



The Long Road

May /June Vol. 21 No. 3

www.randonneursontario.ca

President's Corner

Well spring is fully upon us now and a number of brevets and the fleche have been run. The weather has been challenging to say the least with below average temperatures and more rain than should be reasonably expected, especially on Sundays. My hearty congratulations to all of you who have completed the rides to date under less than ideal conditions. It can only get better.

The club is in very good shape with approximately 90 members signed up. Some of our new members have really taken up the challenge, which bodes well for the future and should inspire the anciens.

The club is always looking for ways to serve you better and with the electronic age

(Continued on page 2)

In this issue:

- 1) President's Corner
- 2) Editors Desk
- 3) Choosing an indoor trainer part 2
- 4) Reprint of Article from OBC
- 5) What type of rider are you?
- 6) A First Brevet Ride Report
- 7) Results from Recent Rides
- 8) Awards along the way
- 9) Rumors and Gossip
- 10) Mark your Calendar
- 11) Mystery Photo
- 12) As Seen on the Road

Editors Desk

Not a lot to say from the editor this month. I have been absent from any rides due to a variety of reasons. Therefore there hasn't been much gossip picked up along the way. I have heard that people are enjoying the rides so far, some have been more challenging than usual.

As a way of promoting the club you will notice that there are 10 business cards or as I like to call them "intro" cards in your newsletter or in a separate envelope if you receive this newsletter electronically. How often do you talk with someone who is interested in our club and write the website down on a scrap of paper and give it to that person? Now you have a card with the website out for easy reference. On the back is space for your name, email address and phone number if you choose to provide this to the person.

As Peter mentioned we have had a lot of activities going on at the executive level, trying to promote the club and randonneuring in general in Canada. I hope everyone has a good summer and enjoys the rides scheduled in the near future. As always, if you have any content for the newsletter please contact me.

Jim Morris

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 Long Distance Cycling Association
 www.randonneursontario.ca

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(President's Wheel - Continued from page 1)

we are undertaking a number of initiatives to improve communications and reallocate our resources. You may have noticed a box on your membership renewal to receive your newsletter electronically. We will also post past newsletters on the web site. We are in the process of setting up a Randonneurs Canada Web site. This will provide a central location for all of the Canadian Randonneur clubs to link to their web sites and some general information on Randonneur-ing in Canada. Having ridden in many of the Provinces and in Europe I believe that we have some of the most attractive and challenging routes in the world right here in Canada.

We are re-ordering our Club Jersey. Anyone who would be interested in acquiring this attractive and highly visible Jersey should let me know before June 30th. The number of Jerseys ordered will determine the price.

Check the web site for an idea of the look and style. <http://www.randonneursontario.ca/jersey.html>

Finally I would like to thank the rest of the Executive Board for all of their hard work to make my job less difficult. If you happen to ride with an Executive member let them know you appreciate all of their volunteer time and efforts. You can also help out by volunteering to organize a ride, checking a route or staffing a secret control on a brevet. Just let us know and we will be happy to have the helping hands.

See you on the road...ride safely.

Peter Leiss

Choosing an Indoor Trainer

From D. Magie

Part 2

Choosing an Indoor Trainer

The addition of these features, particularly the ability to provide a load (resistance) will increase the price, but it is likely worth it as a good set of rollers will last many years.

As well, many of you know that riding rollers can be somewhat difficult at first, but the benefit is that a rider learns to have tremendous control over their bicycle by using rollers. For those souls who are not so adventurous, it is also possible to get a set of braces to hold the front fork on the rollers. This allows for a more relaxed ride.

Computerized Trainers

Finally, we get to the cream of the crop. For the truly serious rider, a computerized trainer such as a Cateye CS-1000, a Tacx I-Magic or a CompuTrainer can be had for a sum of between U\$400 and U\$1300. Keep in mind that these devices may also need an external computer which can set you back C\$700 (usually just a cheap old computer is required, or a brand new, low end celeron if you don't have an old one kicking around.)

This fall I researched the CompuTrainer and Tacx I-Magic in detail, and I found that the CompuTrainer best suited my needs; however the Tacx was a close second. I did not look at the other options out there, including the Cateye, and more expensive systems such as the Velodyne. What do you look for? How do you decide? Well, here are some issues to consider. Stability of the machine. CompuTrainer is simple and very stable, while the I-Magic is

a little less stable and there are reports of plastic parts breaking. The I-Magic has a really cool feature which allows you to steer your way through a course (no leaning, just steering), however this steering column has been reported to break easily as it is a plastic component.

(Software: The key reason you are buying a computerized trainer is because of the software that controls your workout. I have now used the CompuTrainer software extensively, but I haven't had that luxury with the I-Magic. What I do know is that the CompuTrainer offers a lot (LOT) more flexibility in creating rides. While the scenery is about the same (even on the 3D version), the ride variety is astounding and infinitely variable. The I-Magic has few rides and extra courses cost money (although the scenery is more attractive).

In both cases, the ability to compete is part of the software, and I would actually give a little bit of a boost to the I-Magic here as they have track, road and MTB courses available, while with the CT, it is just you against Tin-man.

The CT also offers something called a spin-scan to see how effective your pedal stroke is. No such thing exists for the I-Magic, and it was one of the features which ultimately pushed me to the CT.

Both systems have a 'coaching' software component, which allow you to program very specific workout or tests. Again, I have not used the I-Magic software (which is full function and free), but I like the limited functionality of the CT coaching software (full function costs more) and use it regularly to go through pre-designed rides and tests. *Continue page 5*

How much load these devices can generate is also relevant. A really, really strong rider (pro or track) may generate 1300W of power at peak, so the trainer must be able to handle high loads. For us common mortals, power of 1100W is also very possible from a standing start.

Another consideration might be space. The CompuTrainer looks like a regular wind trainer and attaches to everything via cable, however the I-Magic and the Cateye have a handlebar mounting system, making the systems larger, and more space is required for storage.

This article does not cover everything that will be relevant to the buyer of an indoor trainer, but it will, hopefully highlight some issues that are important to consider. A list of links to some vendor websites is provided below.

Links

Computerized Training Systems or Software

CompuTrainer <http://www.computrainer.com>
Velodyne <http://www.velodynesports.com/>
Tacx
<http://www.tacx.nl/frameset.cfm?l=en&id=100>
Cateye
http://www.cateye.com/detail.php?products_id=77
Gamebike
<http://www.gamebike.com> (also by Cateye)
TrainerSoftware <http://www.trainersoftware.com/>

Spinning Software

<http://users.pandora.be/jim.de.sitter/> (A do it yourself system)

Rollers

CycleOps <http://www.cycle-ops.com/>
Tacx <http://www.tacx.nl>
Kreidler <http://www.kreidler.com/>

Wind/Fluid Trainers

Kurt Kinetic <http://www.kurtkinetic.com/>
CycleOps <http://www.cycle-ops.com/>
Tacx <http://www.tacx.nl>

Other Options

PowerTap <http://www.cycle-ops.com/>
SRM Cranks <http://www.srm.de/>

The following article 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.

What Is Randonneuring Anyway?

Randonneuring is long-distance unsupported endurance cycling. This style of riding is characterized by various rules and traditions that date to the end of the 19th century in France. When one participates in brevet events, one is part of an ancient cycling tradition with a worldwide following and over 110 years of legend, history, myth, and lore. It is not racing and being first is never the paramount goal of brevets. Finishing is the most important goal and especially for those who do so self-sufficiently and without outside support.

Distances

Randonneur events are generally of at least 200 km in length. Other common distances are 300 km, 400 km, 600 km, 1000 km, and 1200 km. The longer events are held over multiple days. One of the most famous of these longer events is the 1200 km Paris-Brest-Paris, first held in 1891 and now held every four years. The

next PBP will be in August 2007 and there will be over 4,000 riders from dozens of countries.

OBC volunteers organize a series of rides called the Populaire series. All OBC members are welcome to join the Randonneurs for these training rides which are less than 200km in length. No one will be dropped. Questions about Randonneuring will be answered but most of all, everyone will have an enjoyable ride. Post ride cyclists retire to the Cheshire Cat for a meal and/or beverage.

Event Types

The most common type of event is a brevet (pronounced breh-VAY), referring to the certificate (brevet) the participant receives signifying completion of a particular distance. Longer Randonneuring events are called a Randonnées and range from 1200 km to over 3000 km. There are also "permanents" which are established routes with specific towns as controls and time limits. Typically a local club oversees the permanent. (A good example is the Raid Pyreneen in southern France).

Checkpoints

Riders must stop at checkpoints (called "controls") established along the route to have their brevet cards stamped with their time of passage. Checkpoints are usually located at stores or restaurants where riders can obtain food before continuing. A final checkpoint is the finish line. Checkpoints are the only places where it is legal for participants to obtain outside assistance (at the big Randonnées, that is; no assistance is allowed at the brevet level events).

Continued on Page 6

What Type of Rider are You ???

Minimalist. Seat bag contains:

- 1 tube with valve cap and stem nut removed to save weight
 - 1 tire iron
 - 1 glueless patch
 - 1 CO2 cartridge (or mini-pump not exceeding 2.5 inches in length)
- Motto: "Don't you know how much a hex wrench weighs?"

Kitchen Sink. Seat bag contains:

- 2 tubes dusted with talcum powder, sealed in plastic bag and checked weekly for abrasions
 - 1 patch kit with tire boot, sandpaper, marking chalk, tube of glue checked weekly for freshness
 - 3 tire irons
 - 2 CO2 cartridges (and frame pump)
 - 1 multi-tool with saw, magnifying glass, corkscrew, bottle opener, tweezers and toothpick in addition to bike tools
 - arm, knee and leg warmers
 - 1 neatly folded \$20 bill
 - ID with insurance info, blood type, drug allergies, next of kin, astrological sign, names of doctor and chiropractor
 - 1 cell phone
 - 1 GPS
 - Sunscreen, lip balm, chamois lube, insect repellent, snake-bite kit
- Motto: "You never know."

Pig Pen. Seat bag contains:

- 1 wrong-size tube with hole in it, wrapped in greasy sock

Time limits

Each control point (including the final one at the finish line) has opening and closing times that govern the minimum (and maximum) speed of the riders. The formulas for calculating these times are complex but the minimum average speed that must be maintained is roughly 15km/hour. The overall time limits for the common distances are: 13.5 hours for a 200 km brevet, 20 hours for 300 km, 27 hours for 400 km, 40 hours for 600 km, 75 hours for 1000 km, and 80/84/90 hours for 1200 km events. The clock runs continuously and riders must carefully budget their time for riding, eating, and resting. The time limits are established by ACP in France.

Goals

Even though Randonneur events have time limits and are timed, they are not races. The primary objective is to finish. There is no special recognition for being 'fastest', other than bragging rights. However, many participants endeavour to improve their personal times each year. Randonneurs who compete a 200 km, 300 km, 400 km, and 600 km in a single year are recognized as having achieved 'Super Randonneur' status. They are also eligible to participate in Paris-Brest-Paris, Boston-Montreal-Boston, and similar 1200 km events. There are other recognition awards for completing various combinations of events.

Mental and physical toughness

Randonneur events are generally run over scenic and challenging routes. They go under all weather conditions. The longer events require some amount of night riding.

Self-sufficiency

Riders are expected to be able to ride be-

Equipment

Comfortable, reliable bicycles with sturdy wheels are preferred by most randonneurs. Panniers and/or handlebar bags are useful for carrying extra food, clothing, and batteries for lights. Night-lighting requirements can be satisfied with many different types of equipment and randonneurs discuss such matters endlessly.

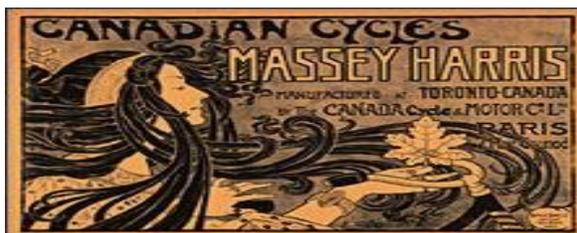
What will I learn?

One of the most important things that randonneurs learn is how to interpret what the body needs. Food and fluid intake are essential on long rides and it is necessary to experiment with different approaches to determine what works best for you. You will also become a better and more efficient rider: any problems with smoothness or positioning on the bicycle will expose themselves on long rides, allowing you to correct them. On the longer events, you will explore the limits of your physical and mental endurance.

Is randonneuring for me?

If you have done a century or a double century and are looking for the 'next' challenge, this may be it. You need not be fast to be successful; in fact, the best randonneurs are steady and consistent and know how to budget their energy. It doesn't hurt if you're a bit obsessive about riding and perhaps a wee bit eccentric. Having a spouse/family/SO that is supportive of your training goals is also very useful.

Continued in the next Newsletter.



A First Brevet Ride Report

Elias Brettler

I don't drive and have always used a bicycle for transportation. For the past seven years I have been doing recreational riding and the last two summers experimented with loaded touring. I managed Toronto to Montreal the first year and then last year completed a tour from Montreal south through the Champlain Valley and across Middlebury Gap.

After knowing about the Randonneurs for many years, I joined this Spring. The Barrie Orillia brevet date has been marked on my calendar since March. Having completed 160 km to Belfountain, including the ride to and from Maple, I thought myself ready for the brevet. I had managed 160 to 170 km a few times previously. I was as I discovered, nonetheless, somewhat nervous. Early last week, I started to question whether I had been training properly. Eventually, I decided to let go of my nervousness, and aside from incessant checking of the weather forecasts, appeared successful.

I left Maple with the second group, Ann Pokocky, Paul Dicks and Greg Aman, and stayed with them to Bradford just north of the Holland Marsh. The pace was just a bit faster than I could comfortably handle and the decision was made that they would head out ahead to complete the brevet while I would go alone to Barrie and then turn back. The weather was beyond miserable so this entailed no loss of honor. I would have had a day's total of around 170 km, a respectable distance, as consolation for not completing the brevet. The calculation (as it correctly turned out) was were

they to keep my pace, they would finish after dark. I didn't want to hold them back. They headed out and I followed the route on my own. I stopped briefly to check the cue sheet and Ken Dobb, who had ducked out to avoid some rain, rolled by. He asked if I was with the Randonneur ride, confirmed that I was headed in the correct direction, and we started out together on the final leg to Barrie.

I was feeling strong, and Ken was very reassuring as to my riding abilities. I was harboring thoughts of trying to complete the brevet. I felt entitled and this feeling of entitlement was every bit as strong as any desire to be sensible and return home directly from Barrie. I was appropriately dressed, with new rain pants I had bought after being miserable and wet the previous Sunday, and some additional winter riding gear I had decided at the last moment to take along. I even packed an extra undershirt, which Ken eventually wore and which may have made some difference in his being warm enough to successfully complete the brevet. Ken knew the route and freed of navigation responsibilities, I could concentrate on cycling. When the time came for a parting of the ways in Barrie, I asked if we could push on together. We made it to the Carthew Bay General Store with about 40 minutes to spare.

For the return to Maple, there was a change in the weather. The winds and rain mostly held back. Major credit for my having completed the brevet goes to Ken. I learned from him to just lock in to my own pace and concentrate, keeping in mind the time available. We rode "together, alone". Sometimes I hung on to his back wheel but most of the time I rode a bit ahead and though we

mostly remained in sight of one another, each of us maintained our individual focus. I purposely limited how much I checked the time. It was enough to know that if we stayed on track we would make it back just under the limit. We were on Jane south of Highway 9 when darkness descended. It was foggy and I felt like I was like riding in a cocoon. I followed the thin white line and, aside from one premature right turn onto what I had hoped would be Keele, had no trouble finding my way. We arrived at 9:15, with just 15 minutes to spare.

Some years ago, I used to run into Mike Meraw, and I found him an appealing and inspiring character. We last crossed paths on his 70th birthday, which he had chosen to celebrate on his bike. He talked about randonneuring and explained to me how it required knowing ones abilities and ones limitations and that to successfully complete a ride required a strategy based on the constraints. He did not see randonneuring as necessarily a young person's sport because as he explained, it demands maturity. I am 57 and what I learned from Mike made a difference in my deciding to risk joining the club.

I feel strong today. The experience of completing yesterday's brevet was empowering and I am looking forward to many more successful rides. My body feels fine and I managed a short ride to work without any stress. I am certainly enjoying the accolades I have been receiving.

Eli

Results for recent rides

Toronto Results

May 9, 2004: Gentle Start 200K

Greg Amann - 10:30
Henk Bouhuyzen - 9:30
Elias Brettler - 11:59
Scott Chisholm - 8:48
Paul Dicks - 8:48
Ken Dobb - 11:59
Taylor Field - 10:06
Marilyn Freeman - 10:30
Graham Hallward - DNF
Mark Hopper - 8:48
Ken Jobba - 8:48
Peter Leiss - 10:40
Lisa Nelson - 10:30
Anne Pokocky - 10:30
Steve Rheault - 10:06
James Smith - DNS
Alan Thwaites - 8:48
Cary Weitzman - 10:30

May 22, 2004: Fleche Ontario

Team Name: Chou Chou
Members: Mike Lau, Trevor Stocki,
Patricia Von Niessen
Distance Completed: 446.03km

Team Name: Mixed Nuts
Members: Scott Chisholm, Jaye Haworth,
Pete Dusel & Jenn Barber (tandem), Lori
Mathews, Michelle Dulieu
Distance Completed: 394.6km

Team Name: None
Members: Ken Dobb, Claudio Vacas,
Merry Vander Linden
Distance Completed: 390km

**Results for recent rides
continued**

Toronto Results

May 30, 2004: Scugog Circle 200K

Greg Amann - 10:30
Brian Armstrong - 8:55
Kaz Bieniak - 10:32
Colin Biggin - 10:30
Henk Bouhuyzen - 11:10
Paul Dicks - n/a
Jerzy Dziadan - 10:32
Marilyn Freeman - 9:40
Henry Furlott - 10:22
Paul Jurbala - 10:21
Fred Krawiecki - 10:30
Don Magie - 8:50
Lori Matthews - 10:30
Oliver Moore - 8:20
Phil Piltch - 9:40
Anne Pokocky - 10:32
Paul Regan - 10:32
Steve Rheault - 11:12
Alan Thwaits - 8:20
Cary Weitzman - 10:24

June 2, 2004: Maple-Orangeville 200K

Scott Chisholm - 7:42
Paul Dicks - 8:57
Ken Dobb - 11:17
Anne Pokocky - 11:17
Steve Rheault - 8:57

Simcoe-Muskoka Results

**May 15, 2004: Lake Simcoe-Beaverton
300K**

Ken Dobb - 16:35
Mark Hopper - 12:37
Steve Rheault - 16:19

Ottawa Results

May 8, 2004: Animalathon 300K

Vytas Janusauskas - 14:00
Michael Lau - 12:37
Virgil Luca - 12:37
David McCaw - 12:37
Bill Pye - 13:30
Patricia Von Niessen - 14:00

May 29, 2004: Westport 400K

Vytas Janusauskas - 19:52
Micheal Lau - 15:34
Virgil Luca - 15:34
Anita MacKinnon - 19:52
David McCaw - 15:34
Patricia Von Niessen - DNF

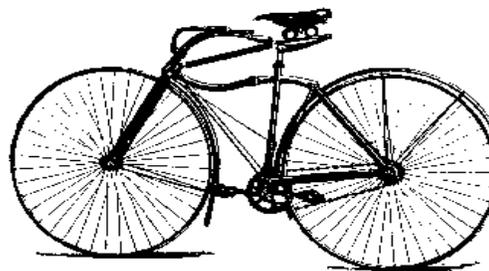
Huron Results

May 15, 2004: Big Bay 200K

Carey Chappelle - 10:04
Gord Grant - 10:04
Rolf Hauckwitz - 10:04
Nathan Klages - 10:40
Glen Kujbida - 10:04
Bill Little - 10:04
Pat Little - 10:40

May 29, 2004: Scenic Caves 300K

Carey Chappelle - 15:50
Nathan Klages - 15:50
Bill Little - 15:50
Pat Little - 15:50



Randonneurs Ontario 2004 Club Schedule

Date	Time	Dist.	Start	Route	Organiser
June 12	6:00 AM	300K	Cheshire Cat	Vennachar 300	Jim Morris
June 12	6:00AM	400K	Alliston	Alliston-Stratford	Isabelle Sheardown
June 19	5:00 AM	600K	Aviation Museum	Placid 600	Vytas Janusauskas
June 20	8:00 AM	200K	Erin Mills	Grand River 200	Cary Weitzman
June 26	6:00 AM	400K	Maple	Georgian Triangle	Phil Piltch
June 26	5:00 AM	400K	Carleton University	Foymount 400	Jim Morris
June 27	8:00AM	140K	5902 Fourteenth Line, Alliston	Laurel/Mono Centre	Isabelle Sheardown
June 30	6:00 AM	400K	Maple	Maple-Shakespeare	Alan Thwaites
July 3	6:00AM	600K	Alliston	Tour of Nottawassaga Bay	Isabelle Sheardown
July 3	6:00 AM	1000K	Toronto	Around Lake Ontario	Peter Leiss
July 3	8:00 AM	200K	Maple	Maple-Erin-Hockley	Marilyn Freeman
July 10	6:00AM	400K	Port Elgin	Hilly Hellacious 400	Carey Chappelle
July 11	8:00AM	160K	5902 Fourteenth Line, Alliston	Wassaga Beach	Isabelle Sheardown
July 11	8:00 AM	200K	Haliburton	Haliburton-Markham-Offroad	Rob Biron
July 14	6:00 AM	600K	Erin Mills	Tour of Southwestern Ontario	Alan Thwaites
July 17	8:00AM	200K	Barrie	Big Chute	Isabelle Sheardown
July 17	5:00 AM	600K	Britannia Bay	Denbigh 600	Michael Lau
July 17	6:00 AM	600K	Maple	Huron Shores	VP/Brevet Admin
July 21	10:00 AM	110K	Stoney Creek	Jordan Ramble	Bill Mercer
July 24	6:00AM	300K	Alliston	Conestogo Highlands	Isabelle Sheardown
July 25	8:00 AM	200K	Etobicoke	Urban Start	Cary Weitzman
July 28	8:00 AM	200K	Erin Mills	Grand River 200	Alan Thwaites
July 31	6:00 AM	1000K	Toronto	Toronto-Ottawa-Toronto	Phil Piltch
July 31	5:00 AM	1000K	Aviation Museum	Ottawa-Quebec City-Ottawa	Vytas Janusauskas



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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Awards along the way

I rode the first 50 kms with Eli. Then I bailed and rode home to Barrie. From what I gather Eli rode to and from the start for a total of 230 kms. Now we can all congratulate Eli, or we can have him committed. I am rather new to the club so I am not sure what is customary ;-)

"We're all here because we're not all there" might be the club motto - it explains everything.

Quote by Greg Amann

(refer to Eli's report elsewhere in the newsletter)

Mystery Photo

Answer to last newsletters mystery photo: 400 out from PBP start.. An ideal place to sleep that first night

Now where is this picture and what is the significance?



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 are very short on Rumours and Gossip this time around. Since the editor isn't riding this year it is hard for him to keep his ear to the road. So forward any news you may come across.

Roy and Helen Neifer and their family have left the Ottawa area to move to sunny/rainy British Columbia.. Your friends from Ottawa wish you well.

<http://www.bananguard.com/>

I think the glow in the dark one is appropriate for late night rides.

Patti Von Niessen is heading west for a true adventure. Up the Dempster Highway with just bears in the bush as her companions. I expect a full story with pictures for the newsletter. Following that ride, Patti is also going to be riding the RM1200.

OMIGOD! BARE ARMS, BARE LEGS, SUMMER SHOES AND GIRLY SOCKS! THERE IS JOY IN THE WORLD WHEN THERE IS WARMTH IN THE AIR. OH, THE WIND IS IN FROM AFRICA, LAST NIGHT I COULDN'T SLEEP

(Quote by Marilyn Freeman)

Mark your Calendar

BMB 2004

Date: August 19-22 2004
Start Times: 4:00am and 6:00am
Start/Finish: Newton, Massachusetts, USA
Distance: 750 Miles / 1200 Kilometers
Time Limit: 90 hours

Rocky Mountain 1200

Date: July 21-25 2004
Distance: 750 Miles / 1200 Kilometers
Time Limit: 90 hours

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



As seen on the road .. Objects may appear larger in real life



Photo's by TrevorS, DaveMcC, PhilP