



The Long Road

Newsletter for members of Randonneurs Ontario

The Long Road

Volume 22 Issue 6

November/December 2005

New Board Members, New Ride Schedules for 2006 looks to be another exciting year for the club.

Message from the President

michael thomson

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(Ed. Michael Thomson is our new President and he gives us an introduction to his experiences for those who have not ridden with him.)

I spent my formative cycling years in Nova Scotia, a place far enough removed from the 'real' world that many forms of cycling were not available locally, and were only known about via the limited cycling magazines available at the local shops. It was during these years that I read about the strange propensity of a certain few cyclists in far away lands, partaking in something known as "randonneuring", often with eyes to the goal of riding the Paris-Brest-Paris. Having never met anyone who

had ridden more than 300K at one time, the idea of my being able to do randonneuring was as remote as the concept of someone mistaking Halifax for Paris, and riding from Paris to Brest and back again in 90 hours was in my mind only slightly less likely than taking a wrong turn in Renfrew and ending up on the moon. So it was that I spent my summer weekends aboard a heavily laden touring bike, exploring the very delightful back roads and country side that Nova Scotia has in abundance.

But as happens with most everyone of us, reality and the need of a job settled in. Employment is not something Nova Scotia has in abundance, so it was off to big TO (little TO being Truro, N.S.), to intern at a factory that employed more people than 99% of the towns in Nova Scotia had for their entire population. Continued Pg 4

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Toronto Area Randonneurs Ontario Awards Banquet

Date: Saturday, Feb. 4th 2006 7PM

Place: Party Room,
1101 Steeles Avenue West

Menu:

- Chicken Moroccan with vegetables
- Pasta with marinara sauce
- Pasta with tofu (for the vegetarians)
- Mixed green salad with rosemary vinaigrette
- Coffee, tea
- Desert
- BYOB

RSVP by: Friday Jan. 27th by email to Secretary@randonneursontario.ca or by mail to address listed below

Please indicate if you would like the vegetarian option.

Price: \$25 per person.

Please send a cheque made payable to Randonneurs Ontario to:

Jim Griffin
8735 5th Sideroad RR 3
Everett, On,
L0M 1J0
by the RSVP date



TSWO 600 km: A stranger in a strange land.

So at the start of this riding season (2005) I had three goals:

- 1) Do a series of Brevets (200, 300, 400, & 600 km Rides).
- 2) Do a 1000 km ride (hopefully Ottawa-Quebec City-Ottawa).
- 3) Ride a ride such that I stay with a rider that tends to ride at a slower pace than me.

The first two are self explanatory. Let me explain the last one. I have done a number of rides with Vytas. I found that Vytas tended to be very patient and able to stay with riders to help them get to the finish. Hence the reason why he got the Mentoring award last year. To me, this type of riding requires more strength than someone who rides very, very fast (IE: doing 600 km in less than 30 hours).

In the past I have ridden long rides and played leap frog with other riders. I rode strong, and then got weaker and they would pass me, and vice versa. I have always felt kind of strange about that style of riding. Hence the reason for goal #3.

During the Tour of South Western Ontario 600 (TSWO 600), I completed goals #1 and #3. Goal #2 might be a write off for this year unless I decide to do Boston-Montreal-Boston (BMB) as a 1000 km ride.

I have to say that I noticed two things about this ride that were quite different than riding up in Ottawa: 1) there was a lot more traffic on the roads for the TSWO and 2) the queue sheet was different: a) it used a lot of north, south, east, west, which we don't normally use and b) it had instructions, big space, then distances. I found 2b hard to read, but I got used to it. Also I have to say I have never been to this part of Ontario before.

So I drove out to Toronto to ride with Eli. As I drove out, I passed various signs along the 401, thinking "I have ridden my bike to that place!" Once I passed Harrowsmith it was like I was out of my home riding area.

The next morning Eli and I got to the start. We were a bit later than we intended, (but got there before 6 am) because I missed a turn on the 401. The start was kind of strange for me, in that not everyone left at the same time. Eli said "are you ready, Trev?" and I grabbed a few things and we left (this was after meeting the organizer (Mark) and doing the paperwork). A couple riders had left (Ken and Glen) already and I looked at my watch and it was 6:08. There were 10 riders on this ride, Ken, Glen, Pascal, Jean, Erez, Dave, Dave, Eli, and myself. Eli and I rode briefly with Alan Twaits. Alan and Eli chatted and I just followed them. Alan left and we continued on.

As we chatted, and continued down Britainia road, a train had stopped us. It looked short so it wasn't a big deal. A group of four riders caught up with us and they eventually passed us (Marc, Erez, Pascal, and Jean, I believe). Instead of my usual tactic of trying to stay with the lead group as long as possible and then fall off the back, I kept Eli's pace.

We got to the first climb of the day and at the top I waited for Eli. I told Eli some advice that a friend now in BC told me: "Tell the rider that you will wait at the top, ride to the top at your own speed, and then do some stretches as you wait." I found it was very helpful advice as I didn't have time for my usually stretches in the parking lot at the start.

As we continued riding, Eli saw some shade on a road on our left. He joked that he wouldn't mind being in that shade. It turned out that we nearly missed a queue, and the shady road was our turn.

Around the town of St. George, one of my aero-bar elbow pads fell off. The pin had fallen out and I could not fix it on the road. I remember before the ride looking at the pin and seeing that it was slightly out and thinking it would be ok, a few days before the ride. Oh well hindsight is 20/20.

We stopped at the grocery store to have a quick bite to eat from our lunches and to reload our water bottles. We then continued on. In Paris (ONTARIO!), (sorry I still think of France when someone says Paris or worse yet if someone says London; it is still England to me). Anyway in Paris, Eli's space bar on his handle bars fell off due to the weight of his lights. His "ditch light" was still on, so he decided to fix the other light problems later on, before dark, by mounting them on his handle bars directly.

Strangely on my first 600, Dave McCaw wrote a ride report, which is on the web site. It sounded like he had a similar problem [1].

We continued on aptly named roads like Mile Hill Road (1.6 km!) and Power Line road. Along the 19 km stretch I stopped at a grocery store and grab more Gatorade. Eli continued on and I caught up with him.

We got to the first check point in Tillsonburg at a Tim Hortons. The two Daves from Ohio were there. We chatted briefly and they left behind some ice, which we used some. We had a quick bite to eat and then forged ahead towards (I believe) Lake Erie. We eventually stopped in a small town (can't remember the name; just remember that they were serving Tacos there). It was a hot day and I needed more water/Gatorade. Eli was phoning to find out about Anne in the GRR (Gold Rush Randonnée). I de-



Schedules for 2006

2006 Toronto Chapter

Sunday March 19, 2006 Distance: 60K
 Start Time: 10:00 AM
 Start Point: Maple
 Route: Maple-Schomberg (Populaire)
 Organizer: TBD

Sunday March 26, 2006 Distance: 105K
 Start Time: 10:00 AM
 Start Point: Erin Mills
 Route: Erin Mills-Campbellville (Populaire)
 Organizer: Steve Rheault

Saturday April 1, 2006 Distance: 120K
 Start Time: 10:00 AM
 Start Point: Markham
 Route: Markham-Port Perry (Populaire)
 Organizer: TBD

Sunday April 9, 2006 Distance: 110K
 Start Time: 10:00 AM
 Start Point: Don Mills
 Route: Uxbridge Ice Classic (Populaire)
 Organizer: TBD

Sunday April 23, 2006 Distance: 200K
 Start Time: 8:00 AM
 Start Point: Erin Mills
 Route: Grand River 200 (Brevet)
 Organizer: TBD

Sunday April 30, 2006 Distance: 165K
 Start Time: 9:00 AM
 Start Point: Maple
 Route: Simcoe Century (Populaire)
 Organizer: TBD

Sunday May 7, 2006 Distance: 200K
 Start Time: 8:00 AM
 Start Point: Erin Mills
 Route: Gentle Start (Brevet)
 Organizer: Steve Rheault

Friday May 12, 2006 Distance: 70K
 Start Time: 7:00 PM
 Start Point: Maple
 Route: Night Riding Skills (Populaire)
 Organizer: Phil Piltch or 416-759-4251

Saturday May 20, 2006 Distance: TBD
 Start Time: TBD
 Start Point: TBD
 Route: Fleche Ontario
 Organizer: TBD

Sunday May 21, 2006 Distance: 300K
 Start Time: 6:00 AM
 Start Point: Concord
 Route: Pretty River Valley (Brevet)
 Organizer: TBD

Saturday May 27, 2006 Distance: 400K
 Start Time: 6:00 AM
 Start Point: Erin Mills
 Route: Tour of Oak Ridges Moraine (Brevet)
 Organizer: Steve Rheault

Sunday May 28, 2006 Distance: 200K
 Start Time: 8:00 AM
 Start Point: Markham
 Route: Markham-Woodville (Brevet)
 Organizer: TBD

Saturday June 3, 2006 Distance: 300K
 Start Time: 6:00 AM
 Start Point: Concord
 Route: Hills, Villes & Valleys (Brevet)
 Organizer: TBD

Sunday June 4, 2006 Distance: 135K
 Start Time: 10:00 AM
 Start Point: Erin Mills
 Route: Erin Mills-St. George (Populaire)
 Organizer: TBD

Saturday June 10, 2006 Distance: 600K
 Start Time: 6:00 AM
 Start Point: Markham
 Route: Haliburton Highlands (Brevet)
 Organizer: Henry Furlott or 416-2551791

Sunday June 11, 2006 Distance: 200K
 Start Time: 8:00 AM
 Start Point: Markham
 Route: Bewdley Glutebuster (Brevet)
 Organizer: TBD

Message from the President

Continued

As any good cyclist would do, the first thing I did was investigate the local cycling club scene, and the very first weekend went for a ride with TBN. But during my investigation I noted a club called "Toronto Randonneurs" and the memories of long ago read articles came back to me. So after a year of getting

up to speed with the TBN, marveling at how it didn't rain in Ontario, and understanding why so little bike touring happens around Toronto (what today is a campsite will tomorrow be a subdivision), I showed up at my first Randonneur ride in the spring of 1997.

Standing outside the Cappuccino Bakery in Maple, I met Larry Strung, Mark Hopper, and Scott Chisholm, all who had also shown up for their first Randonneur ride. I was certainly happy that I was not the only novice there, and together the four of us went on to ride the

season through and proceeded on to tackle all the brevets required to achieve "Super Randonneur" status. All through the series, we encouraged each other along, and gained even greater confidence from riding with the veterans who had already done full Super Randonneur series, some of whom had already ridden PBP. It was during this time that I realized that randonneurs are mere mortals, and that maybe my riding PBP was a possibility after all. It took until 2003 to actually make it to PBP, but it provided me with one of the most rewarding cycling experiences I have ever had.

Now, after 8 years of being a member of what is now Randonneurs Ontario, I find myself as President. I think this will be just as much of a challenge as that first Super Randonneur series was, and I hope it will be every bit as rewarding as well. I hope that during my period as President, there will be new faces in the pack, who will be just as nervous and full of trepidation as I was that first ride. And I hope we can all be there to encourage them on, so that they

The Lighter Side of Randonneuring (A Personal View on Night Riding)

Phil Piltch

At some point in one's randonneuring career, one must face at least some night riding. Past a certain distance, no matter how fast you can ride, your're going to have to do at least some of it in darkness. Night riding brings with two main challenges: keeping awake and alert, and finding reliable lighting that is at once light-weight and sufficiently bright to see where one is going. I've been riding brevets for over a decade now, and have a lot of experience riding through the night. On the whole, I still enjoy night riding, and often find the experience almost magical; the beam of headlights illuminating only the road, dark star-lit skies fireflies and the arc of the Milky Way overhead.

I'm still in search for the idea solution to keeping awake and alert, though Martin Heath's "magic elixir" (Turkish coffee) has been one of the better I've tried, along with hot coffee, Coca Cola, but sometimes the only thing left to do is pull in somewhere and take a quick nap.

When it comes to lighting systems, I've looked at many solutions for putting light on the "dark side" of randonneuring. The various options seem endless: small lights powered by disposable batteries, fancy lights power by rechargeable battery packs, and the traditional choice of generator lighters. Over the past few years headlights using while LEDs have appeared and show some promise. In the end, I've always tended to favour generators - I liked the elegant, self-contain quality of generator systems, with no need to carry spare batteries or having to worry over safe disposal of dead ones.

When first started randonneuring, pretty much all of the generators on the market were tire or rim driven. Less common were ones that mounted on the underside of the frame just behind the bottom bracket - instead of a pulley, the body of the generator rolled against the centre of the tire. In recent years,

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Randonneurs Ontario

Long Distance Cycling Association
www.randonneursonario.ca

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Notes from the desk of the editor

Here are a few bits of information from emails received.

Check this site for an idea on how to attract more riders
<http://www.airquee.co.uk/pub/>

There's a good review of Jan Heine's new book on antique bicycles, "The Golden Age Of Handbuilt Bicycles" on the website of Cyclingnews.

<http://www.cyclingnews.com/tech.php?id=tech/2005/reviews/handbuilt>

Some club members will remember Jan and Jaye riding PBP '03 on his restored antique tandem.

Please note that minutes from the AGM and board meetings can be obtained from the Secretary, Real Prefontaine secretary@randonneursonario.ca.

Highlights of the AGM are:

- Approval of Budget for 2006;
- Amendment of Family membership fees to \$50.00 for the first member and \$25.00 for each additional member;
- Approval of the 2006 Brevets schedule (will be posted on the Web site in due course);



Mystery Photo: Name the Object?

- Amendments to the By Laws
 - Section 12: providing for election of President for up to 4 years rather than 2 years
 - Section 15: provision to allow Board to approve Brevets schedule before AGM when necessary to meet ACP deadline requirements
 - New section 33 providing for recognition in certain circumstances of electronic signature
- election of the Board of Directors (already reported)

hub generators have become the most popular, with the Schmidt the one of choice for those willing to spend the money.

My first generator system was a Union “bottle” that mounted to the left seat stay and came with a big “sealed-beam” style headlight and a stylish taillight. I had this on an old three-speed I used for commuting. For randonneuring I put a Sanyo bottom-bracket generator on my Trek 420, wired to a Union headlight and taillight. I used a 2.4 watt halogen bulb in the front and a 0.6 watt in the rear. It proved to be both quieter and have less drag than the “bottle” style generators, though it was ideally placed to pickup any mud the happened to be on the road. Or it might begin to slip, reducing the light output. My Sanyo generator provided me with many years of good service, and was the system I used for PBP in 1999. However, with cheap sleeve bearings, it was prone to failure, as was the case on a 400 I rode with two others who also had Sanyo BB generators. At different point on the ride, first one, then the other starting making horrid squealing noises and little if any light.



I switched to hub generator in 2002 with a Shimano NX30, powering the same lights as with the Sanyo. Much as I was tempted to get a Schmidt, the price seemed a bit daunting and the NX30 seemed good enough for the task. Indeed, it was wonderful - it came with a switch that had a light sensor which turned the lights on as soon as it got dark. Not only did my new system have less drag and no noise, the light came on automatically. Initially I used the old Union headlight, but while riding Lake Ontario Loop that year, I couldn't help but notice how dim the Union appeared next to a Lumotec Oval. I opted for the Lumotec Round, which has the same optics. Finally, I could really see - the main beam of the Lumotec was smaller and brighter, while the more diffuse part of beam was almost as wide as the old Union. The one weird thing with the hub generator was that a really slow speeds the light flickered, but at normal speeds the light was steady. On Rocky Mountain 1200 I did have one minor problem, when the switch failed, leaving the lights on permanently. During the day I had to disconnect the wire from the headlight (the taillight was wire from the headlight). I was able to get the switch unit replaced and have had no problem since. All worked flawlessly for my second go at PBP in 2003. Interestingly, I saw several other bikes with NX30s at PBP. Earlier this summer I bought one of Shimano's newest hub generators, the 3N71, which I saw in a article in the Rivendell Reader and which the folks at Rivendell compared to the Schmidt. While still not quite at the level of the more expensive hub, it still looks to be a vast improvement to the NX30.



One of the more interesting generators I've seen is the Lightspin. It looks like a rather bulky side-mount generator, but with a really curious twist - if you try spinning the pulley it keeps on spinning. Almost feels as if it's broken. I bought one in 2001 with the initial plan to mount on another bike of mine, but after one trail, put it aside for future use. In the fall of 2002 I ordered a Mariposa touring bike, and decide the Lightspin would be perfect for the new bike - a good generator for occasional night use. However, I did use the Mariposa for quite a few brevets, including TOT, and it proved to be a very good choice - the low drag was similar to that of a hub generator, but it could be disengaged for zero drag during the day. The early models did have one annoying and serious defect - to engage or disengage the generator, one had to swing it out, but the mechanism would eventually fail and the generator would be permanently engaged. Another problem was the rubber cap on the plastic pulley would tend to slip off. As mine was an early model, it did finally fail, but luckily not until the 2003 season was over. Both defects were apparently fixed and the replacement I have has worked well for the past two seasons. With the Mariposa, I also discovered an ideal generator-powered taillight - the Securelite, with a single, insanely bright red LED and a storage circuit that keeps it lit for several minutes after stopping. This one mounts to the fender, but I'm considering a similar light for the Trek that mounts on the rear rack. Now if we can get a decent generator-powered LED headlight (there is one from Busch and Muller, which make





Lumotec, but the it did not sound ideal for brevets).

Obviously, if you are just giving randonneuring a try it probably isn't worth the bother or the expense to get a generator, especially if it involves rebuilding your front wheel. Nor, I suppose, if you feel the sleek clean lines of your bike will be ruined by the clutter of permanently mounted lights and wires. But for those of us in it for the long-haul, whose bikes have a bit of heft, full-length mudguards and racks, a generator is, in my opinion, the best choice of lighting the road the whole night long. *P. Piltch*

Larry Schwartz Year-Rounder Century Challenge

Club centuries are the highlight of many endurance riders' seasons: the fun of a day on the bike with friends and the challenge of riding 100 miles. And, at least for the day, an unrestricted diet! The Year Rounder is for century riders looking for a new challenge: consistent performance throughout the year! Can you ride a century (or longer) every month of the year? You can maintain your fitness and have more fun cycling.

The Year-Rounder is a division of the UMCA Mileage Challenge. All you need to do is sign up for the Mileage Challenge, and submit your centuries - we'll do the rest. Centuries can be either Organized centuries or Personal rides that you design yourself (explained below).

Mileage Challenge participants receive:

- an e-book Century Tips on training, nutrition, equipment and technique;
- an e-newsletter, sharing tips and stats;
- a bi-monthly Year Rounder column by Crista Borrás and Chuck Wood, who ride centuries every weekend;
- a section at www.ultracycling.com devoted to the best century stories sent in by riders;
- a rider with at least 1,000 miles in the Mileage Challenge gets a discount on Accelerade and EnduroxR4.

If you reach the goal, we'll award you a Year-Rounder medal.

Although the goal is a century a month, it might be too snowy or icy some months; so we'll allow two make-up rides. For example, if you get snowed out in January, just do two centuries in February.

For routing reasons some centuries are just under 100 miles. In the Mileage Challenge a Century is a ride of 90 - 149 miles.

To get started, go to

<http://www.ultracycling.com/about/join.html>

Join the UMCA, add 10 bucks for the Year-Rounder, put on your wool jersey, head out the door, and we'll do the rest.

You don't have to ride alone - UMCA members lead HUB rides in many parts of the country. These are low-key rides - no t-shirts, no catered rest stops - just friends out for a day on the bike.

More information at: <http://www.ultracycling.com/events/hubdirectory.html>

The Year-Rounder honors Larry Schwartz, who won the UMCA Mileage Challenge in 2001, was second in 2002, and was leading in 2003 when he was struck and killed by a school bus.

For a profile of Schwartz go to: http://www.ultracycling.com/about/hof_schwartz.html

Rules Summary:

An "Organized" century is a ride with: a name, designated start/finish location and starting time(s), route plan, organizer, and advance publication of the ride or ride series in club newsletters, etc.

A "Personal" century is a personally designed ride. For credit, you must complete at least 90 miles in a 12-hour period including off the bike time (and maintain an 8.33 mph average after that). Personal centuries provide century-length riding opportunities for riders in seasons or locales where Organized centuries are sparse.

Any Mileage Challenge ride counts in the Year Rounder: brevets, double centuries and ultra events.

We like to keep the holidays free for time with the family, so the Mileage Challenge and Year Rounder will end on December 21, 2005.

For complete rules and ride documentation form, go to:

<http://www.ultracycling.com/standings/umcrules.html>

The Year-Rounder is a program of the UltraMarathon Cycling Association, Inc.
www.ultracycling.com



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cided to get some water and dump it on my head. That helped a lot.

Then we were beside the lake and I stopped and took a couple of pictures of my bike and the lake. Eli had asked me early in the ride if I had a camera. I said yes. He asked me if I could take a picture of him beside a farm that used to be in his family on his in-law's side. He said he had seen it on a previous attempt of the TSWO 600 and was a bit taken aback by it being on the route. I said "sure, we can take some pictures". So, just as we were seeking the farm on Sparta road, the two Daves came up behind us.

Behind us, I heard <<Bonjour>> and I immediately said <<Comment ça va?>>. No response. I thought for a second it was some of the Francophones that were in the parking lot at the start, but then it was the Daves. Eli told them about the farm and we stopped to take the photos. The Daves continued on.

At the check point in Port Stanley (a Mac's store), we met up with the Daves. It was good, the more the merrier. A lady was talking to all of us about what we were doing. Too bad I didn't have one of the Rando business cards. Oh well. As a side note, business cards can be used as a bike part, namely if one's tire has a big gash in it such that the tube will stick out, one can put the business card between the tube and the tire. It's one of the tricks I found out. I have only used it once, commuting in the city of Ottawa.

The Mac's store didn't have a public washroom, so I figured I would have to wait until later. We all had a bite to eat and set off on our way. This time the four of us rode together. We hit our first climb and I dropped everyone, pulled over to the side of the road and took a nature break. They passed me and I caught back up.

The four of us stayed together for quite awhile, we were working well as a pace line. Then eventually Eli and I went ahead of the Daves. We got to Melbourne (NOT AUSTRALIA!!), and Eli needed a break off the bike. I said ok, I will see if I can find a washroom. I did find one and I was happy, but they didn't have any soap, which may have effected me later in the ride.

During this section, I tried a few times to pull Eli, but I tended to up the pace and drop him, so we stopped trying to draft each other. Drafting had worked well earlier in the day when we rode with the Daves. I guess everyone has their own natural pace or maybe it is easier to keep the same pace when you have a rider beside you? Two servo units instead of just one. So we didn't really pull each other for the rest of the ride. I suppose that is something for me to work on in the future.

We got some drinks. Just before we left the Daves showed up and we chatted briefly before we headed off again. They took a break in Melbourne.

We got to the check point in Strathroy just before dark, so it was a perfect stop to get our night gear going. We stopped at the 7-11. The Daves showed up shortly after us. We told them our plan on where we were staying and they said they would ride through the night. Eli called our B&B and told them our estimated time of arrival (a bit after 11 pm).

We then left with our light gear on. We went up to the cyclo-cross section of the road (the 3 km of gravel). It slowed us down. I was happy though when it was over that we didn't get any flats.

We got to the B&B in London-town. (Sorry, one of my favorite songs is inspired by a furniture store that used to be in London). I think it was around 11:30. The two owners were a married couple and they stayed up for us. They were great, it was just like when Vytas and Colleen fed us on the Denbeigh 600 a few years ago[2]. The B&B owners gave us some food when we got there. I showed as Eli ate and vice versa. They were really curious about the riding we were doing. It was great. They left us out food for our 2 am breakfast. We got to sleep around midnight and got up at 2 am. We got ready and out the door by 3 am.

While at the B&B, I was constantly running to the bathroom. I am guessing it was because of the lack of soap at the bathroom at Melbourne. Luckily it stopped before we left and wasn't a problem for the rest of the ride.

Our plan was to get to the next check point by 7:30 am and then we would have a cushion. Riding at night at this time for me was good. I think I don't do as well between 11:00 am and 3:00 am. Eli estimated that the Daves were probably 40 km ahead of us.

As we rode, I noticed lights behind us; I thought that car is sure moving slowly as it approached us. I looked back. It was the Daves!!! I told Eli that we had company. It was great. I think both Eli and I got a second wind just from them arriving. They were a lot a fun to ride with. The Daves told us they slept outside at a school and I think at a church (I can't remember).

The four of us rode together until just outside Stratford. Then the two Daves took a nap in a field. Eli and I stopped at the Check



point in Stratford, we got our cards signed and Eli needed the restroom. We didn't want to eat at Tim Horton's again, so we planned to seek out a real breakfast. As I waited, the Daves showed up. It was great to have them around again. They got their cards signed. A guy came up and asked us what we were doing. He was a mountain biker. We talked to him for a while, then eventually left him and sought out a restaurant. We found one that opened at 8 am. It was 7:50 so we waited the 10 minutes.

We had a very good breakfast. Actually the restaurant had a line up to get in, so we sort of figured it was a good breakfast. It was a great visit, the most interesting question at the table was: "Ok we have 3 PhDs and one Masters at this table, one would think that we would smart enough not to do this?" At about 8:20 I fell down the stairs on the way to the washroom. One of the other patrons said, "good thing you had your helmet on!" On the way back up, I said, "I wish I had my gloves on though" as I had grabbed some stucco on the way down. When I was on my way up it was 8:30 am and I thought great we will leave soon and have a good cushion for finishing.

I got back upstairs and found it was pouring rain outside. We visited more. I think one of the Daves realized that I was getting a bit antsy. The Daves were thinking of abandoning, but then decided not too. Eli and I left around 9 am, so our cushion was blown. So I felt very anxious to get to the next control. I wanted to finish this brevet and not have to freeze my butt off on the Placid 600 in September. We had left before the Daves and I was wondering if they would change their minds back to abandoning on the way back.

Eli tried to relieve my anxiety by reassuring me. I thought I could watch my average speed counter on my computer (set to total time, not riding time). As I figured out how much my calibration was off the queue sheet, my computer said ".E". Oh well that didn't work.

As we rode in the rain, we made our way to the next check point. I decided to put another jacket on. So I stopped and did that. As we continued on, I heard a voice behind me "You guys are crazy to be biking in the rain!!" It was Pascal, Jean, and Erez. They had slept in Stratford and left late. It was so cool that they caught us. I raised the pace to stay with them so we could chat. When I looked behind me, I was ecstatic that Eli had done the same. We drafted them for about 10 or 15 km. Eli chatted a lot with Erez. I would catch the odd phrase and comment. It was great having the company.

Eventually the pace was too high. We were climbing a hill, Eli dropped back. I decided that I would have a cliff shot but did not have time to eat it so I was carrying it in my mouth like a cat as I climbed with the 3 fast riders. I told Erez that we dropped Eli and they slowed for awhile, but then the gap got to great. As I ate my cliff shot, I dropped back.

As we got closer to Cambridge, the sun came out and I took off one of my jackets and eventually turned one of them inside out to dry. We got to a fish and chips restaurant and noticed the bikes of Jean, Pascal, and Erez there. It was the checkpoint. We ate a big lunch there and changed out of our wet clothes.

Then the two Daves showed up. It was great, to see that they didn't abandon. Before we left I had to ask for directions, because the queue sheet was a bit confusing leaving the check point. I stopped at a grocery store for some Gadoraid and it started pouring. Eli waited for me and the Daves passed us.

After we did a climb, we had to do a decent on a dirt road for 0.5 of a km or so. We didn't seem to catch the Daves. Eventually the rain let up and it was nice again. After passing thru St. George, I figured I needed another bottle of gadoraid, so we had a quick stop at a grocery store.

Then around the 560 km mark, I was feeling really, really tired, almost sleepy. Eli offered me a cliff shot. I declined it as I had my own. I told him I would stop and put them in my back pocket, and then I chased after him. I sped up more than our pace. It naturally woke me up without the caffeine. I asked Eli if it was ok if I went ahead at my own pace, as I knew the pace would wake me up. He said it was ok.

So I hammered on my own for the rest of the 40 km. It kept me awake. Then there was a good tail wind coming down Britannia. I got to the parking lot, put my bike on my car and locked it up. I saw the two Daves. I chatted with them and got my queue card signed. Shortly after that Eli arrived and all four of us visited. It was a great ride!

References:

[1] A Successful 600 by Dave McCaw. At <http://www.randonneursontario.ca/result/rrden600.html>

[2] T.J. Stocki "Lanterne Rouge Report", Spokesperson: Newsletter of the Ottawa Bicycle Club, October 2003, page 9.

Sunday June 18, 2006

Distance: TBD
 Start Time: TBD
 Start Point: TBD
 Route: Father's Day -(Populaire)
 Organizer: Anne Pokocky

Saturday June 24, 2006

Distance: 300K
 Start Time: 7:00 AM
 Start Point: Markham
 Route: Tour of Rice Lake (Brevet)
 Organizer: TBD

Thursday June 29, 2006

Distance: 200K
 Start Time: 8:00 AM
 Start Point: Maple
 Route: Maple-Orangeville (Brevet)
 Organizer: TBD

Saturday July 8, 2006

Distance: 300K
 Start Time: 7:00 AM
 Start Point: Erin Mills
 Route: Lakes & Vines (Brevet)
 Organizer: TBD

Sunday July 9, 2006

Distance: 200K
 Start Time: 8:00 AM
 Start Point: Maple
 Route: Maple-Orillia (Brevet)
 Organizer: TBD

Thursday July 13, 2006

Distance: 300K
 Start Time: 6:00 AM
 Start Point: Erin Mills
 Route: Erin Mills-New Hamburg (Brevet)
 Organizer: TBD

Saturday July 15, 2006

Distance: 400K
 Start Time: 6:00 AM
 Start Point: Concord
 Route: Georgian Triangle (Brevet)
 Organizer: TBD

Saturday July 29, 2006

Distance: 600K
 Start Time: 6:00 AM
 Start Point: Erin Mills
 Route: Tour of Southwest Ontario (Brevet)
 Organizer: TBD

Thursday August 3, 2006

Distance: 400K
 Start Time: 6:00 AM
 Start Point: Concord
 Route: Maple-Shakespeare (Brevet)
 Organizer: TBD

Saturday August 5, 2006

Distance: 1000K
 Start Time: 6:00 AM
 Start Point: Queen's Park
 Route: Lake Ontario Loop (Brevet)
 Organizer: TBD

Sunday August 6, 2006

Distance: 300K
 Start Time: 6:00 AM
 Start Point: Markham
 Route: Carden Plain (Brevet)
 Organizer: TBD

Sunday August 13, 2006

Distance: 120K
 Start Time: 10:00 AM
 Start Point: Markham
 Route: Markham-Kirby (Populaire)
 Organizer: TBD

Sunday August 20, 2006

Distance: 200K
 Start Time: 8:00 AM
 Start Point: Maple
 Route: Hockley Hills (Brevet)
 Organizer: TBD

Thursday August 24, 2006

Distance: 600K
 Start Time: 6:00 AM
 Start Point: Concord
 Route: Huron Shores (Brevet)
 Organizer: TBD

Sunday September 3, 2006

Distance: 200K
 Start Time: 8:00 AM
 Start Point: Toronto
 Route: Mean Streets (Brevet)
 Organizer: TBD

Saturday September 9, 2006

Distance: 200K
 Start Time: 8:00 AM
 Start Point: Picton
 Route: Loyalist 200 - Club Ride (Brevet)
 Organizer: Steve Rheault

Sunday September 17, 2006

Distance: 110K
 Start Time: 10:00 AM
 Start Point: Kleinburg
 Route: Kleinburg-Belfountain (Populaire)
 Organizer: TBD

Sunday September 24, 2006

Distance: 100K
 Start Time: 10:00 AM
 Start Point: Maple
 Route: Champagne Scramble (Club Rally)
 Organizer: TBD

Sunday October 1, 2006

Distance: 200K
 Start Time: 8:00 AM
 Start Point: Haliburton
 Route: Markham-Haliburton Offroad (Populaire)
 Organizer: TBD

Sunday October 15, 2006

Distance: 80K
 Start Time: 10:00 AM
 Start Point: TBD
 Route: Brunch Ride (Populaire)
 Organizer: TBD

06 Ottawa Chapter

Saturday March 18, 2006

Distance: 60K
 Start Time: 10:00 AM
 Start Point: Cheshire Cat
 Route: Almonte 60K (Populaire)
 Organizer: Jim Morris

Saturday March 25, 2006

Distance: 90K
 Start Time: 10:00 AM
 Start Point: Cheshire Cat
 Route: Burritt's Rapid's 90k (Populaire)
 Organizer: Patricia Von Niessen

Saturday April 1, 2006

Distance: 110K
 Start Time: 10:00 AM
 Start Point: Aviation Museum
 Route: Burritt's Rapid's (Populaire)
 Organizer: Robert Choquette



Saturday April 8, 2006
Distance: 100K
Start Time: 9:00 AM
Start Point: Aviation Museum
Route: Wakefield (Populaire)
Organizer: Peter Grant

Wednesday April 12, 2006
Distance: 200K
Start Time: 8:00 AM
Start Point: Cheshire Cat
Route: Merrickville 200 (Brevet)
Organizer: Bill Pye

Saturday April 22, 2006
Distance: 200K
Start Time: 8:00 AM
Start Point: Cheshire Cat
Route: Merrickville 200 (Brevet)
Organizer: Jim Morris

Wednesday April 26, 2006
Distance: 200K
Start Time: 8:00 AM
Start Point: Cheshire Cat
Route: Original 200 (ACP Brevet)
Organizer: Bill Pye

Saturday April 29, 2006
Distance: 200K
Start Time: 8:00 AM
Start Point: Cheshire Cat
Route: Original 200 (ACP Brevet)
Organizer: Vytautas Janusauskas

Wednesday May 3, 2006
Distance: 300K
Start Time: 6:00 AM
Start Point: Aviation Museum
Route: Alexandria 300 (Brevet)
Organizer: Bill Pye

Saturday May 6, 2006
Distance: 300K
Start Time: 6:00 AM
Start Point: Aviation Museum
Route: Alexandria 300 (Brevet)
Organizer: Doug Reid

Wednesday May 10, 2006
Distance: 300K
Start Time: 6:00 AM
Start Point: Cheshire Cat
Route: Animalathon (ACP Brevet)
Organizer: Bill Pye

Saturday May 13, 2006
Distance: 300K
Start Time: 6:00 AM
Start Point: Cheshire Cat
Route: Animalathon (ACP Brevet)
Organizer: Peter Grant

Wednesday May 24, 2006
Distance: 200K
Start Time: 6:00 AM
Start Point: Britannia Bay
Route: Wakefield 200 (Brevet)
Organizer: Bill Pye

Saturday May 27, 2006
Distance: 200K
Start Time: 6:00 AM
Start Point: Kinburn
Route: Shawville 200 (Brevet)
Organizer: Trevor Stocki

Wednesday May 31, 2006
Distance: 400K
Start Time: 5:00 AM
Start Point: Carleton Un.
Route: Westport 400 (ACP Brevet)
Organizer: Bill Pye

Saturday June 3, 2006
Distance: 400K
Start Time: 5:00 AM
Start Point: Carleton Un.
Route: Westport 400 (ACP Brevet)
Organizer: David McCaw

Wednesday June 7, 2006
Distance: 165K
Start Time: 8:00 AM
Start Point: Cheshire Cat
Route: Storyland (Populaire)
Organizer: Bill Pye

Saturday June 10, 2006
Distance: 165K
Start Time: 8:00 AM
Start Point: Cheshire Cat
Route: Storyland (Populaire)
Organizer: Peter Grant

Wednesday June 14, 2006
Distance: 600K
Start Time: 5:00 AM
Start Point: Britannia Bay
Route: Denbeigh 600 (ACP Brevet)
Organizer: Bill Pye

Saturday June 17, 2006
Distance: 600K
Start Time: 5:00 AM
Start Point: Hornet's Nest Soccer Pitch/
St. Lazare
Route: Placid 600 (ACP Brevet)
Organizer: Patti Von Niessen

Wednesday June 21, 2006
Distance: TBD
Start Time: 8:00 AM
Start Point: Cheshire Cat
Route: Kempville (Populaire)
Organizer: Bill Pye

Saturday June 24, 2006
Distance: 200K
Start Time: 6:00 AM
Start Point: Britannia Bay
Route: Wakefield 200 (ACP Brevet)
Organizer: Patti Von Niessen

Saturday July 1, 2006
Distance: TBD
Start Time: TBD
Start Point: TBD
Route: TBD (Populaire)
Organizer: TBD

Saturday July 8, 2006
Distance: 1000/2000
Start Time: 5:00 AM
Start Point: Hornet's Nest Soccer Pitch
Route: Coureur des Bois/Hill Quest
Organizer: Vytautas Janusauskas



Saturday July 15, 2006
 Distance: 300K
 Start Time: 5:00 AM
 Start Point: Cheshire Cat
 Route: Vennachar 300 (ACP Brevet)
 Organizer: Jim Morris

Saturday July 22, 2006
 Distance: TBD
 Start Time: 8:00 AM
 Start Point: Cheshire Cat
 Route: Kempville (Populaire)
 Organizer: Trevor Stocki

Saturday July 29, 2006
 Distance: 400K
 Start Time: 5:00 AM
 Start Point: Cheshire Cat
 Route: Foymount 400 (ACP Brevet)
 Organizer: David McCaw

Wednesday August 2, 2006
 Distance: 400K
 Start Time: 5:00 AM
 Start Point: Cheshire Cat
 Route: Foymount 400 (Brevet)
 Organizer: Bill Pye

Saturday August 5, 2006
 Distance: 600K
 Start Time: 5:00 AM
 Start Point: TBD
 Route: Denbeigh 600 (ACP Brevet)
 Organizer: Patti Von Niessen

Wednesday August 9, 2006
 Distance: TBD
 Start Time: 8:00 AM
 Start Point: TBD
 Route: Kempville (Populaire)
 Organizer: Bill Pye

Saturday August 12, 2006
 Distance: 200K
 Start Time: 6:00 AM
 Start Point: Kinburn
 Route: Shawville 200 (Brevet)
 Organizer: Patti Von Niessen

Wednesday August 16, 2006
 Distance: 200K
 Start Time: 6:00 AM
 Start Point: Cheshire Cat
 Route: Original 200 (Brevet)
 Organizer: Bill Pye

Saturday August 19, 2006
 Distance: 200K
 Start Time: 6:00 AM
 Start Point: Cheshire Cat
 Route: Merrickville handicap (Brevet)
 Organizer: Patti Von Niessen

Saturday August 26, 2006
 Distance: TBD
 Start Time: 10:00 AM
 Start Point: Cheshire Cat
 Route: Pony Express (Populaire)
 Organizer: Patti Von Niessen

Saturday August 26, 2006
 Distance: TBD
 Start Time: 10:00 AM
 Start Point: Cheshire Cat
 Route: Pony Express (Populaire)
 Organizer: Patti Von Niessen

Saturday September 16, 2006
 Distance: TBD
 Start Time: 9:00 AM
 Start Point: TBD
 Route: TBD (Populaire)
 Organizer: Real Prefontaine

Saturday September 23, 2006
 Distance: TBD
 Start Time: 9:00 AM
 Start Point: TBD
 Route: TBD (Populaire)
 Organizer: Doug Reid

Saturday September 30, 2006
 Distance: TBD
 Start Time: 9:00 AM
 Start Point: TBD
 Route: TBD (Populaire)
 Organizer: TBD

2006 Huron Chapter

April 22 - Harson's Island (115 km)

May 6 - South Bruce 200 (202.3 km)

May 20 - Bowel Buster 300 (304.6 km)

June 03 - Creemore Classic (400.8 km)

June 17 - March to the Marsh (609.7 km)

Sept 23 - Big Bay 200 (205.7 km)

Any questions, just call me back. Thanks.

Carey Chappelle
 cdechappelle@bmts.com

2006 Niagara Chapter

May 28 Niagara 200

July 16 Niagara 300

June 11 Niagara 300

August 6 Niagara 200

Any questions, contact the VP for Niagara
 Thanks.

Saturday April 29, 2006
 Distance: 200K
 Start Time: 8:00 AM
 Start Point: Alliston
 Route: Lake Simcoe (Brevet)

Saturday May 13, 2006
 Distance: 300K
 Start Time: 6:00 AM
 Start Point: Alliston
 Route: Lake Simcoe (Brevet)

Saturday May 27, 2006
 Distance: 200K
 Start Time: 8:00 AM
 Start Point: Alliston
 Route: Lake Simcoe-Holland Marsh (Brevet)

Saturday June 3, 2006
 Distance: 400K
 Start Time: 6:00 AM
 Start Point: Alliston
 Route: Old 400 Revisited (Brevet)

Saturday July 1, 2006 Distance: 600K
 Start Time: 6:00 AM
 Start Point: Alliston
 Route: March to the Nuke (Brevet)

Saturday July 15, 2006
 Distance: 300K
 Start Time: 6:00 AM
 Start Point: Alliston
 Route: Conestoga Highlands (Brevet)

Saturday July 29, 2006
 Distance: 400K
 Start Time: 6:00 AM
 Start Point: Alliston
 Route: Stratford (Brevet)

Saturday August 19, 2006
 Distance: 600K
 Start Time: 6:00 AM
 Start Point: Alliston
 Route: March to the Nuke (Brevet)