



The Long Road

September/October Vol. 21 No. 5

www.randonneursontario.ca

President's Corner

As the season draws to close and the final official events are ridden it is time to reflect on the past year and dream of the next. We have had the highest number of members in the Clubs history and many members have set personal milestones. I personally cannot recall a year where so many new members completed the Super Randonneur series. At the time of this writing the tally for brevets that our club ran is 84,378km . Congratulations to all of you. We also completed the year with no major incidents and very few minor accidents. That is always good news.

As always there is some Club business that needs to be completed before the year ends. That is the Annual General meeting. There are a number of important items that need the attention of you the club members.

First we would have to confirm the new executive for the upcoming year. We also need to approve the budget, which of course includes setting the annual

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Editors Desk

Someone forgot to tell the weather man that summer in Ontario is June to August and fall starts in September. We have had some excellent riding weather later in the season this year. I hope everyone got out and had a few good rides with family and friends. I dropped into the Cheshire Pub to chat with the riders as they came back from the Merrickville 200, the last Brevet for the Ottawa Chapter's 2004 season. They had an excellent time, 11 riders in all with 4 from Toronto. I hope this becomes an annual ride and that more people from Toronto can attend.

There were a number of year-end rides and event. One such event that I assisted in, but did not ride, was the Adirondack 540. Our Ottawa VP Vytas rode and came in first place. Mike Lau, myself and Trevor Stocki provided support. It was an adventure to say the least. I am not sure who the event was tougher on, Vytas or the support crew.

The second installment of Trevor's account of the Rocky mountain 1200 is in this edition. As well, another chapter in the history of randonneur cycling from Ken Dobb.

Everyone should receive this newsletter before the AGM. While our elections may not be as exciting as the elections south of the border, I still encourage everyone to participate.

Bye for now, start training for next season.

Jim Morris

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 Long Distance Cycling Association
 www.randonneursontario.ca

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(President's Wheel - Continued from page 1)
 dues. I happy to report that in spite of rising costs for insurance, postage and bank charges we have recommended no increase in the dues.

We have a new chapter coming online from the Niagara region. This will expand our clubs coverage into the peninsula and upper New York State. The group out there has put together a schedule, which includes a 200, a 300, a 400 and a 600. I know that you will all warmly welcome our newest chapter and its members.

We need to approve the schedule of brevets for our club. It seems that every year France wants this earlier and earlier. So it is important that you attend this meeting or make sure that your proxies have been sent into Tony our club secretary. We will likely have to move the AGM to an earlier date next year to accommodate the ACP schedule.

Finally we have a number of bylaw changes and a Route Protocol policy that we would really appreciate having input from you on.

I would like to thank my fellow Executive Board members for all of their help and hard work that they have provided this year. They certainly made my job a lot easier.

So a special thank you to:

- | | |
|----------------------|----------------------------------|
| Tony Kaduck | Club Secretary |
| Jim Griffin | Club Treasurer |
| Don Magie | Brevet Administrator |
| Vytas Janusauskas | VP Ottawa |
| Isabelle Sheardown | VP Simcoe Muskoka |
| Carey Chappelle | VP Huron |
| Oliver Moore | Member at Large |
| Patricia Von Niessen | Member at Large |
| Jim Morris | Newsletter Editor Communications |

I would also like to thank Scott Chisholm, Ken Dobb, Marilyn Freeman, Cary Weitzman, Lori Matthews, Phil Piltch and Don Magie for their help on working on the route protocol policy.

I would like to thank Scott Chisholm, Alan Thwaites and Ken Dobb for their work in coordinating the schedules of the Toronto and Simcoe chapters. This is a daunting task.

Finally I would like to thank all of you who organized rides without your volunteer efforts we would not have the success that we have enjoyed.

I look forward to seeing you at the meeting and socializing afterwards.

Peter Leiss

Randonneur History

Ken Dobb

Part 2

The Three Godfathers of Randonneur Cycling: Martin, Desgrange and DeVivie

1. An Invitation to Paris - Brest - Paris

There is a pre-World War One cycling poster issued by the bicycle manufacturer Societe La Francaise that admirably illustrates the state of road racing in France in that era. In the poster, a road racer stands before a map of France in which the routes of the principal races are shown. Among these is Paris-Brest-Paris, one of the most important, if not the most important race of this time. The stature of the race is demonstrated by the quality of its participants. The 1901, 1911, and 1921 editions of P.B.P. attracted the very best professional cyclists then competing, and while, by 1931, the race had begun to lose its attractiveness to professional cyclists, the edition of that year still managed to secure the entry of some prominent riders.

The winner of Paris-Brest-Paris in 1901 was Maurice Garin - twice winner of Bordeaux-Paris, winner of Paris-Roubaix and, in 1903, winner of the inaugural Tour de France. Among those he beat in that year were Lucien Lesna - Champion of France, twice Champion of Europe, and twice winner of both Bordeaux-Paris and Paris-Roubaix - and Hypolite Aucouturier - twice winner of both Paris-Roubaix and Bordeaux-Paris.

The 1911 winner, Eugene Georget, had a less distinguished palmares which, nevertheless, included a Championship of France and a victory at Bordeaux-Paris. Among those he passed on the day was Octave Lapize, the most dominant cyclist of his era - three-time Champion of France, winner of the 1910 edition of the Tour de France, and three-time winner of both Paris-Roubaix and Paris-Bruxelles. Also beaten that year was Cyrille Van Houwaert, Champion of Europe and winner of both Milan-San Remo and Bordeaux-Paris.

Louis Mottiat, winner in 1921, had also won Bordeaux-Paris, Paris-Tours and twice at Liege-Bastogne-Liege. Among those beaten were Jean

Alavoine (twice Champion of France and perennial podium finisher at the Tour de France); Felix Sellier (twice Champion of Belgium and winner of Paris-Roubaix); and Eugene Christophe (twice winner of Bordeaux-Paris and winner of Milan-San Remo and Paris-Tours).

Hubert Opperman's 1931 victory, the most significant of his career, came at the expense of, among others, Nicholas Frantz, twice winner of the Tour de France and perennial Champion of Luxembourg; and Antonin Magne, himself a two-time Tour de France winner and, in 1936, World Champion.

In opening the 1901 edition of Paris - Brest - Paris to amateur cyclists, Henri Desgrange, into whose hands organization of the event had fallen, was inviting participation in a pivotal cycling event of its time. His invitation was extended to those who wished to participate in the event as a randonnee, much in the fashion of the inaugural event ten years before. Participation in the 1901 event by amateur cyclists, however, was disappointing from two points of view. Registration was down. Where in 1891 there had been 211 starters, in 1901 there were 170 "touristes-routiers". Further, the failure rate of the amateur entrants was high. Of those who started the event, only 73 finished. It was this disappointment that led Desgrange to create the organization from which randonneur cycling would eventually emerge.

2. Maurice Martin

The idea of staging a ride between cities as an organized randonnee originated with Bordeaux - Paris. The moving force behind this event likely was Maurice Martin. Martin was a leading member of the Velo-Club Bordelaise, the original organizer of the Bordeaux - Paris event. In addition, he was a correspondent for and, later, proprietor of Veloce-Sport, the club's cycling newspaper. In 1890, Maurice Martin had undertaken a self-propelled city-to-city tour of France: he was, at that point in time, a tricycle rider. He had written about this journey in a series of articles for Veloce-Sport that had attracted widespread attention. It is very likely that the impetus to hold the Bordeaux - Paris event in the following year, and to structure it as a randonnee rather than as a race, was in some manner to emulate Martin's series of inter-city rides.

The randonnee structure of the Bordeaux - Paris event was based on another Martin innovation, a system of brevets and brevet certification. Martin was

Results for recent rides

Toronto Results

September 5, 2004: Mean Streets 200K

Brian Armstrong - 11:50
Kaz Bieniak - 12:17
Henk Bouhuyzen - 12:17
Elias Brettler - 12:17
Marilyn Freeman - 12:17
Keith McEwen - 12:55
Phil Piltch - 12:17
Anne Pokocky - 12:17
Paul Regan - 12:17
Karen Scaife - 12:17
Isabelle Sheardown - 12:55
Merry Vander Linden - 12:17
Cary Weitzman - 12:17

September 19, 2004: Bewdley Glutebuster 200K

Kaz Bieniak - 10:10
Henk Bouhuyzen - 10:10
Brian Brill - 10:10
Louis Dionne - 11:40
Ken Dobb - 11:40
Jerzy Dziadon - 10:10
Graham Hallward - 8:54
Paul Jurbala - 10:10
Fred Krawiecki - 10:10
Cecily Thompson - 11:40
Claudio Vacas - 10:10
Merry vander Linden - 10:10

Ottawa Results

September 11, 2004: Shawville 200K

David McCaw - 7:53
Anita MacKinnon - 7:53
Trevor Stocki - 9:10

Ottawa Results

September 18, 2004: Placid 600K

Eli Brettler - DNF
Patrick Chen - 38:42
Anne Pokocky - DNF

September 25, 2004: Original 200 K

Patrick Chen - 8:37
David McCaw - 7:25

October 16, 2004: Original 200 K

Bill Pye - 9:40
Doug Reid - 10:30
David McCaw - 10:15
Vytas Janusauskas - 10:30

October 23, 2004: Merrickville 200 K

Eli Brettler - 11:24
Patrick Chen - 9:41
Bob Choquette - 7:49
Vytas Janusauskas - 9:03
David Kirsch - 9:03
Mike Lau - 7:49
David McCaw - 7:49
Anne Pokocky - 9:03
Steve Rheault - 9:03
Trevor Stocki - 9:44
Bill Taylor - 9:03



Results for recent rides

Boston - Montreal - Boston Results

There were 111 registered riders, of which 107 started. There were 19 DNFs for a failure rate of 18%. An additional 9 riders registered for the 1000 kilometer event that is run simultaneously, and 29 for the Quad Centuries.

The fastest finisher was Saunders Whittlesey in a course record 48 Hours and 9 Minutes.

8 Canadians registered for the 1200 km event.

Their results are as follows:

Claude Berriet Quebec 82:26

Ken Bonner B.C. 61:09

Yvon Dionne Quebec DNF

Ken Dobb Ontario 87:45

Virgil Luca Quebec DNF

Serge Martel Quebec 88:36

Grant McLeod Saskatchewan 86:18

Laurent Pichette Quebec 82:26

There were 6 riders from Great Britain and 7 riders from four other European nations.

Ken Dobb

Mean Street

What an amazing turnout to this year's edition of Mean Streets. The weather looked a bit iffy in the morning with low clouds and fog, but the sun did eventually come out later in the afternoon. Even still, 13 started this ride and all finished. Moreover 12 of us stayed together for almost the entire route.

The name "Mean Streets" is perhaps a bit of misnomer, since a significant part of the route is off-road, following section of the Martin Goodman trail and many of Toronto's paved paths through the many ravines. Of those sections that are on-road, only short sections are on heavily travelled roads. Several other names came to mind - Cary Weitzman pointed the route would take us within 2 km of Ikea in Etobicoke, and also the new Lee Valley

Tools store not far from there, thus the "Shopping Toronto 200" was a suggestion.

Starting from Allenby public school, on Avenue Rd at Castlefield, the route took us south to the lakeshore, then followed the lakeshore west, using roads and trails. Then north from Marie Curtis Park along a ravine path, a bit a zig-zag to another pathway along Minico creek to Eglinton, then a long meander through a bit of industrial wasteland by the airport, a nice jaunt around the back of the Woodbine race track and some suburban neighbourhoods to the top of the Humber path. We then followed the Humber Trail for long while before finally exiting on to sidestreets (climbing the first really steep hill) and to our first control at Capris Bagel. Despite the name, the eatery is actually an Italian deli. We feasted on some large, cheeseless pizzas. The proprietor remembered the clubs previous visits and she clearly seemed to expect us.

Soon after, we enjoyed one more lengthy meander along a ravine trail, following the Highland Creek path. Back on road, we faced a few stiff climbs, including a "little kicker" going northeast on Military Trail, and again west on Old Kingston Rd. There was a short section west on Kingston Rd, before we headed south along Morningside and through Guildwood. Some nice views of stately homes on the south side of Hill Crescent. Another short bit on Kingston Rd before we headed south on Brimley and into Bluffer's Park. Nice view of the Bluff's, which remind Lady Simcoe of the cliffs of Scarborough, England. After a quick break, we then climbed back up to Kingston Rd. I saw Keith and Isabelle heading south on Brimley as I turned left to continue west on Kingston Rd.

After a short break we continued on, going through Little India, where the wonderful smells from the many restaurants I suspect made many hungry. It also inspired another suggested name for the brevet - "Taste of Toronto 200". After a bit of meander northward, we then headed west along Lawrence, then past the homes of the rich and obnoxious along Bridal Path, and then the final jog west and south to the finish.

All in all, a great day, and a great time had by all.

Phil



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

Heard at the local pub after a 200 Brevet, one of our members has a resting heart rate of 36! Are they dead, almost dead or just asleep at the wheel ?

From the book of "Don't Sweat the Small Stuff and it's all small stuff"..

... Often we allow ourselves to get all worked up about things that, upon closer examination, aren't really that big a deal. We focus on little problems and concerns and blow them way out of proportion. ... Rather than let it go, and go on with our day, we convince ourselves that we are justified in our anger..

We often get angry at others during the ride when:
somebody asks you to slow down on the hills
somebody blasts by you on the downhills
somebody asks you to turn off the blinking light because it mesmerize him/her
somebody keeps picking up the pace
somebody keeps slowing down the pace
somebody stops too long at the checkpoint
somebody stops too short at the checkpoint
somebody forgets to wait for you at the checkpoint
somebody stops too much during the ride
somebody stops too little during the ride
somebody doesn't want to ride with you
somebody jokes with you
somebody disagrees with you

So think good thoughts and enjoy the ride.

Mark your Calendar

Next years Brevet schedule is being finalized. Hopefully it can be published in the next newsletter.

The changes to our schedule this year which include more rides, mid week rides and more routes has been well received by members. Look for more updates in the new year.

Just as an advanced warning...the Ottawa Chapter will be organizing a 1200 km ride next year and hope that members can either help with the organizing or ride the event.



Review of the 200's

This summer, due to strange scheduling things and being sick, I ended up doing all four of Ottawa's 200 km Brevets. There were two new ones added to the schedule and prior to this year I had only done the original one through Calabogie.

So I thought I would have a lighthearted look at them and rate them.

4) Merrickville 200. This route is very flat. That does not mean it is not challenging. It is also not very sheltered from the wind. When the group of us did this route it was very very windy and unfortunately it was a tail wind out and headwind back. I put this one last on my list as I personally prefer hills and would take them over the wind. This is a very good beginner (when it is not windy) Brevet and is quite scenic.

3) Calabogie 200 (or Original 200). This is the classic route. I always enjoy doing this route. And newcomers to the route, get the honour of modelling swimsuits at one of the check points. 'Nuff said.

2) Shawville 200. This route is into Quebec. I have ridden parts of it before as a populaire and on other treks with non-rando friends. It is quite hilly in places and very scenic. A couple of the roads seemed a bit busy, but nothing like highway #1 (the Transcanada). My favourite part of this ride is the ferry from Quyon. I always love taking that ferry.

1) Wakefield 200. This route is extremely hilly. The first check point is a trivia question that you must answer. That makes things fun. Where else can you see a BC flag in the province of Quebec?? The route is extremely scenic and has a gravel section to boot. It is my favourite of the four, with the Shawville one a close second.

Trev

Annual General Meeting

Randonneurs Ontario Long Distance Cycling Association will be holding its Annual General Meeting on Saturday, November 6, 2004 at 2:00 pm at the Canadian Forces College, 215 Yonge Blvd, Toronto, Ontario.

There will be an election of members of the board of directors for the next year. Other business may include proposed amendments to the bylaws.

A notice of this AGM has been sent to all current members in good standing. Be sure to mark your calendar for this important event.

Mystery Photo



This Spanish language website has a good selection of vintage photographs of the Tour De France.

A number of those pictured here were early participants in Paris-Brest-Paris.

<http://www.step.es/personales/jms/heroes/tour001.htm>

For those interested in the Spanish language text, using an online translator such as Altavista Babelfish can be of help.

<http://babelfish.altavista.com/babelfish/tr>

Ken Dobb

A Brief account of the ADK540

Vytas Janusauskas of Ottawa conquered the Adirondack course with over 29,000' of climbing, survived Hurricane Ivan, freezing temperature and triumphed in the Adirondack 540 RAAM qualifying race. He finished first overall in an unofficial time of 47:58 among five (?) competitors in the 544-mile Race Across America (RAAM) qualifying division and became RAAM qualified. Being RAAM qualified means Vytas is now eligible to compete in the solo division of RAAM between 2005 and 2008. In addition, at least 7 competitors were competing in the 1-loop (136-mile) or 2-loop (272-mile) divisions of this event.

The weather fluctuated dramatically during the ride. The race began on a warm, calm, humid and foggy Friday morning. The remnants of Hurricane Ivan and the passing of a cold front quenched the riders with rain from Friday afternoon to Saturday's morning. Snow could be seen in higher elevation near Lake Placid afterward. The sun came out and strong northern wind continued from Saturday's morning till the end. Maximum speed of 23 kph (with gust to 32 kph) were reported in Saranac Lake at 9:00 pm on Saturday. The temperature fell to near-freezing (3 C in Saranac Lake at 2:30 a.m.) on Saturday's night and Sunday's morning.

Special kudos to John Cerceri (organizer) and his entire family, Roger Byrom (co-organizer) and other volunteers in the ADK 540 event. Special thanks to Colleen and Patricia for driving 3.5 hours to Wilmington checkpoint for their brief 10-minute visit on Saturday's morning. Lastly, I would like to compliment Vytas's crew members, Jim Morris and Trevor Stocki for not running him over with our support van and protected him from any attacks from the wildlife and that deflocked Irish priest :-)

Here are some photos that I took:
<http://cards.webshots.com/cp-86213689-lcvx-album/189649481Ahcszs>

Hopefully, official results will be available on ADK 540 web site:
<http://www.jjctech.com/adk540.html> or in the Ul-tracycling mailing list in the next few days.

Contributors to our Newsletter

Thanks to those who contributed Images and stories to this newsletter:

Mike Lau
Phil Piltch
Ken Dobb
Vytas Janusauskas
Trevor Stocki
Peter Leiss
Marilyn Freeman

Here are some photos that I took:
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Hopefully, official results will be available on ADK 540 web site:
<http://www.jjctech.com/adk540.html> soon.

Mike Lau

THE REAL WINNER (OF ADK 540)



Results for recent rides

Simcoe-Muskoka Results

September 25, 2004: Lake Simcoe-Holland Marsh 200K

James Griffin - 10:00
Keith McEwen - 11:50
Paul Regan - 10:00
Steve Rheault - 10:00
Karen Scaife - 10:00
Isabelle Sheardown - 11:50

October 2, 2004: Falling Leaves 200K

Greg Amman - DNF
Jim Griffin - DNF
Don Magie - 8:37
Keith McEwen - DNF
Michel Potvin - DNF
Steve Rheault - 9:56
Karen Scaife - DNF
Isabelle Sheardown - DNF



Rocky Mountain 1200 km Odyssey

(Part Two of the Trilogy)

Day 2: The Problems

The ride to Beauty Creek

The second day started filled with hope. I didn't get away from Jasper as soon as I wanted, but Stephen, Jaye, and Jim were about to leave Jasper at the same time as me. I asked them if I could join them. They said "of course" or something like that. I noticed that Jim had a bike very much like mine, except it was a touring bike instead of a hybrid. Seeing that we were going down the old highway, there was a lot of opportunity to chat. We saw a lot of wildlife on this stretch, we saw a bear, a bunch of goats, and I believe a deer. Stephen took some pictures. We had a caffeine stop. It was fairly hilly on the way to Beauty Creek (the next check point), I was really impressed by Jaye's climbing. She is amazing. It got colder and colder that morning. I was a bit behind the group and I decided to put a sweater on. I should have yelled out so they knew I had stopped. Oops. Anyway, shortly after that, my right knee was screaming out in pain. On the previous day it was not bad, but a little ache. I decided I could not keep the climbing pace and will have to spin as much as possible. This was a strategy that worked on the 600 last year [1]. I probably stopped for a few stretches as well. I couldn't catch the group I was with. I found Jim stopped on the side of the road putting on his booties and I did some stretches. I also put on my booties as my feet were getting

really cold. Jim went ahead, I couldn't keep his pace.

Eventually I got to Beauty Creek and I thought my ride was over. I figured I would do everything possible to make my knee happy. I apologized to Stephen, Jaye, and Jim for not telling them I stopped and told them about my knee problems. I did a ton of stretches; ate an excellent breakfast! (This check point had the best breakfast!!); took my asthma medication; and got some Advil from Jaye. From my previous knee problems my sports medicine doctor said not to do any pain killers as it could mask a larger problem. I figured I would make that decision on the road: risk the rest of the Ultimate season and commuting to work vs. finishing. Little did I know that while having that conversation there was a physiotherapist with us, named Peg. I didn't really need a physiotherapist right then as I already knew which stretches to do etc. Patti arrived at this check point and I knew she had some special tape for injuries like this. I asked her if she had any extra, she said it was in Golden. Then Steve, Jaye, and Jim had left and so had Patti.

It was 9 am and it was 0.5 hour before the control closed. I decided to get going and let Sunwapta pass decide my fate. Just as I was leaving a friendly face from the 84 hour group was arriving. It was Vytas! I told him what was up and told him that the breakfast at this checkpoint was amazing.

The Two Passes Sunwapta & Bow (Time to spin like Lance.):

So I decided I just have to sit and spin as much as I could, like Lance Armstrong. Sunwapta pass started almost right away. I didn't have any problems with my knee. I was surprised! Was it the cold morning that did it? Was it the fact that I didn't take my asthma meds before leaving Jasper? Anyway I was happy I made it up the pass. It was a pity that I couldn't just hammer up it, like I would have liked to. I stopped at the Icefields info centre for gatorade and then went down the pass.

Going down the pass was a huge rush. The road was a bit rough so I kept my speed down to 50-60

km/hr. I took the lane and it was constant downhill for a long time. The shoulders looked really rough, so that was not the place for me. There was a short flat section and then more decent. As I was flying down the hill, there was an oncoming Winnebago. A SUV behind it, decided to pass the Winnebago as I was on coming. I decided to move as close as possible to the shoulder. Luckily we didn't hit. But I wasn't very happy at this SUV. It was unlike the drivers behind me gave me a lot of respect by staying behind. They must have looked at their speedometers and thought well this bike is going x km/hr!

On the next downhill it was very rough and my arm rest for my aerobars fell off. It was a plastic piece on a plastic piece, so there was no way to fix it. I just grabbed it and put it in my pannier.

I got to the Saskatchewan River Crossing. Patti was there and so was Carey. I asked them about this piece and Carey said there is a bike shop in Lake Louise, maybe I can buy a new one. I ate lunch and then continued on. Just as I left I saw Vytas coming in.

Next up was the long, slow, climb up Bow pass. It didn't seem as steep as Sunwapta. I got passed by a couple of riders along the way. One of them chatted with me for a short while. A second one passed me quickly. I said "I am debating whether it is worth it to do the gravel?" (There was a place where one could get more water, but it meant 2 km of gravel, which would increase the risk of getting flat tire.) As the rider passed me, he spoke one word "No". It was an excellent concise response. I decided I would double check the ride profile at the top of the pass. A woman rider caught up with me and said hello during the steep part of the climb. She passed me and was just in front of me. I was practically drafting her. Then it seemed like I was going at my own pace, but I was 1/2 wheeling her. I decided that this was not safe and decided to pass her. All of a sudden I got a bunch of energy. Maybe it was adrenalin. I spun up the hill putting some distance between me and her. For a few minutes there I felt like a spinning Lance. At the top I told her that I had no idea where I got that energy

from. The guy who answered my question about the gravel was there as well. They were riding together. I checked the profile, it seemed like it was all downhill with small uphill to Lake Louise. My water should be fine.

Then the spectacular just happened. Vytas came flying up the pass, passed all three of us at speed and went up an unnecessary hill (well at least for us three). Vytas said, "don't wait for me, I am going up here, because there is a bathroom". It was an amazing spectacle of climbing. I had never seen Vytas climb so fast. Apparently it was a necessary hill for Vytas.

So, all three of us left the summit of the pass. Eventually, I ended up alone. Vytas caught up to me and we rode together to Lake Louise. When he caught me he said "you are a hard guy to catch". It was great riding with Vytas for that stretch. It was good to have someone to chat with. I told him about my knee and he said, "you're climbing pretty darn good for someone with a bad knee". That inspired me even more. I told him I was thinking of sleeping in Lake Louise because I was injured. He said, that might be a bad idea as one would lose time. I figured I would get more info before the decision (ie check out the profile). I decided I would definitely go to Castle Junction and then back to Lake Louise before I decided whether or not I would sleep. (The route went Lake Louise -Castle Junction- then back to Lake Louise).

At Lake Louise I found that the bike shop was less than a kilometre away. I went there and they didn't have the aerobar armrest part. I also looked for some sleep things at the grocery store (my drop bag was in Golden). I ate supper with Vytas, but he left before me.

The Castle Junction loop was only a ~50 km stretch (~25 km there and ~25 km back). I saw other riders coming back from that check point. We waved at each other. It was great. Then I saw the Stephen, Jaye, and Jim group. The last time they saw me, they probably had the impression I wasn't going to finish. Jaye yelled out "Trevor!!!", like she was impressed to see me. That gave me a huge boost.

I went up and down the hills to the Castle Junction check point, which was a view point. I

passed one viewpoint and was not sure if that was it. Then I saw Vytas going the opposite direction and he said "up up up". I tried to ask him if he was eating again before leaving Lake Louise, but I couldn't form a coherent, quick question. I got to the check point and Patti was there chatting with one of the volunteers. I asked the control person to check my bottom bracket, as there was some clicking. Another rider figured it was my derailleur going out of tune. The bottom bracket was fine. I told the volunteer that I was debating whether or not to sleep in Lake Louise. He said not to burn daylight and that I should try to get to Golden. I asked to see the route profile. He said it was all downhill to Golden except for a short climb to the top of Kicking Horse Pass.

I decided I would continue to Golden but get more supplies in Lake Louise. I knew that the control was running out of bananas and that the grocery store closed at 10:30 pm. I got to Lake Louise and got to the grocery store at 9:30 pm. My watch was set for Pacific Time, not Mountain Time!!! They had just closed, but I was lucky they let me in for some bananas. I went to the gas station to get more gatorade and switch to night riding gear. I chatted with a family about what I was doing and with another customer. They were very interested in what I was doing. It was too bad that I left the Ontario Randonneur business cards at home. Just before I turned on to Highway 1, I decided to put my red pants on. I stopped in the turning island. Peg had just done the loop and passed me and continued on ahead of me.

The Decent From Hell (Kicking Horse Pass at night):

I passed Peg and told her that I wanted to pick up the pace a bit. I got to the top of the Kicking Horse Pass and started the decent. It was dark, there were oncoming semi-trucks blinding me, so I decided not to fly down this decent. I found a turn off and stopped at the side of the road. I was using my brakes a lot. My rear wheel felt warm and I decided to let it cool. I re-

member what happened to Yvon on the Placid 600 a month back, how his front tube overheated and got a flat tire on a decent. I didn't want that to happen in this dark, evil, treacherous decent. I stopped to let my rims cool a number of times. At one of the stops Peg stopped with me and we decided to try to stay together. It seemed like we leap frogged each other more than anything, but at one point I thought she was ahead of me. I stopped to have a pocket coffee and Larry Brenize passed me. He asked if I was ok. I told him I was just having caffeine. I told him that Peg was ahead of me. It turned out that she wasn't. Eventually Peg caught up with me, she told me she had had to have a break and then got back on her bike. I also asked her if she had some gum to stay awake. She didn't, so I gave her some.

I found I struggled here, taking short breaks off the bike to stay awake and to keep going. I used up all my pocket coffees. I got to the construction and there was a group of us going up the construction. It was tight with the semis passing us. The group stopped at the top of the construction for a break and I caught up with them. Peg was with them. Peg and I stayed together till Golden. As we entered Golden, I thought I saw Vytas leaving with Dave McCaw and said Hi. Vytas or Dave said something like "that way". Peg and I got to Golden. I ate a first breakfast with Carey and Peg. Then I called my wife, telling her that I was having knee problems and Achilles problems. She thought I sounded like I was about to abandon, so she said "where are you now?" "800 or so km". "well, that's the furthest you have ever gone". I told her, "I had to go" and we got off the phone. Its funny, talking to her later, she interpreted my abruptness as "I guess Trevor didn't want to hear that". But actually I took it as further inspiration that this is the longest I have been out on my bike and I should keep pushing.

I then got my stuff ready for the next day. I noticed that my emergency back up water bottle in my pannier leaked and there was a small flood in my waterproof pannier! My tubes were soaked, my pump was soaked. A few other items were soaked. I took them out of my pannier and let them dry while I was at this checkpoint with sleeping facilities. I swapped out

my old tubes with new ones after I wiped dry the pannier. I had my shower and went to the front. I found it was already almost daylight. I asked for 2 hours sleep but I found I woke up 0.5 hour early without anyone waking me.

References:

[1] T.J. Stocki, My first 600: km: The Lantern Rouge Report. Spokesperson (Newsletter of the Ottawa Bike Club) October 2003, page 9.

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(Randonneuring History - Continued from page 3)

dedicated to bicycle tourism. He regarded cycle racing as largely missing the point of being on a bike in the countryside. The Velo-Club Bordelaise, and other U.V.F. affiliates, however, were increasingly preoccupied with amateur racing and club championships. In order to provide an incentive for non-racers in the club, Martin had created a series of metric century rides that were termed brevets (which translates literally as certificates or diplomas), for which certification was awarded for successful completion. The system of carnets used to record a cyclist's progress between controls was adapted for use in Bordeaux - Paris. Martin created the event structure that Desgrange would adopt when he came to create an organisation of sport tourist cyclists.

3. Audax France

In 1897, a group of Italian cyclists, riding together, had succeeded in completing on bicycle the 200 kilometer journey between Rome and Naples in the daylight hours of a single day. In the following year, Neapolitan cyclists reversed the ride's direction and cycled to Rome. These events had given rise to an organization of Italian cyclists - Audax Italiano. In 1903, Italian Audax riders rode to Paris, leading Henri Desgrange, through his sports newspaper, to organize French cyclists to accompany them on the French leg of their journey. This led him in the following year to create a French equivalent of the Italian organization. For Desgrange, the Italian practice of riding 200 kilometer events was a point of entry for French amateur cyclists into the world of long distance road racing, now abandoned by the U.V.F. in favour of professional cyclists. An important aspect of the Italian practice was a distinctive riding style. This non-competitive style of riding - now sometimes termed "audax-style" cycling - featured a double paceline of cyclists riding at a moderate speed under the control of a ride captain and (sometimes) his lieutenant. It was a style that, probably, had its origins in military practice. The Italian army had pioneered the introduction of the bicycle into military service as early as 1875. Over the next ten years, the bicycle had been widely adopted by armies on the continent. A Dutch poster from the 1890's shows a group of Dutch servicemen riding in the double paceline formation. In that era, before the advent of automobile transportation, the bicycle was seen as an inexpensive alternative to the horse. It is quite probable, in adopting the double paceline, that the bicycle squad was emulating a pre-existing horse cavalry mode of orderly movement over long distances.

Desgrange, to further underline the amateur status of the cyclists in his new organization, imbued the organization with an ethic of non-competitive participation in cycling for the sake of health and well-being. This ethic Desgrange adopted from the writings of Pierre De Coubertin. De Coubertin was a contemporary of Desgrange and a fellow sports journalist. They shared similar relatively affluent social origins and views associated with the right wing of French politics. As well as being the father of the modern Olympic movement, deeply committed to amateur athletics, De Coubertin was for many years involved in the movement for the introduction of physical education in French schools. For De Coubertin, physical training was essential to the development of well rounded and healthy individuals.

Audax France was born in a period of intense rivalry between Desgrange and his rivals in the field of sports journalism, principally the daily sports

newspaper of Pierre Giffard. Following the introduction of the Tour de France in 1903, however, Giffard's paper failed and Desgrange's commercial competition melted away. In the immediate aftermath of the First World War, a new competitive environment emerged that would have decisive implications for the direction of sport tourism.

4. The Emergence of Randonneur Cycling

In the last decade of the nineteenth century, a second cycling association emerged to challenge the dominance of the Union Velocipedique Francaise. The leading figure in the creation of this new cycling organization was Paul De Vivie. De Vivie was a lifelong passionate advocate of cycletourism - a word he is credited with coining. The major forum for his advocacy was the newspaper he founded in 1887 - *Le Cycliste* - where he wrote under the name 'Velocio'. His writings touched a chord among non-competitive cyclists who began to form clubs dedicated to bicycle tourism rather than to the amateur racing favoured by U.V.F.-affiliated clubs. In 1890, these touring clubs banded together to form the Touring-Club de France.

The Touring-Club flourished through the cycling boom of the 1890's, a boom that saw the beginning of the mass production of bicycles in France and widespread bicycle ownership for the first time. However, in the early part of the new century, the association began to concentrate on matters more strictly related to tourism - the development of route maps and

tour itineraries - as the more affluent leadership of the association became increasingly preoccupied with newly developing automobile technology.

De Vivie, himself, had been instrumental in founding a bicycle club in his adopted home of St. Etienne in 1881. He had gone on to open a bicycle shop and is credited with helping the locality to become the foremost centre of bicycle manufacturing in France. De Vivie extended his activities by creating his own bicycle manufacturing company - La Gauloise - that, together with several other manufacturers in the area - Hironnelle, Jacquelin, Le Chemineau and Terrot - began to concentrate on the production of touring bicycles.

His most important contribution to cycling technology was his advocacy of multiple gearing to better equip touring cyclists to handle hilly terrain. In this advocacy, he was taking a position diametrically opposed to that taken by Henri Desgrange. Desgrange introduced mountain stages to the Tour de France in the Pyrennees in 1910 and in the Alps in 1911. In the latter year, Le Chemineau introduced the first manufactured derailleur, ridden in the Tour by Johnny Panel. Desgrange, however, responded by banning the new technology from the Tour - a ban that stood until 1937.

De Vivie, on the other hand, responded favourably to the innovation. Photographs of De Vivie taken in this period show him with bicycles equipped with a variety of different gearing technologies - including derailleurs and multiple chain rings. In 1913, he organized a race called the Polymultipliee that was devoted to testing the differences between these technologies, an event repeated in 1914. The Audax Club Parisien was involved with the organization of both events. This involvement was one element of several points of tension between the ACP Executive, some elements within the club, and Desgrange, the club's founder.

Following the First World War, revived competition between press groups created the conditions in which these pre-war tensions were resolved. The press group that owned the Petit-Journal again made a bid for the sports journalism market now dominated by the daily sports newspaper operated by Henri Desgrange and his backers. In 1919, the press group sponsored an early season race - the Circuit des Champs de Bataille - to challenge the precedence of the Desgrange-organized Tour de France. At the same time, the group launched a sports paper - L'Echo des Sports - to challenge the market dominance of Desgrange's newspaper L'Auto. The editor of this paper - an erstwhile colleague of

Desgrange - took on the organization of a further edition of the Polymultipliee in 1921. He invited the co-operation of AudaxClub Parisien to once again assist in the organization of the event.

Earlier that year, the ACP had split over the issue of the introduction of a hiking section. When the Executive refused to support the creation of a hiking group, a substantial number of club members left the club to form a new organization of Audax cyclists. The Executive's subsequent acceptance of the rival newspaper's invitation to assist with the organization of the 1921 edition of the Polymultipliee, led Henri Desgrange to withdraw the right of the Audax Club Parisien to homologate Audax brevets, effectively leaving the club without a ride schedule of brevets. The right to homologate Audax brevets was conferred on the new organization of the breakaway group.

In the meanwhile, De Vivie, alert to the growing disaffection of local cycling clubs with the direction taken by the Touring-Club of France, advocated in the pages of his newspaper the formation of a new association of cycling clubs devoted to cycletourism. In 1923, a new organization was created - the Federation Francaise des Societes de Cyclotourisme - under the Presidency of Gaston Clement, a member of the Executive of the Audax Club Parisien. The U.V.F., seeing exclusive control of amateur cycling slipping from its grasp, attempted with the support of the Touring-Club of France, to reassert control over the disaffected local clubs now aligned with the FFSC. This attempt rebuffed, the newly-formed organization emerged strengthened and ready to implement its own program of activities in support of cycle tourism.

In addition to providing the Audax Club Parisien with a new organizational home and an alliance with a broader movement of cyclists, association with the FFSC brought to randonneur cycling a cycling philosophy considerably at variance with that had prevailed at Audax France. De Vivie was a proponent and active participant in long randonnee rides. From 1900 onwards, he completed annually a long ride into Provence at Easter, choosing in each year a different landmark as the ride's endpoint. In 1924, he invited his friends and readers to participate in this annual event. The event was repeated in each of the subsequent years until, in 1929, it became formalized by the FFSC as an annual event. Additionally, a De Vivie suggestion in 1929 led to the creation of similar rides to each of the corners of the six corners of the French hexagon. The Diagonales, are long distance rides by teams of up to five riders on pre-approved routes

within a given time allowance. Paques en Provence and the Diagonales are the events that were the forerunners of the randonneur event we now know as the Fleche.

Implicit in these events is the notion of cycling events as challenges to be met by individual cyclists working within a small group. Each challenge set before a sport tourist cyclist was to be met to the best of that cyclist's ability. Imbued with this philosophy, the new organization of randonneur cycling abandoned the notion of regulated pace-line cycling, a major tenet of Audax-style cycling, in favour of cycling at an unregulated pace that could be sustained over a long distance - "allure libre" style cycling. No longer permitted to homologate audax-style brevets, the Audax Club Parisien, in this period, began the creation of an event structure for allure libre style cycling that would provide challenges of increasing difficulty to a sports tourist cyclist. This event structure - the Brevets de Randonneur - became the brevet series of 200, 300, 400, and 600 kilometer rides. By mid-1928, the work of completing the structure of the brevet series was finished with the riding of the first 600 kilometer brevet.

By contrast, the breakaway organization of Audax cyclists, the L'Union des Audax Cyclistes Parisiens (U.A.C.P.), remained faithful to the principle of non-competitive cycling. Audax-style cycling never developed brevet events beyond the initial 200 kilometer distance. In keeping with the De Coubertin - inspired notion of participation in sports as a means to health and physical well-being, Audax cycling has instead diversified into hiking, running, and swimming activities.

In 1931, the Audax Club Parisien organized its first edition of Paris -Brest - Paris, using the route and the controls of the professional race -in that year sponsored by the Petit-Journal. Audax riders organized their own version of the ride that commenced the following day. French amateur cyclists had successfully bridged the gap to participate on their own terms in a major long distance road cycling event.

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Recumbants in The News

Now for something a little bent. Another list I am a member of had a discussion of shops around and sites for recumbant. Below are a number of links for recumbants.

Recumbent Cycling Ontario <http://www.hpv.on.ca/>

Recumbents <http://www.m5-ligfietsen.com/main.php?sNewLang=GB&PHPSESSID=c3d21426a637d5f0931e62084bcfa93e>

Triketrails <http://www.triketrails.com>

Bent Rider On Line <http://www.bentrideronline.com>

Cambie Cycles <http://www.cambiecycles.com>
Human Powered Vehicle Operators of Ottawa <http://hpv.tricolour.net>

Easy Racers <http://www.EASYRACERS.com>

HP Velotechnic http://www.hpvelotechnik.com/index_e.html

Oracle Cycle Works <http://www.oraclecycleworks.com/>

Curt Sampson's Recumbent Bcycle Page <http://www.cynic.net/~cjs/recumbent/>

Human Powered Transportation Assoc. <http://www.hptabrant.ca/>

Recumbent Bicycles – Pros and Cons <http://www.hpv.on.ca/recumb.htm>

Recumbent Trikes – Canada <http://www.recumbenttrikes.ca/>

Recumbent Information Centre <http://www.recumbents.com/home.asp>

And don't forget the links on the C-KAP web site <http://www.ckap.ca>

Jim