



The Long Road

Newsletter for members of Randonneurs Ontario

The Long Road

Volume 24 Issue 3

May/June 2007

Press from the Prez

Since the beginning of this season, the club has been getting very large numbers of riders out for the rides, regardless of the weather. Close to 30 people on some of the early brevets, and we always seem to have over 10. This shows the huge amount of enthusiasm for our club. And compared to most clubs, our active members (members who ride on the club rides) is very high, most clubs I have been involved with usually have about 25% active members, we have well over 50%!

What makes this all the more amazing is that we as a club do little to nothing to advertise our club, or our rides; we are a club that generally doesn't publicize itself beyond our booth at the Toronto bike show booth.

About the only form of promotion we have is our brochures, which are given out at the bike show booth, but don't see the light of day much beyond that. We have our website, but it is not something that usually will get stumbled upon unless the quest is for

Randonneuring information.

So how popular would our club be if people actually had a chance to find out about it? To that end, I request to tap into the current popularity in our club, and ask for someone, or several people to volunteer to take on an ongoing promotion campaign. This could involve keeping brochures available at the local bike shops and wherever else they need to be. It would also involve the development, design and content of the new brochure we will be using for the next 4 years. But it could also incorporate much more than that, only limited by the enthusiasm of those involved. So I really look forward to hearing from you about this position. Please contact me, or any one else in the executive for more information. Our emails are available on the website, and elsewhere in this newsletter.

If you want to get involved in the club, but publicity is not your thing, there are other positions available. Currently there is no one filling the role of Toronto Member at Large, and the club secretary position is also

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2007 Fleche team, Ottawa

Conestoga 300 Review

Well, that was fun! Eager to see if the kms on the fixy had paid off, and to prove to Tristan that I actually owned another bike, I dusted off the racing bike for the first 300 km brevet yesterday. Everyone had said that Markham-Woodville had been tough, so I got out the calculator. Markham-Woodville - 26 ft/km of climbing Maple-Conestoga - 24 ft/km of climbing Not a lot of distance, but I figured I'd be okay, with gears and derailleurs and stuff this time. And I was - strong, able to climb quickly, and able to ride with the fast group. Until the bite thingy on my Camelback, lovingly bitten by one of my cats over the winter, started leaking all over my leg and shoe. It was cold in the morning - I could see my breath going through Pottageville - so I pulled over and poured my water into the two empty bottles I had. Past Pottageville, I pull off the road for a pee break. Back on the road, I went 100 metres before my front tire was completely flat. Upside - I had two tubes with me. Downside - everyone was riding away from me. Changed the tube and on my way. Hammer down, I had the 2nd group, or some of them, in site. hilltop to hilltop, as we closed in on Fergus. Using wisdom gleaned from Martin Heath a few years ago, I coasted down the hills, resting, and hammered up them. I gradually caught them. Oh, the joy of drafting. Ten minutes later, my back tire started going down. Grrr. Not wanting to lose the group, I pulled over, pumped it back up, and started chasing them again. It made it to Elora, but was getting a little soft again, obviously a slow leak. The group was leaving as I got there, so I refueled for the ride to Conestoga and back. Hitting the first hill, the litre of chocolate milk was not sitting well, so I figured it was a good time to change the tube. The hole was so small I decided to patch it, and the nice sun dried the glue quickly. Pumped back up, the bike was good to go, though the only time I would see riders for the rest of the day was as they returned from Conestoga as I rode there. I'd like to thank the fast group for pulling over to see if I was okay. I was just finishing up, so no assistance was required. We had fought the wind all the way out, except for when we turned south. So, I was counting on a nice tailwind to blow me home, and thought I might catch one or two people blown out the back of one of the packs. Such was not to be. Conestoga had nothing - the only general store is closed, and I only found one store open, after finding two ladies

walking their dogs in a subdivision, only to find that I had lost my pen. The proprietor of the store was willing to sign the card without a purchase. Back on my way, I refueled in Elora, then on to Beeton. That is a LONG stretch. There was a powerful west wind, letting me coast at 30 kph. I kept it around 35kph most of the way. I stopped at the Tims in Orangeville for a couple of donuts, then off again. I put my jacket and reflective vest on at Orangeville, as it would be dark soon, and put the tights on at Beeton. The wind had certainly been blowing out of the north and west on the way to Beeton, but upon leaving the store, the north component was gone, and from the feel, had turned a little south. I could still hit well over 30 kph going east, but going south was a struggle to keep mid-twenties in speed. I was through Pottageville before I had to rely on my lights to see where I was going, and got to Maple at 2145, approx. At the parking lot, one rider was just settling into his car for a rest, waiting for someone else, I assume, though I didn't see anyone else on the way back. I tried to call my wife to let her know I was on the way home, but the payphone at Centro wanted \$3.25 in addition to my quarter. So much for that. With the 401 West messed up, the only way to go was east from the 400, so I had to go through the city to Dundas to get home, with two stops to stretch my right quad, which was not happy with operating the gas pedal. I chewed up 3 Roloids on the way home, and the quad eventually settled down. My feet, on the other hand, weren't happy until they were bare. I made it home by 2300. Factoids - Fluid intake - 4 litres of chocolate milk, 3 bottles of water, 1.5 litres of Mountain Dew Energy. Pounds lost - 6 Roloids consumed - 6 Flats - 2 Recognizable roadkill - one porcupine, one racoon, one bunny Bicycles out for garbage collection - there had to be 10 Sleep before the ride - less than 4 hours Now to recover for the Gentle Start. Take care, Paul Dicks But, the ride was fantastic, the weather was great for such an early 300 brevet, and there was a big turnout. Too bad I didn't get to ride with them.



How to Register For Paris Brest Paris

Paris - Brest - Paris 2007



<http://www.paris-brest-paris.org/EN/index.php?showpage=41>

Members will get the Homologation Numbers from their Chapter VP or the VP Brevet Administration. Members will then use the online form to apply. Members will copy the VP Brevet Administration on that email so that the Club can coordinate the rest of the required documents. Members will submit the payment to the Club to be forwarded in one payment to France. This will save the cheque fee for each entry. Members may submit the documentation to the Club to be forwarded in one package to France.

Peter Leiss

How to register ?

Individual entries will take accepted either via the internet or by mail after the homologation of the qualifying BRMs, i.e. from June 11 to July 14, 2007.

While registering online (page available on June 11), you will have priority in case of limitation and you will obtain a three euros discount while choosing the return of the documents by email. For the registrations by mail, the registration forms will be available to arrivals of 400 km and 600 km BRMs.

You can apply to PBP only if you homologated the BRM series (200km - 300km - 400 km - 600km) in 2007.

REGISTRATION PROCESS

In the case of online registration:

You register online.

You immediately obtain an entry number and a confirmation of receipt of entry allowing you to follow the treatment of your registration.

You send the missing documents by mail:

1. a medical certificate less than three months old
2. a proof of insurance (licence for French - insurance or licence for the others)
3. a recent identity photo which must be trimmed to the size 35x25 mm
4. three self-adhesive labels 80x40 mm containing the participant's name and the address between July 2007 and February 2008
5. a cheque or a confirmation of transfer in euros for the amount for registration and other requirements.

When the Audax Parisian Club receive your documents, you will obtain your participant's file by email.

In the case of an registration by mail:

You fulfill your registration form.

You send your form with the requested documents by mail:

1. a medical certificate less than three months old
2. a proof of insurance (licence for French - insurance or licence for the others)
3. a recent identity photo which must be trimmed to the size 35x25 mm
4. three self-adhesive labels 80x40 mm containing the participant's name and the address between July 2007 and February 2008
5. a cheque or a confirmation of transfer in euros for the amount for registration and other requirements.

After treatment of your form by Audax Parisian Club, you receive your participant's file by mail or email according to your request.

As this mode of registration will not being treated firstly, we cannot guarantee the respect of your choices (Departure time, hour of control of the machines, etc...).

Editors Notes

available (though it is temporarily being filled by Real Prefontaine, Thanks Real).

In other news, the new Randonneurs Ontario Jersey is well under way, and those of you who have ordered them should be receiving them in about 5 weeks from when I write this.

If you have read a newspaper or watched the news in the last 6 months, you will know about the requirement for passports at our border with the United States. Though this hasn't come into law at this point, not having a passport can cause a delay at the border. So if you are planning on doing the Lake Ontario Lap ride this year, please ensure that you have a passport so as to speed things through at the border. If you are not a Canadian citizen, please ensure you have all your paperwork in order before showing up at the border, so as to minimize the time delay there.

And onto PBP: Registration for all Randonneur Ontario Club members will be done by the club, so all applications must be submitted to Peter Leiss (Vice President of Brevet Administration), and he will handle all at once with ACP. This will also result in both financial benefits (it costs money to clear a North American Cheuque in France), and as Peter is in constant contact with the ACP, he is always well informed about what is required, and any late breaking changes.

The last ride before the cut off date for registration are: the Tour of Southwestern Ontario (Toronto, 600km, Saturday June 30th), the Placid 600 (Ottawa, 600km, Saturday June 16th), March to the Nuke (Simcoe, 600km, Saturday June 9th), and The Creemore Classic (Huron, 400km, Saturday June 23rd).

The bike check at PBP for all Canadian clubs will be at 1:00 PM on August 19th, and all the Canadian clubs are trying to get their members together for a Canadian photo at 12:30PM, in front of the gymnasium. Please show up early, wearing your Randonneurs Canada Jersey (if you have one, otherwise, at least wear something Red and white!)

And a final PBP matter, please remember that you need a Doctor's certificate to register, so best to book your doctor's appointment if you haven't already.

See you on the road (in Canada and France!)

Bon Route!

Michael

I will start by apologizing to all club members. You must all be thinking that you were never going to get a newsletter this year. Due to circumstances beyond my control this newsletter has been delayed. It all started at News Years, while away visiting relatives I suffered a heart attack. This was shocking to me, shocking to anyone who knows me and shocking to the doctors and medical staff who cared for me. Not overweight, active life style, watches what he eats, doesn't drink, does exercise, there were no factors that could contribute to the cardiac event.

So going from a person who never takes medication, I was then on 8 medications. The investigative work began, Cardiologists, cat scans, Nephrologists, blood work, vascular surgeons, all unsure exactly what the cause of the problem was. Facts they knew, I had a heart attack, my blood pressure was extremely high, medications were not enough to control the blood pressure. An adrenal tumor was one avenue of investigation, which showed a dead-end. Then finally an artery to one of my kidneys showed that it was narrowed. This narrowing was fooling the kidney to think that it wasn't getting enough blood pressure, therefore secreting a hormone to increase my blood pressure. The solution was to have an angioplasty and place a stent in the artery to open it up and increase the flow.

I am happy to report things are working their way back to normal. So you will be getting a regular newsletter and I might even be riding soon. Best of luck to everyone this year in their rides. Please don't take your health for granted, it only takes a small event to change your whole life.

Jim Morris





Randonneurs Ontario

Long Distance Cycling Association
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Ride Results

May 26, 2007 Wakefield 200

Pat Chen - 9:56
Peter Grant - 9:59
Jocelyn Marcotte - 10:19
Sue Pond - 9:59
Guy Quesnel - 9:59
Patti Von Niessen - 9:59

May 12, 2007 Vennachar 300

Bob Choquette - 14:11
Peter Grant - 13:45
Anita McKinnon - 13:45
Sue Pond - 16:15

May 09, 2007 Animalathon 300

Jules Meunier - 13:02
Edd Ferguson - 13:42
Peter Grant - 12:12
David McCaw - 12:11
Jean-Pierre Moison - 12:11
Bill Pye - 13:42

May 05, 2007 Alexandria 300

Rene Arnolis - 18:17
Christian Belair - 13:21
Gaston Carbonneau - 18:17
Marriette Carbonneau - 18:17
Bob Choquette - 13:22
Alain Couet - 17:15
Yvon Dionne - 15:52
Peter Grant - 13:21
Michael Lau - 13:21
Anita McKinnon - 13:21
Franz Neuert - 13:32
Trevor Stocki - 18:38
Eleanor Turner - 13:32
Patti Von Niessen - 15:52

May 02, 2007 Vennachar 300

Peter Grant - 13:53
Vytas Janusauskas - 14:01
David McCaw - 13:53
Jules Meunier - 14:20
Bill Pye - 15:35
Guy Quesnel - 14:01



The 300 km ride from Hell, also my first 300 on my Bike Friday: The Lantern Rouge Report

Now those two things are not even remotely correlated. The Bike Friday preformed very well. I should preface this story with a short explanation. Last year at this time I wouldn't even dreamed of doing a 100, let alone a 300. I was having so much trouble with my shoulder/neck that I could no longer ride the 10 km to work!

I had never done the Alexandria 300, I have done the other two Ottawa 300 km brevets, but never the Alexandria. Now I know why. :-). I decided to ride my bike Friday because it was 0% P.O.P. (percent chance of precipitation) and I THOUGHT the Alexandria would be a nice easy ride as it is very flat. I did things a bit differently in the morning as I had my Friday with me. I put a lot of things in my car and decided to do things before the start of the ride, like unfold my bike, pump tires, etc. I was running late. I was running out of time. Still at home, I called my wife downstairs to say good bye, she noticed I was running late and offered to help. I asked her to get me the ever important bull clip. I put it and some duct tape in the car.

I got there with 10 minutes to do all my preparation. I wasn't the only one, other riders were also running late, but I was able to get everything done including attaching the bull clip, except for my stretches.

The group started, it immediately broke into 3 groups, with the fast group with the most riders. I was in the middle group with Patti (she said she was taking it easy today!), Yvon, and Alain. I thought great, I get to ride with some old friends and maybe practice my French or should I say <functionnaire>.

Before we got to the first set of lights I had noticed two things, my rear tail light must be loose and my split handle bars were asymmetrical (one was rotated higher than the other). Now because I have been struggling with a shoulder problem for the last year, I thought, this is not a good idea. I wanted to continue riding with Patti, Yvon, and Alain, so at the first light, I jumped off my bike and adjusted it. The others went through, I quickly ran my bike across the intersection and jumped on and put the hammer down to catch them. The bike Friday accelerates like a dream. It was excellent. I caught my friends. I was hoping the bars were on tight enough.

Shortly after that Patti asked if we could take a nature break at a store (not very far into the ride (~20 km). I said SURE! as I wanted to make sure the bars were tight and the tail light was tight. The group of Gaston, Mariette, and Renee passed us as we took a leisurely break. I spoke a small amount of French to Alain and Yvon and we were off.

I stayed with Patti's group for a while. The gravel section was tough on me. I was still getting over a shoulder injury and I wanted to protect it. I took it very easy on this part. I then caught up with Patti, Alain and Yvon. Unfortunately all these games of catch up took its toll, (or was it my lack of fitness?!) and they dropped me like a sack of hammers. I continued on. I hadn't been looking at the queue sheet and was just simply following the riders in front of me (I could see Patti and the guys catch Rene's group). So I simply followed them. Eventually I was a bit confused. I stopped outside a

Mac's store in Rockland and asked a gentleman where Montee Outaouais road is. He helped me out, but strangely he wouldn't let me leave. He kept grabbing my arm. It was odd. Eventually he let me go I found Montee Outaouais and continued on.

Crossing highway 17 I was a bit confused by the queue sheet. I looked back and saw some bikes at a gas station, it was Rene's group. I asked them about the queue sheet and they pointed me in the right direction (with all this confusion, you would think I was a rookie!). They eventually passed me. On the queue sheet it said Wendover, store. I saw a sign saying "snack bar" and an arrow leading into a big gravel parking lot. It looked like there was a lot of construction there. I asked someone about the snack bar, they said it was closed. They told me that across from the church there was a <depaneur >. I remembered what Alain said with a big grin on his face, "they speak French here!"

I got to the depanuer and spoke French with the cashier. Then I asked if she had a toilet in French. She gave me directions in French, but it was too fast or too many unfamiliar words. She had to tell me in English. :-)

I continued on and by now the wind must have picked up. It was a major fight against the wind and it was slow and hard work. I relished the time when the route would turn so I had a wind at my back.

At about the 80 km mark my shoulder that was taped up with a huge bandage, started to bother me. After a few km it stopped. (this was good because without the bandage, I could only ride 30 km).

I got to the first check point in L'Original and Patti's group and Rene's group were there. Rene's group was eating outside. Patti's inside. I started to order a meal (in French) and the waitress got frustrated and switched to English. (Like I said I speak fonctionnaire!). The meal came and it was huge! It was on 3 plates. As the other cyclist left, the waitress kindly teased me about being last.

I left. I called Ev on my cell phone to tell her I was at the first check point and alone. I was down as I thought that here we go again, another 180 or whatever km alone.

With the wind being so bad, and with my shoulder problems, I found that I could not go down on my drops to fight the wind. I continued on. At the intersection of Lochinvar Rd. and Old Military Road, I was really sore and decided to take a break of my bike. At various times through the ride my left shoulder was sore or my knees or my lower back. It was a ride of pain. So, I ate a banana with the cows.

Then I jumped on my bike and with the wind at my back I hammered on. It was good to have speed again. The road did a jog and I saw Rene's group. I asked if they were ok. They said yes, they said they were just taking a break off the bike. I told them I did that 1 km ago. I thought "yay! I am not alone, there are people behind me."

They caught me close to the check point in Alexandria. We went to the restaurant together. We had something small to eat. It was good to have some company. They waited for me



and I appreciated it. We left together and they dropped me. I felt bad because they had waited. I thought that would be the last I saw of them.

I stopped in Maxville at the gas station. I was debating refilling my water bottles or waiting till the store in Berwick (30 km away). Looking back I should have refilled in Maxville.

Then as I was getting to outskirts of town, Rene's group came flying in the opposite direction. They said they had missed the turn. I turned around and followed them.

They stopped for a break. I continued and stopped in Berwick. The store had a sign "closed please come again". I was nearly out of water and demoralized. I decided to eat some of my supplies and hope that the store owner might see me. Eventually Rene came up alone. He said his friend (Gaston) was having knee problems. Eventually Gaston and Marriette arrived and I suggested doing stretches, but no relief for Gaston.

We continued on to Winchester together. I told them I was going to have a hot meal there. We arrived and asked someone in a car where a restaurant was. They pointed us in the right direction. (I think the queue sheet should be modified here, so riders actually go by the restaurants). I bought some gateraid at the grocery store which was open till 8 pm. We had supper at a restaurant. It was good to have a hot meal. We got ready for night riding and were off. I was hoping we would get to the gravel before it was dark. We didn't, but it wasn't as nasty as the gravel near the start of the ride.

I was really struggling with the pain. I stopped at street lights a couple of times to put more clothes on. It was getting cold. They waited for me at a couple of the turns. I told them that they didn't have to wait. (I knew Gaston was suffering as badly as I was). Eventually they stopped waiting, which was ok with me. I wanted just as much as they did to finish the ride.

My feet were freezing and I really didn't enjoy doing the extra 10 km at the end. On Ramsayville Rd, I called Ev and told her I was about an hour away and could she meet me at the car, just in case I wasn't fit to drive. She said ok. I kept going, my legs were dead, but I struggled on.

I got to the Aviation Museum and could see all the planes in the window of the building and a shady figure running from them. It was Ev. She must have been checking out the planes as she waited. She told me that she had passed the other group on the aviation parkway.

In all it was a painful ride, but it is done. It was fun riding with the all the people I rode with. I am now thinking that it is like the Merrickville 200. Fun, easy ride if it is not windy, but if it is, look out!

Trevor

Ride Results

Toronto Results

May 06, 2007 Gentle Start 200

Kaz Bieniak - 10:33
 Henk Bouhuyzen - 08:15
 Kathy Brouse - 11:15
 Jonathan de Villiers - 08:05
 Paul Dicks- 10:33
 Tristan Goguen - 11:21
 Ken Jobba - 09:50
 Don Magie - 08:05
 Mike Maloney - 11:17
 Philip McColl - 11:55
 Linda Perkin - 11:10
 Ilya Pichur - 11:12
 John Saunders - 11:18
 Monica Scholz - 11:55
 John Shelso - 11:17
 James Smith - 10:42
 Brad Weir - 12:08

May 17, 2007 Gentle Start 200

David Currie - 12:59
 Paul Dicks - 10:50
 Tristan Goguen - DNS
 Warren Hawke - 9:25
 William Lindsay - 12:59
 Mike Maloney - 12:59
 Tanya Quinn - 12:59
 Steve Topham - 9:25
 Thien Tran - 9:25

May 19, 2007 Maple Shakespeare 400

Rene Arnolis - DNF
 Ken Dobb - DNF
 Bruce Hogg - 22:25
 Mark Hopper - 21:51
 Paul Jurbala - 21:51
 Mike Maloney - 22:25
 Lori Matthews - 22:25
 Franz Neuert - 21:25
 Paul Regan - DNF
 Erez Tamari - 21:51
 Eleonore Turner - 21:25



Ride Results

Toronto Results continued

May 24, 2007 Erin Mills - New Hamburg 300 km

Mark Hopper - 14:05
Mike Maloney - DNF
Linda Perkin - DNF
Tanya Quinn - DNF
Steve Topham - 16:13

Huron Results

April 21, 2007 South Bruce 200

Carey Chappelle - 08:34
Rolf Hauckwitz - 08:41
John Maccio - 08:40
Bill Little - 08:45
Nathan Klages - 08:34
Con Melady - 08:38
Scott Chisholm - 08:40
Peter Hoeltzenbein - 08:34

April 28, 2007 Big Bay 200

Carey Chappelle - 09:21
Dick Felton - 09:21
Joe Hill - 09:21
Peter Hoeltzenbein - 09:21
Con Melady - 09:21

May 5, 2007 Bowel Buster 300

Carey Chappelle - 15:10
Dick Felton - 15:10
Rolf Haukwitz - 15:10
Nathan Klages - 12:52
Fred Krawiecki - 15:10
Bill Little - 15:10
John Maccio - 15:10
Con Melady - 15:10

May 19, 2007 Creemore Classic 400

Carey Chappelle - 21:05
Dick Felton - 21:20
Rolf Hauckwitz - 21:20
Peter Hoeltzenbein - 19:15
Nathon Klages - 19:15
Bill Little - DNS
John Maccio - 21:05
Con Melady - 21:05
Rudy Ziegler - 21:05

June 2, 2007 March to the Marsh 600

Carey Chappelle - 37:24
Dick Felton - 37:24
Rolf Hauckwitz - 37:24
Nathan Klages - 37:24
John Maccio - 37:24
Con Melady - DNS
Michael Thomson - 37:24
Eleonore Turner - 37:30
Rudy Ziegler - 37:24

Simcoe-Muskoka Results

April 28, 2007 Carthew Bay 200

Renato Alessandrini - 10:44
Brian Bideau - 10:44
Henk Bouhuyzen - 08:41
Murray Clelland - DNF
Derek Hudson - 10:39

May 12, 2007 Simcoe 300

Renato Alessandrini - 15:06
Kaz Bieniak - 14:33
Henk Bouhuzen - 14:33
Bruce Hogg - 16:08
Mike Maloney - 16:08
Lori Matthews - 16:10

Stories from PBP of the Past

A new year for the club

The 16th running of Paris Brest Paris

24 years ago, "The Toronto Randonneurs", as it was known then, was formed for one reason, that was to qualify for PBP. And every PBP year since then, members of the club, which is now known as "Randonneurs Ontario", have ventured to France to take part in the most amazing cycling event that I have ever witnessed.

In this special newsletter, you will read the stories of some of those members, describing their memories of the 1999 and the 2003 PBPs. I hope that this collection will bring back fond memories for those of you who are already a PBP "ancien" (or "ancienne" for the ladies), and that it will further inspire those who are planning on going, for the first, second or third time. Perhaps it will also help explain to those who are not going what all the fuss is about, and maybe encourage a few who weren't planning on going, to go.

Or perhaps it will further the belief of our non-cycling spouses and friends that we really are crazy!

Regardless

Enjoy, and Bon Route!

Michael

There are four of them. Their legs, like giant levers, will power on for sixty hours; their muscles will grind up the kilometers; their broad chests will heave with the effort of the struggle; their hands will clench onto their handlebars; with their eyes they will observe each other ferociously; their backs will bend forward in unison for barbaric breakaways; their stomachs will fight against hunger, their brains against sleep. And at night a peasant waiting for them by a deserted road will see four demons passing by, and the noise of their desperate panting will freeze his heart and fill it with terror.

Henri Desgrange reporting on the 1901 Paris-Brest-Paris race

I am looking forward to PBP -2007 since PBP -2003 was one of my worst cycling experiences ever. PBP 2003 - unfortunately was like a death march to bring my brother back to Saint Quentin. We stopped almost

every 15 minutes and the control stops were sometimes more than 2 to 3 hours. Since my brother could not eat or drink on the bike properly, the stops were frequent and long. The injuries: elbow that had to be redressed frequently, quads, back, bruised ribs, hip and saddle sores. Plus my brother Richard had mechanical problems with cassette and bottom bracket. I only got 20 minutes sleep over 80 hours, which was at a church.

There were some positives from the PBP experience.

I really enjoyed the French yelling Bon Courage - Bravo at 3 am.

I enjoyed eating at the cafes and stopping at the side of the road to talk to the locals.

I liked riding with the Danes, Spaniards, French, Belgians and others, although it was never for long,

Since I needed to wait for my brother, I had to drop off after a few minutes.

I seemed to eat twice as much as RM1200 and BMB, perhaps I need more oils in my diet (nuts).

Lessons Learned:

Set realistic goals when riding partners are hurt or ride solo

Make sure riding partner has good lights for descents and can read signs; I had to wait a lot for Richard

If you cannot finish below 55 hours take the sleep
Reduce weight if possible, it was not hot and really did not need camelbak

Modify saddle bag to reduce weight.

Eat at cafes to avoid line-ups. I really enjoyed the locals

Take an apartment in Paris and spend a few weeks to enjoy the city with the family

Take more photos and build a diary with people that are met along the way.

Ride solo and mix with others as the ride develops and stop often to enjoy culture

Have Canadian flags (stickers, pins , etc.) to hand out for people giving us water

Modify water / food bottle content for variety - i.



e. add Energy / Meal Replacement since Sustained Energy did not work pass day 1

Have another Canadian Jersey to wear, if helps to identify our group

I plan on doing RM1200 in '04 and '06 (or possibly BMB in '04 because of Forest Fires)
GRR or LEL in '05
Quadzilla in '06 and '07
PBP in '07

In summary, things can only get better for future rides and I glad I helped my brother finish his first 1200. The bike is cleaned and I will be back on it today to maintain my fitness level and continue riding solo. Finally congratulations to all the participants and supporters of PBP '03 and see you in four years at PBP '07 for a better ride

David McCaw

Riding Paris-Brest-Paris (PBP) 2003

By Robert Choquette

During the week beginning 17 August last, the fifteenth Paris-Brest-Paris randonnée was held. Organized by the Audax Club Parisien, this event is held every four years and is the pinnacle of challenges for long-distance cyclists, or randonneurs, the world over.

Four thousand riders were registered this year, more than ever before. This included two thousand French riders, and an equivalent number of cyclists from other countries. Among the latter, more than 400 were from the U.S., with Great Britain, Italy, Germany, and Spain fielding a few hundred riders each. Australia sent 82 riders, and Canada 81. Twenty-one of the Canadians were members of Randonneurs-Ontario, eleven of whom were members of the Ottawa chapter. The undersigned was one of these, as were OBC members Vytas Janusauskas, and David McCaw. This 2003 contingent of eleven riders was the largest ever for Ottawa, as only six other Ottawans have ever ridden PBP, including Michael Lau, Dan Bevan and Vytas all of whom rode in 1999.

PBP is an event unlike any other. The course is 1,200 kilometers in length, includes more than 30,000 feet of climbing, and must be completed in one of three time frames that each rider chooses in advance: 80 hours, 84 hours or 90 hours. All of the Ottawa riders were registered in one of the latter two categories, my trio being registered for the 84 hour finish. Each rider must go through a series of checkpoints in a given window of time, and complete the ride without running afoul of any rules.

The event is supervised by officials including motorcycle and automobile patrols. Like all randonneur events, PBP is not a competitive race. The goal is for each rider to test his or her limits (there were more than a dozen Canadian women riders). In the case of PBP it is a gruelling challenge, including sleep deprivation. On average, some twenty per cent of registered riders do not finish on time, or abandon along the way.

For the most part, I rode PBP 2003 in the company of Vytas Janusauskas and Roy Neifer; Roy and I were neophytes. We were often joined by other riders for portions of the ride. Even though we fought headwinds all the way to Brest (615km), the weather was fine, although the afternoons were hot, and the nights very cool in the mountains. I managed to stay on my predetermined schedule for the first 300km; then, in spite of our continuing to ride strong and well, we found that our time was slipping. It must have been the hills and the wind, in addition to delays caused by lineups at feeding stations at checkpoints. So it was that for the last 800 km we were under the gun to arrive at checkpoints on time. By then we were usually arriving some 90 minutes before deadline. This meant that we limited our sleep time to a total of about four hours for the duration of the ride. The venue for one of these sleep sessions was in the shadow of the church in the town square of a small French village where the three of us, wrapped in our survival blankets, crashed on park benches between 1AM and 2 AM. I slept very well on that occasion, primarily because I could sleep on a clothesline in a hurricane. At times my two colleagues were not quite as fortunate.

While very challenging, PBP is also unique for other reasons. There I discovered the wonders of cycling in France where it seems that you're a hero if you ride a bicycle. I've never seen such courtesy from motorists. Without exception, a motorist, truck, car or bus, will slow down for a cyclist, signal his passing, signal his return to the lane, and never show any impatience. When a motorist honks his or her horn, it is to say "Bon courage", "Bonne route", or "Allez". Never do they show any discourtesy or rudeness. I think all North-American motorists should be trained by the French in how to deal with cyclists.

In addition, all of the numerous volunteer staff of PBP were helpful, friendly, and supportive. Many went out of their way to be of service. When set in the context of the general popular support in the community, no cyclist could ask for more. Strangers would frequently stop to wish us well, and to say "Bon courage", or "Bonne route". Many families, both children and adults, manned booths by the side of the road offering riders free coffee, water, etc... We stopped at one, enjoyed their hospitality, and then photographed their little girl with us. She is awaiting her picture from Canada.

PBP draws cycles and cyclists of all kinds. We saw one man pushing a two-wheel board along the course; he must have worn out one shoe. Others rode completely enclosed bicycles, foot recumbents, hand recumbents, tandems, triples, tricycles, etc...

Nevertheless, the vast majority rode the standard two-wheel road bike. Among the strange incidents, I saw one of our off-and-on riders, Tom Schmidt from Alaska, dive-bombed by a big white owl at dusk. Only in France!

While the roads were exceptional in that we never saw a solitary pothole over the entire 1,200 km, and traffic was very light, many of these same secondary or tertiary roads that we rode had a chip and seal surface, which made for a constant vibration as we rode over this coarse surface. In addition, some roads were rough. This took its toll on many. Personally I have never cycled dark mountain roads at such speeds, blindly confident that there were no potholes to make us crash; we were usually in trail following whichever one of us was leading, hoping that he would not lead us all off a cliff like a herd of lemmings. Thankfully, we made it.

Our trio was fortunate on the mechanical front. No flats. I broke a spoke on the drive side of my rear wheel. However, that worked out because Roy had a kevlar spoke with him. We were soon on our way, without any further incident.

Our trio was also fortunate in not suffering any serious injury. Needless to say, there was no shortage of aches and pains but enough said. As I write these lines, one week after the event, a full recovery is well under way. Thanks to all my randonneur colleagues who together made PBP 2003 a success. The next one is in 2007.

Phil Piltch

Paris-Brest-Paris 2003, A Second Time

As I milled around the gymnasium after finishing PBP in 1999, I had quickly decided I would do it again. And so, four years later, here I was, on the Sunday before the ride, lining up at the bike check, my bike number plate firmly attached and papers in hand, preparing to give this grand ride another go. This time I chose the somewhat more aggressive 84 hour time limit, with a start of 5 am on Tuesday. I felt I would be more than able to complete the ride in that time limit, and also liked that I would get a night's sleep before the ride. I made few if any plans about how I would ride it, other than keeping at a speed of 25-27 kph, and stopping for sleep at Loudeac and Quedillaic. I thought about trying for 75 hours but would be happy to complete the ride in the full 84.

I had ridden with Carey Chappelle and Rolf Hauckwitz from the Novotel, where many other club members were staying. It was then over to the gym to complete the registration and for those that ordered them, to pick up. There was a group photo of the Canadian contingent in from the gym (I heard we were 80 strong). Scott Chisholm had suggested going to dinner at a town about a 30 km ride from the gym, and a group of us set off, most on bike, a few in a car (which curiously arrived af-

ter we did, a story in itself). But we all had overlooked the detail that on Sundays most restaurants open late. This would have meant riding home in the dark, and it was decided to return to St. Quentin to eat. Still it was a nice ride, and the small town we visited was very quaint. It included a rather rough ride on cobbles and a hike to a ruin.

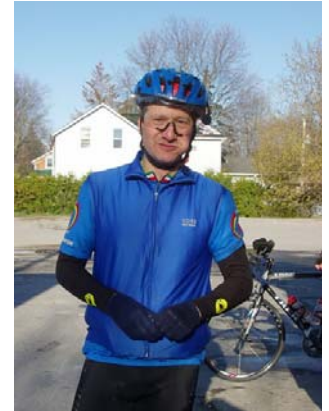
Carey, Rolf and I decided to do the Prologue ride on Monday. A mix of PBP participants and other rode a 30km circuit through the six towns that comprised St. Quentin en Yvelines. Carey and Rolf, who were doing the 90 hour time limit, made use of my room to try to get some sleep before the 10 pm start. I relaxed down in the lobby. Later I met up with Rolf, Carey and Don Magie at the local McDonald's before setting off to watch the 80 hour group start. I found a few others from the club were there as well. We watch two waves of riders rush off. Carey and Rolf head off to the gym and I wished them luck. Don and I returned to the hotel to get some sleep.

Day 1.

I went down to the lobby around 4 am, put my luggage in storage, checked out of my room and grabbed a quick breakfast. Don and I rode over to the gym, and we checked in. After getting my card signed I hooked up with Philippe André from Portland OR (I had ridden with him on RM1200 in 2002), and we move to the staging area. At 4:45 am the tandems and special machines started off, and we moved on to the road and to the starting area. At 5 am the horn sounded and we were off. With over an hour until sunrise, it was still quite dark, and the 84 hour start had much of the feel of the 90 hour start. Once out on the open road, there was the familiar sight of a line or red off in the distance. What was missing were the crowds lining the streets to cheer us on. I saw the ruin that we had ridden to on the Sunday now lit up in the early morning darkness.

Philippe was riding at a bit faster pace than I was able to keep and we got separated, but met up at a gas station in Nogent-Le-Roi for a quick break and some water. It was soon daylight and I looked over the rolling landscape. Once again Phil and I became separated, but soon I was riding with a large group. It was nice to move effortlessly at 30 kph. I saw Lori Mathews and Patrick Chen in this group. We managed to hang together until the more severe hills just before Mortagne au Perche. This was only a food stop on the way out, and I stopped to refuel and top the bottles. It was then off to the first control at Villaines La Juhel. This was my favourite control in 1999, and once again this time as well. A section of narrow street was closed off, with the control on one side, and food, washrooms, and sleeping rooms on the other. Rows of crowd barriers, numbers affixed to each, served as places to lean ones bike. After getting my card signed, I went over to get top my bottle and get some food. As I ate, I noticed someone bringing numerous water bottles and food to a nearby table. A group of cyclists, most in matching yellow jerseys, sat at that table. While I was doing the ride self-sufficient, they had a full support team.

After a bit of a break, I carried on to the next control at Fougeres. I



Conestoga 300

April 29 2007

