had the road virtually to ourselves. After stopping at the Falls for pictures, we followed the road north for yet more picturesque views looking down the Niagara River Gorge to Niagara on The Lake. At the north end of the Niagara river we took a left to the west on Lakeshore Road and followed the shoreline of Lake Ontario, crossing the Welland Canal, which ocean going ships use to transit between Lakes Ontario and Erie, providing us some nice views of ocean freighters, through Lakeport and onto Port Dalhousie, our first control. Where we enjoyed a quick snack at the Tim Horton's, a popular donut/bagel/sandwich chain in Canada, as we were entertained by a nearby festival on the waterfront of "Dixieland" live entertainment, quite enjoyable!

We went around the west end of Lake Ontario, on this section we could see downtown Toronto, 50km away across the water. Near Burlington we turned our backs to the lake and started heading north into the rural areas around the major urban areas of Mississauga and Toronto.

Much of the rest of the day's ride was the usual riding of *contrôle* to *contrôle*, with most of the *contrôles* being Tim Horton's, this is Canada! Burlington, Erin Mills and Belfountain all passed by. The only surprise was a secret *contrôle* by Phil Piltch who had decided, while out for a leisurely Saturday ride from Toronto, that he would meet us along the route.

During the evening we encountered our first of many localized rain storms, lasting only about five or ten minutes. Scott took the opportunity to get a shower, in the men's room of course, Pete de-

After these we were soon on dry roads again. Pete and Jenn spent some time discussing how close the lightning needed to be to get off the aluminum tandem, and seek a low profile. A little rain doesn't bother them, but lightning, that's another story! For a time the rain was so hard our visibility was restricted to a few car lengths, but traffic being very light, it was decided to push on and continue riding to stay warm. The rain continued until the next water stop, in Orangeville. As we mounted our bikes to leave, Pete and Jenn stopped wondering when they heard thunder a fraction of a second after the lightning flash, and an instant mutual decision to stay under the roof at the store was reached!

After a trip east through the lovely Hockley Valley we were at Scott's home in Tottenham, just after dark and at 246km. By pushing hard through the day, we had built up a "bank" of kilometers. To make the fleche official, we only needed to ride another 114km, and we *had* to take all night to do it! In a rare treat on a rainy ride, everyone had a chance to dry their clothes, get a nice hot shower and take a short nap while Scott worked away in the kitchen preparing a dinner of chicken and steak!

All too soon, mindful of the rules governing stops on a fleche, we were reluctantly rolling again, with the rain gone and the temperature around 10C the evening seemed quite cycling friendly as we pushed on from *contrôle* to *contrôle* through the night, stopping at each for a little head down time and a bite.

By the time we reached Burlington, at 357km and just shy of the 22 hour mark, the rain had started again, and this time looked like it was here to stay. We delayed as long as we could, and with about one hour and forty minutes before our 24 hour time limit was to expire, we had to leave so we could satisfy the 25km in the last two hours fleche rule.

During this section, so close to the finish, Pete and Jenn made a potentially fatal error, choosing to ride across a wet steel deck bridge. It was a scary time as the back wheel danced at least 20cm side to side on the wet steel!

At about 9:00AM, 23:30 and 395km into the ride, the team found itself in front of the Kittling

Ridge Winery and Hotel with the trucks over 100km away and raining. Scott went into the hotel and spoke with the front desk manager, Chad, and asked him if he could call us a cab. Chad was inquisitive, as were many along the journey, as to what we were doing riding bicycles in the cold and wet so early on a Sunday morning. After explaining, as best one ever can, he asked Chad if they had a "hospitality suite" that we could rent for a few hours, Kittling Ridge not looking like the type of establishment that rents rooms by the hour, or if they had a room that hadn't been cleaned that we could use for hot showers. Chad's answer was "I can do better than that for you, the spa isn't open yet, I'll give you guys clean dry towels and get someone to let you in". Upon learning of this very kind gesture, the women all of a sudden had a very radiant glow about them as they stood between the two front doors of the Inn, in a pool of water formed by their drippings.

The cab arrived, Pete and Scott jumped in and off they went to Fort Erie to get the trucks. They arrived back at the Kittling Ridge Inn around 11:00 am and carrying the women's baggage, into the Inn they went. Chad directed them down to the "spa" area. They found the lady's locker room, knocked, and after a pause, the door opened to reveal four very lovely, warm, dry, slightly giggly, young ladies wrapped from neck to toe in white towels, almost mummified!

Scott took the opportunity to get a shower, in the men's room of course, Pete declined saying "he had had enough water for the day, he was warm and dry and preferred to stay that way".

All clean, dry and warm we sat upstairs in the restaurant and enjoyed a nice lunch as we recounted the adventure, before, all too soon, we had to part again.

The team completed 394.6 kms of the scheduled 428km and, as always, it was a joy to be in the company of good friends.

Chad's kindness and caring reassured us that there still is a world with wonderful people out there.

Scott may be reached at scott.chisholm@sympatico.ca, Pete at pdusel@sprintmail.com

Rocky Mountain 1200 km Odyssey

(Part One of the Trilogy)

Acknowledgements

Before I begin this story, I would like to thank a group of people for their help and support. I want to thank Mike Lau, Vytas Janusauskas, Dave McCaw, for all their advice before this ride. In particular Mike's advice: to ride my own ride and to pace myself on the hills (instead of sprinting up them). Dave also lent me a wrench at 5 am before the ride and some electrolytes. I would like to thank Patti Von Niessen for her infectious enthusiasm months before the event occurred and for her info on the road around Barrier.

On the road I want to thank Jaye Haworth for the Advil she gave me in Beauty Creek. I would like to thank Jaye, Jim Fidler, and Stephen Hinde, for the fun ride between Jasper and Beauty Creek. I would like to thank Peg Winczewski for sticking together over the hell pass known as Kicking Horse pass. I would like to thank the volunteer in Salmon Arm that woke me. I want to thank Ray Wagner, the Volunteer at Revelstoke for helping with all the bike problems before I made my last push.

I would like to thank all the volunteers at all the check points. They were all amazing and very pleasant to get help from. They did an amazing job and made my ride very enjoyable.

I would like to thank my sister Stacy and her boyfriend Jan (not Ulrich!)

for picking me up and taking care of me after the ride. I also thank the late Göran Kropp because his story helped inspire me into long distance cycling. Of course I would be negligent if I didn't thank my wife Ev for her constant support and "never give up" attitude.

The Route

The Rocky Mountain 1200 (RM1200) Route forms a triangle with three sides: 1) from Kamloops (in the heart of British Columbia) to the town of Jasper in the majestic Canadian Rockies; 2) Jasper to Lake Louise along the Icefields Parkway; 3) Lake Louise back to the desert of Kamloops going through the northern tip of the Okanogan. The first two sides of the triangle are typical Western Canadian highways where the distance between towns (or places to get water) can be as great as 90 km or so. The total cumulative climbing is less than Boston-Montreal-Boston or Paris-Brest-Paris, but the climbing involved in RM1200 is harder in terms of length and gradient. There are three major climbs on the route Sunwapta Pass, Bow Pass, and Rogers Pass. The route profile is shown in the figure and was created by John Bates of the BC Randonneurs Cycling Club.

Pre-ride...

I have to say that this ride is sort of a homecoming for me as I rode one year with the B.C. Randonneurs, lived in Vancouver for 8 years and grew up in Edmonton. So, I knew the road from Kamloops to Jasper quite well, as I drove it numerous times, but had never ridden my bicycle on it.

My wife dropped me off at the Ottawa airport for my flight out on Tuesday morning July 20, 2004. I dropped off my bike with the airline and one of the airline agents asked

me if I was going to the Olympics. I got through security. Dave McCaw was there. He had to rearrange flights. We were both flying Ottawa-Vancouver-Kamloops with a 2 hour stop over in Lotus Land (Vancouver). Well, our flight was delayed by an hour and a half due to technical problems. We got to our connecting flight with about 20 minutes to spare. We asked if our luggage would make it through. We were reassured it would

We arrived in Kamloops and saw an unclaimed bike box. We found that our bikes didn't make the connection. Of course I was worried that the bike wouldn't make it in time. Patti gave us a ride to the hotel on top of the big hill and I tried to sleep, but it was hard since, I was worried. A bunch of us (Jaye Hayworth, Stephen Hinde, and Cary Chappelle were amongst them) went out for dinner at Pete's Pasta. It was great. Happily our bikes showed up later that evening after we got back. I decided to go to sleep and work on the bike in the morning before the bike check. I figured I would still be on Eastern Time and would wake up early.

I woke up early and started putting my bike together. I found I was missing a wrench that I needed to put my carrier on. I was going to walk to the Husky station to see if I could borrow a wrench or something. I noticed Dave's lights were on. He invited me in to watch Le Tour de France, but I declined as I was taping them and asked if he had a wrench I could borrow for 15 minutes. He had it. I got my bike together & returned the wrench. Turned out I had a front pannier rack installed before I left so that if I needed to, I could ride from the airport (the good thing about having late luggage was that we didn't have to figure out how to get my bike box to the hotel). I took the front pannier rack off and noticed my front V-brake was

rubbing (I ride a hybrid, so it has different brakes than road bikes). I tried and tried to get it set up right and got something close. I decide it wasn't perfect but it would get me to the bike shop that was opened at 9:30 (Spoke's In Motion). They looked at it and found that one of the bars that hold the unit to the forks was bent. They made it work and suggested that it be replaced after the ride. The awesome part was that they did it for free!!! I was impressed. I went thru the bike check and passed (they checked the brakes, so I might have failed had I not gone to the bike shop).

Later, Vytas, Patti, Dave, Colleen and I went out for supper, where we met two other riders (I believe) Bernie Barge and Larry Brenize.

The start

I got to the 10 pm start about 45 minutes early. It was good to see everyone. I drank a bunch of water before the start, which may have been a good or bad thing. I hadn't trained with a camel back, as I don't like weight on my back, so I decided to go with four 700+ ml bottles. Three were on my bike, one in my pannier as back up. I used power aid bottles for the most part. I found that a trek sports drink lid fits on that size water bottle. The trek sports drink lid, is a loop, so before the ride I got Ev to make me a strap which would go thru the trek lid and stop the bottle from launching from the bottle holder. It is a pain because you have stop to get to that bottle, but it seemed to work.

Doug Latornell (the organizer) gave a speech before the start and we started. There were ~60 riders in this group and we all left on mass. As I left I heard Vytas say "Go Trevor!!!" I was really happy to hear that as it help with motivation later in the ride. (Vytas was in the 84 hour group and had come to see

us off). It was good to be in a large group start again (I had done the Pacific Populaire way back in 2000 and the group start was fun). I had missed these mass starts!

Day 1:

To Jasper

The ride was going fairly smoothly for me. I felt strong. Patti had ridden this part of the route earlier in the week and said there was a lot of broken glass before the town of Barrier. I respected this advice and decided to ride on or as close to the white line as I could. I found I had to stop for nature brakes fairly often. I guess I drank too much water at the start. It was also a cool evening. Because of these stops and stops for caffeine, I ended up alone, but ok. A couple of these stops were for a pocket coffee (an espresso filled chocolate that I can only seem to find in Europe. If anyone knows where I can find them in Eastern Ontario, I would be very happy!)

I got to the first check point and only spent about 30 minutes there. I really needed a coffee, and it really helped. Patti arrived at the check point a few minutes after me. She left before me. I knew she wanted to keep her stops short. I also knew that I tended to do 6 minutes of stretches at each check point for my knees, which most people don't do.

I left and it seemed like Patti and I were playing leap frog all the way to Blue River as each us would stop to do something (put on extra clothes). I passed a rest area, where I once stopped with Ev and her family and felt sad. I kept going. Eventually I ended up pulling a couple riders for a few kilometres, before Blue River.

I got to Blue River and took a picture of the check point as I often stopped at Blue

River when driving from Edmonton to Vancouver. At the diner, I ate breakfast with Stephen Hinde and Jaye Hayworth. I really enjoyed chatting with them over breakfast. They left ahead of me.

I caught up with Patti at one point before Valemont and slowed my pace to chat for a bit. Then on one of the hills, I dropped her. She joined the Bulgarian express (two riders from Bulgaria) which blew by me. We all met up and had ice cream cones in Valmont.

The Tête Jaune Cache check point was quite picturesque! It was very beautiful. I met Stephen there and he said “Trev go have a dip or paddle in the river, Jaye did!” I gave that a miss as I wanted to get going and just ate and filled my water bottles. Dave McCaw, who was in the 84 hour group which left 6 hours after us, met me there. I thought for sure he wouldn’t catch me till Jasper! But oh well. Dave left and I left shortly after him and I tried to catch him. No luck.

I took a few other pictures along the way, my bike with Mt. Terry Fox, a picture of Mt. Robson which didn’t really turn out well. All day we had to deal with rumble strips built into the shoulders to keep car drivers awake. They were very rough. I had to go over them at one point and my rear break started rubbing against the wheel. It turned out that when I went over the rumble strips a second time it stopped rubbing. So I got lucky, that I didn’t have to stop and fix that.

Then I was riding along with my jersey unzipped. A bee or bug or something hit me straight on my exposed chest. It felt like it stung me. Luckily I had been stung before while golfing, so I knew there would not be a big reaction. I had a friend take out a stinger during that episode. So I thought I would try to get a motorist to take the stinger out as I was alone. The third motorist I talked to, had

a bicycle rack on the back of their car and offered the services of his Swiss army knife tweezers. Turns out he couldn’t find it. I thanked them and they went off.

I continued on, I noticed that there was a rain storm ahead. I hoped the road didn’t go under it. I reached the Alberta border and took a picture of my bike and the sign! I then approached the park gate. There was no line up of cars. All I could see is an arm sticking out of the booth waving me on. So I flew right through the booth and thanked the attendant as I went by.

Patti and a couple of others were behind the booth putting on clothes. They caught me on a hill and went ahead of me. Eventually we all finished in Jasper at about the same time.

In Jasper I had a couple of hours sleep and had a shower. I knew that the next checkpoint close time was a bit tight so I hoped to leave at around 2 am or 2:30, but I left around 3 am.

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