



# The Long Road

Newsletter for members of Randonneurs Ontario

The Long Road

Volume 22 Issue 4

July/August 2005

## The Loyalist 200: can I ride 200 km on my Bike Friday?

Trevor ( I like to be different) Stocki

A bit of personal bike Friday history first.

Way back in 1999 I rode my first 200 km ride which was not a brevet. It was a cycling awareness/Heart and Stroke ride. It was called "bike for your life" and it was held in Nanaimo, BC. I rode with 4 people; one of them was Dr. Riendl. His first name escapes me. I had so much fun that I decided to go again the next year. This time Dr. Riendl was there again. He was riding a Bike Friday. It was the first time I had seen such a strange bicycle. He said "I just want to see if I can ride it 200 km" Ever since then I have wanted a bike Friday and I have

been dying to answer the same question.

So I decided to do the Loyalist (Picton) 200 km ride to answer this question. The Loyalist 200 was designed so that members from different chapters of our club could ride together. The chapters are in different geographical locations. Picton is about halfway between Toronto and Ottawa. I drove down to (ok don't cringe) Napanee and spent the evening there. I left for Picton at about 6 am. I got to Picton really early for the ride and ate breakfast.

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### The Board of Directors

#### Notes:

The 2005 Annual General Meeting will be held on

October 29 in the Toronto area. Location to be determined.

The Route Guidelines have been finalized . They will be published to the web. Anyone who wishes a hard copy can contact the Secretary.

Minutes of the board meetings are also available from the Secretary.

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## RIDING THE COUREUR-DE-BOIS BREVET

Robert Choquette

On Canada Day weekend, July 1 to 3, three 'plus one' Ottawa randonneurs rode the Coureur-de-bois 1000k brevet for the first time. The riders were Vytas Janusauskas, David McCaw and Robert Choquette. I say 'plus one' because Michael Lau also rode the same randonnée, but as a training ride rather than as a brevet. Let me explain.

The Coureur-de-bois randonnée was designed and put in place last year, but was not ridden until now, at least not as a brevet. It is the only 1000k brevet in the

Ottawa chapter's calendar. The route consists of a long loop from Ottawa to Ottawa, via Hawkesbury, Blainville, Joliette, Trois-Rivières, Québec City, Nicolet, Sorel, and back to Ottawa. The route is generally flat or gently rolling, with the exception of the region leading into Québec City where riders contend with at least one gated hill of 10% to 12% gradient, in addition to a number of more gentle climbs;

*Continues page 2*

## RIDING THE COUREUR-DE-BOIS BREVET

*continues*

they also must climb the escarpment into Sainte-Foy, a climb that David and Michael were warned about in the following terms: “Even the strongest riders must walk their bikes there.” David was more than intrigued as he savoured the challenge of being the first to “beat the big hill”. We didn’t remind him of the fact that said hill must be climbed on a staircase, and that the riding of bicycles is not only impossible but prohibited. The descent from the escarpment to the St. Lawrence River is also a vertical drop, which we all rode, however.

I noted above that Michael rode the randonnée as a training ride, rather than as a brevet. This was because he neglected to appear at the start at the Hornet’s Nest field at 0500hrs; when he did appear some two hours later, he didn’t find the brevet card that had been left there for him by one of our devoted “domestiques”, Colleen. Nevertheless, Michael being Michael, he decided to ride anyway.

Michael claims that he slept in that morning; for my part, doubting Thomas that I am, I think that he preferred to have three rabbits to chase; the chase would be more fun if these rabbits had a good solid two-hour lead. In fact Michael caught up to the rest of us some three hundred kilometers later, east of Trois-Rivières, having gained two hours on us within that distance; and Vyta, David and I weren’t dawdling. We know that his refueling stops are more than abbreviated. Realizing that his lack of a brevet card freed him from all the rules, Michael proceeded to not only ride the Coureur-de-bois route, but to do so in his own creative fashion. He chose a few unconventional turns, neglected others, toured a good part of Sainte-Foy, chose to stay on at least one gravel road because he liked its looks, and managed, one time with police assistance, to find us every evening for



“Michael claims that he slept in that morning; for my part, doubting Thomas that I am, I think that he preferred to have three rabbits to chase”

*BobC*





## RIDING THE COUREUR-DE-BOIS BREVET

*Continued*



*"I was the neophyte who had the privilege of riding with three highly-accomplished randonneurs."*



We rode the brevet in three days of equal distances. We stopped to sleep in Trois-Rivières (348km), Nicolet (324km.) and Ottawa (333km.). We enjoyed the support of Nancy and Colleen, who met us at the two sleep stops with our bags, including some clothing and foodstuffs, not to mention the emotional support.

The weather served us some of everything. For most of day one the temperature read 33 degrees with a humidex over 40. It proved difficult to swallow enough liquids to beat the heat. This lasted some 300km, whereupon a front moved through, dumped copious amounts of rain on us while entertaining us with a sound and light show, and then caused the temperature to drop ten degrees. Finally we were comfortable riding in a balmy 23 degrees. We arrived in Trois-Rivières, 348km, in 14hours and 45 minutes.

The fine weather continued through day two, with stiff northerly winds throughout the morning while we rode northeast to Québec City. After the ferry crossing at Lévis, however, we turned west towards Nicolet, and so did the winds. They became westerly. The afternoon was ugly, with strong headwinds of some 30 to 40 km. per hour. What really hurt, however, was the condition of the road surface of Hwy 132, the south shore road that we followed from Lévis to Nicolet, a solid century in distance. Cracks, bumps, and potholes, some that you

could lose your mother-in-law in, covered the road surface for some 90% of that route. Québec's Department of Transport, or la Voirie, aka its `Department of Cracks` as Vytas likes to call it, has outdone itself there. Our butts took such a pounding that I wondered if surgery would be required later to remove my saddle from my anatomy. I wonder if the province keeps its roads in such condition in order to justify jobs in its Department of Cracks. We arrived in Nicolet, 324km., in 15 hours and 45minutes. Once ensconced in a restaurant for dinner, Michael showed up after one of his peripatetic adventures in the back country. He was in fine fettle, as usual.

We launched on day three at 0430hrs, as we had the day before. After beetling to the ferry at Sorel, we were delayed for an hour because the 0700hrs ship didn't show up. Once across to the north shore, we eventually stopped for breakfast at 0930hrs; at this point I was in serious need of some food, as my energy tank was nearing the `empty` mark. Once replenished, we pressed on. The weather on day three was the best; warm and sunny, with comfortable temperatures; moreover, the headwinds were reasonable. In fact, Vytas noted that instead of slowing down as riders normally do on the third day of such a marathon ride, our speed was actually increasing.

*Continued page 9*

## Club Loco returns (Placid 600)

*Elias Brettler*

The team of Anne Pokocky, Steve Rhealt, Paul Regan and Eli Brettler completed the Placid 600 from Ottawa on June 22 and 23. Each of us has a series this year and has qualified for the 1200s on our calendars. Our time of 39:25 reflects our efforts to eat well at each control point, throwing some light on our other team name, the fleche eaters. The Placid is a challenging but beautiful route. As always we supported one another throughout the ride. I certainly could not have completed this ride alone.

This was a return for Anne and me. Last September we DNFd when we missed the control at kilometer 442. We had been warned about leaving enough time to reach it, but had little choice having traveled through the night reaching the previous control just 20 minutes or so before closing. I carried an awareness of the mistakes I made in September and aside from the importance of this brevet as a qualifier, there was unfinished business. Success would be sweet. The climbing as with the Oak Ridges 400 poses a real challenge and with BMB in my sights I also needed to know how well I could do it.

We left Ottawa at 5:00 a.m., with Bill Pye seeing us off with good wishes and a gift of bananas. Despite numerous attempts to interest Ottawa riders, this was a Toronto ride. The century to the first control at Cornwall was brisk. Wind was from the northeast so that west had tail winds when we headed south. We topped at a restaurant next to Tims for a sumptuous breakfast and then were

off to cross the bridge to the States.

The crossing involves two high spans. The first connects Cornwall with Mohawk lands in Canada and the second Canada to the U.S.A. We had our first mishap on the second span when Steve's back wheel was caught in a gigantic expansion joint and he flatted. He fixed it while we waited at the U.S. side. Eventually U.S. Border Patrol came over to investigate. Though Steve's wheel was somewhat damaged it held up through the ride. He did have two more flats and we suspected the wheel to blame. Once we cleared customs we were off heading south to the mountains.

The route profile shows a major increase in altitude but the climbing to St. Regis Falls is gradual and we made good time. Our control was the Adirondack Café, noteworthy for its dome shape and warm atmosphere. St. Regis Falls is also the control at 442 kilometers and last September Anne and I stopped and had a long chat with the owner, a post 9/11 refugee from Brooklyn. He remembered us as the cyclists who rode through the night. We ate well then headed out for our first pass climb, Wilmington Notch. In September Anne and I reached the pass height just as darkness fell. This time the combination of better time and midsummers night (almost) meant that we could enjoy the descent in daylight.

*Continues page 5*

## Club Loco returns (Placid 600)

*Continued*



The pass is a long steady climb without any ultra steep pitches that eventually takes the wind from you as you get close to pass height. You are surrounded by trees for much of it. In the seventies I did some hiking in the Canadian Rockies and the Swiss Alps and still remember the awe inspiring vistas. On this trip every once in a while the high peaks were suddenly visible but the beauty of the landscape was quieter. You don't feel to be on top of the world, just in a good place. We stopped at Mel's Diner in Wilmington which had enough retro touches to tempt me to order a burger and fries (which I did) and a chocolate shake (which I did not). There was a Wurlitzer juke box. It was our Wilmington control.

“This year, I just climbed, slowly to be sure, but steadily. I was through much sooner than I expected and there were some refreshing downhill sections before the final climbs over rolling hills.”

The next section took us to Schuyler Falls just west of Plattsburg. The control was a convenience store and we got there just at dark. In September Anne and I were there in the dead of night and it was closed. It has a large outdoor deck and I remember sitting and resting there briefly before heading off to Malone. The route to Malone is long and circuitous and includes a difficult climb at Dannemora, steeper but shorter than the Wilmington climb and by consensus not quite as difficult. This year's route had one extra climb compared to last years, on Bunker Hill Road just before Malone. We arrived at Malone in time to grab some more food at a convenience store and get a few hours sleep at the Super 8 Motel.

When I recall my feelings around September's attempt, it was the early morning section which defeated me and even though what had happened earlier in the ride made a DNF inevitable, it was here that the reality sunk in and it was with some residual dread that I approached it. It starts immediately out of town with a long slow pass climb which turned out (not surprisingly) to feel nowhere as taxing as I had experienced it exhausted in September. Then, I felt that I could barely go on. This year, I just climbed, slowly to be sure, but steadily. I was through much sooner than I expected and there were some refreshing downhill sections before the final climbs over rolling hills. We made it back to St. Regis Falls (and the Adirondack Cafe) in time for the full breakfasts we had denied ourselves in Malone. We were home free. A bit more than a Century to the finish and barring disaster we finish. We just had to do the work.

It's essentially flat for the rest of the way home. That's a relief after having completed 300 km of climbing. The return is notorious for headwinds and a strong wind from the west did slow our progress. Mostly though we were tired, beginning to feel the physical effect of hour upon hour of riding, and ready to stop at every convenience store we encountered for some milkshakes, Gatorade, and (sometimes) just a chance to get out of the saddle.

## The Loyalist 200: can I ride 200 km on my Bike Friday?

*Continued*

I met up with Paul a friend of Peter's who was riding with us for part of the ride, but continuing on to Rochester. He was incredibly enthusiastic about riding. The good thing about being early was that I could unfold my bike and get it ready.

As the time got closer to the start I met more of the riders from Toronto: Marilyn, Peter, Peggy, Lori, Bruce, and Scott. Vytas and Colleen from Ottawa. Jim from Ottawa showed up as well. Scott was riding his mountain bike with full suspension on the front and knobby tires!!!

There was some confusion as to where to park our cars. So Marilyn and I went to move our cars. I was at first going to ride my bike to the car and then move it, which was what Marilyn did, but I didn't want to fold it and unfold it again. Looking back I should have rode it, or done a quick test ride.

So we all gathered outside for the start. The bell from the church (?) rang 8 am and we were off. I thought it was really cool that this bell rang at the start of the brevet. As I rode, I noticed two problems: 1) I couldn't get into the big chain ring (where I like to be most of the time) and 2) my speedometer was not working. I decided to ride for awhile following the group and pull over and fix both. It took me a couple of tries but I finally fixed the speedometer/odometer. I had my front wheel on backwards. Oooops. I also got the chain up on the big chain ring by hand.

In the distance I saw and followed a single rider. I was hoping that it was someone from the group as I wasn't really looking at the queue sheet. At one point I asked someone who was walking on the street if a large group of riders went by. I caught the lone rider. It was Jim. I told him what happened and we rode together. We got to one of the turns in the queue sheet and the group was waiting for us. That was nice of them to wait for us.

Then the group went thru a gravel section. This caused the group to split up again. Jim,

Peggy and I were together. We missed the turn to the conservation area and continued down the road for a few extra kilometres. We eventually noticed our mistake and turned around. We saw the cliffs where we should be. It was a nice view.

Again the group was very nice to us, by waiting at the entrance of the conservation area. We continued on. The pack split again, with Jim, Peggy, Steve and I sort of together. Steve was getting ahead of the group and I thought, "Hey I have never really chatted much with Steve. I should catch him and chat." We had a good chat and everyone met up at the first check point at the Black River Cheese Company.

Vytas ate an enormous ice cream cone. A lot of people enjoyed the cheese. It was a good break. It sounded like Peggy was going to guide Paul to the ferry so he wouldn't have so many kilometers to go to Rochester.

We left as a group. The first hill split the group up a bit, but it seemed like we all got back together. It took me awhile to get used to riding in a pack with drop bars as I usually use a straight bar. I had a great long conversation with Marilyn about various adventure things and le tour de France. It was so good, often there wasn't anyone in front of me to draft. The ride at this point was very scenic (actually most of the ride was scenic), and I mentioned to her that it reminded me of riding my bike around Nanaimo, BC on Vancouver Island. How I miss the ocean.

Actually most of the area (Prince Edward County) reminded me of "the island", in some way shape or form. Kind of a strange coincidence considering it was on a ride on Vancouver Island that first saw a Bike Friday.



*Continued page 7*



**“As the time got closer to the start I met more of the riders from Toronto: Marilyn, Peter, Peggy, Lori, Bruce, Scott. And there was also Vytas and Colleen from Ottawa.”**



## The Loyalist 200: can I ride 200 km on my Bike Friday?

*Continued*

Steve had gone to say hi to one of his aunts and he did a "time trial" to get back to us. Then there were some more hills and the group got broken up again. On one hill, I was having a really, really tough time of it. I thought "do I have a flat or something?" I figured I will not spend too much energy chasing the pack and I got dropped.



Then on a flat section where I thought I was alone. Marilyn came up behind me. She said she wanted to go tell the pack to slow down for some of the other riders. I jumped on her wheel.

The pack stopped at the top of "Lake on the Mountain". Before the ride, I really wanted to stop and look around there as a friend from work mentioned that I should go there. So the route designer did me a big favour! We took some pictures there. It was very scenic. The rest of the group arrived and we went down to the Glenora ferry.

We got off the ferry. I had forgotten to check if my tire was actually flat. Scott did me an enormous favour by asking me if my rear tire was flat and it was. Then the incredible happened. I pulled over and decided to change the inner tube. I think three people helped me (Peter, Scott, and Steve). The rest of the group waited. It was incredibly nice of all of them. Thank you guys!

Then just as we were almost done with my flat (I think I got it up to 100 PSI). Jim showed up. He was one hour behind us. He had said the ferryman had told him we were an hour a head of him, which we weren't.

We then continued on to a grocery store somewhere before the next check point in Napanee. We took a long break there and Peter checked my tire with his fingers. He then said do you want to see the famous Lori method of pumping up a tire. I said sure. Lori had a very unique way of pumping up a tire. I can't really describe it. One would just have to see it.

We got back on the road. We headed into Napanee and stopped for some lunch there. As we rode by the hotel, Colleen waved and clapped us on.

We then went over the big bridge which looked as if it just went up into the sky on highway 49. Bruce was curious about my bike Friday and it was fun chatting with him about it. At some point in the ride Steve asked "hey Trevor does your seat light up?" I said "yes, but it is not a very comfortable seat!" It was a Bianca seat from one of my other bikes.

On the way back I could tell that the pack just wanted to finish as the pace went up. I was hanging on to wheels the best I could. We went through a beach (or camping) area and had to go through a hole in the fence.

There were a few more hills and the group broke up. Just blocks before the finish, Scott and Marilyn waited so we could all finish together. That was very nice of them.

We finished at the end and Colleen signed our cards. We went to Peggy's parents place for an excellent BBQ. Jim showed up a bit later at the BBQ, which was a relief. I had to eat and run as I was driving back to Ottawa. It was an excellent brevet and I am looking forward to riding it again next year.

Oh yeah, so I answered my question. The next question is (after some tweaking and more test rides) "can I ride my Bike Friday 300 km?"

--Trev



**“On the way back I could tell that the pack just wanted to finish as the pace went up. I was hanging on to wheels the best I could. “**

## Ride Results

**August 11**

**Georgian Triangle 400K**  
Mark Hopper - 17:45

**August 7**

**Hills, 'villes and Valleys 300K**  
Brian Armstrong - 13:12  
Eli Brettler - 17:28  
Jerzy Dziadon - 14:12  
Martin Heath - DNF  
Ken Jobba - 12:11  
Phil Piltch - 15:37  
Steve Rheault - 14:12

**July 31**

**Kleinburg Innisfil CFB 200K**  
Kaz Bieniak - 8:30  
Scott Chisholm - 8:30  
Jerzy Dziadon - 8:10  
Fred Krawiecki - 8:30  
Steve Rheault - 9:43  
John Saunders - DNF

**July 30**

**Loyalist 200K**  
Lori Matthews - 10:44  
Bruce Hogg - 10:44  
Jim Morris - 11:42  
Steve Rheault - 10:44  
Vytas Janusauskas - 10:44  
Doug Reid - DNS  
Marilyn Freeman - 10:44  
Scott Chisholm - 10:44  
Trevor Stocki - 10:44  
Peter Leiss - 10:44

**July 23**

**Tour of SW Ontario 600K**  
Elias Brettler - 38:58  
David Buzzee - 38:32  
Ken Jobba - 33:51  
Pascal Labine - 37:15  
Jean Longtin - 37:15  
Mark Nickel - 36:10  
David Roderick - 38:24

Glen Steen - 33:51  
Trevor Stocki - 38:55  
Erez Tamari - 37:15

**July 16**

**Georgian Triangle 400K**  
Brian Armstrong - 18:10  
Eli Brettler - 24:47  
Dan Campbell - 20:10  
Jerzy Dziadon - 20:10  
Martin Heath - DNF  
Bruce Hogg - 20:10  
Lori Matthews - 20:10

**July 10**

**Hockly Hills 200K**  
Eli Brettler - 10:54  
Scott Chisholm - 7:34  
Jerzy Dziadon - 10:15  
Ralph Germaine - 13:10  
Mary Germaine - 13:10  
Martin Heath - 12:15  
Oliver Moore - 9:00  
Arthur Reinstein - 12:30  
John Saunders - 10:54

**July 7**

**Tour of Rice Lake 300K**  
Michael Thomson - 11:25  
Don Wilson - 15:25

**July 2**

**Pretty River Valley 300K**  
Brian Armstrong - 14:00  
Dan Campbell - DNF  
Louis Dionne - 18:52  
Jerzy Dziadon - 14:47  
Marilyn Freeman - 14:47  
Bruce Hogg - 14:47  
Paul Jurbala - 14:47  
Lori Matthews - 14:47  
Lisa Nelson - 14:47  
Paul Newman - DNF  
John Saunders - 18:52  
Erez Tamari - 14:47

**July 1**

**Lake Ontario 1000K**  
Kaz Bieniak - 62:12  
Henk Bouhuyzen - 62:12  
Scott Chisholm - 61:35  
Martie du Plessis - 62:12

**August 5**

**Animalathon 300**  
Bill Pye 12:55  
Pat Chen 14:53

**July 20**

**Denbeigh 600**  
Vytas Janusauskas - 36:50  
Robert Kassel - 36:50  
Patti Von Niessen - 36:50  
Bill Pye - 37:03

**July 16**

**Denbeigh 600**  
Bob Choquette - 35:35  
Christina Suttcliffe - 39:10  
Mark McKechnie - 39:10  
Stephen Harper - 39:10  
Pat Chen - 39:10

**July 9**

**Foymount 400**  
Peter Grant - 20:03  
Patti Von Niessen - 20:03  
Erez Tamare - 21:10  
Robert Kassel - 21:10

**July 1**

**Coureur de Bois 1000K**  
Bob Choquette - 64:35  
Vytas Janusauskas - 64:35  
David McCaw - 64:35  
Mike Lau - 64:35 unofficial

**August 6**

**March to the Nuke 600K**  
Kaz Bieniak - 37:56  
Fred Krawiecki - 37:56  
Glen Steen - 31:17



## RIDING THE COUREUR-DE-BOIS BREVET

*Continued*

We enjoyed another butt-pounding thanks to the Québec Department of Cracks, on the twenty km. section between Saint-André and Grenville. We arrived at the Hornet`s Nest field at 2135hrs., a day of 333km. Our total brevet distance was 1005km, while the cue sheet indicated 1010km. Close enough. What conclusions do I draw from the ride? Some random thoughts. The route will need to be tweaked in order to improve some things, mainly to remove sections of bad road. The scenery was great, we saw a few galloping deer in the fields, the people that we met were more than friendly, and the

food and accommodations were fine. The Québec City area is magnificent.

I was the neophyte who had the privilege of riding with three highly-accomplished randonneurs, who have seen and experienced much in long-distance cycling. Their moral support gets more important as the kilometers tick by. This makes me think that I wouldn`t want to ride such an event on my own. The presence of our generous `domestiques` also demonstrated that I wouldn`t want to ride such a brevet without support. It`s simply too demanding. In fact, I shudder at the prospect of being stuck in the boondocks at night, exhausted, and



*“The ride had one of the best support crews on the planet ”*



*“Taking a break on the Coureur-De-Bois Brevet”*



*Some of the scenery seen along the way, Quebec City.*

## Randonneurs Ontario

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### New Products Found

For 2006, Shimano is introducing a new 700c front wheel built around the DH-3N71 Ultegra dynamo front hub.



### Phil Pilch responded to the posting from Mark Beaver:

While out in the Bay Area I picked up the 32H DH-3N71 from Rivendell. It's not in their online catalogue yet, but in the latest Reader I received a few weeks ago, I noticed an article about dynohubs, comparing the Schmidt SON and Shimano N71. Re-reading the article, I noticed a page with order numbers and a call to them confirmed they were in stock. The article mentioned that the N71 compared very well to the SON. The SON is still on top, but the N71 was a very close second.

Now I need to get a nice 32H rim and lace it up. One thing I did notice was the hub does not come with cable with switch, so one would need a headlight with build-in switch such as a Lumotec or E6.

*Phil*



## Ride Schedule for September and October

### Saturday September 3

Distance: 165K  
 Start Time: 8:00 AM  
 Start Point: Maple  
 Route: Simcoe Century  
 (Populaire)

### Sunday September 4

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

### Sunday September 11

Distance: 200K  
 Start Time: 8:00 AM  
 Start Point: Maple  
 Route: Maple-Orillia  
 (Brevet)  
 Organizer: Eli Brettler or  
 416-665-7677

### Thurs. September 15

Distance: 600K  
 Start Time: 6:00 AM  
 Start Point: Kleinburg  
 Route: Georgian 600  
 (Brevet)

### Sunday September 25

Distance: 110K  
 Start Time: 9:00 AM  
 Start Point: Kleinburg  
 Route: Champaign Scram-  
 ble (Club Rally)

### Sunday October 9

Distance: 125K  
 Start Time: 9:00 AM  
 Start Point: Kleinburg  
 Route: Brunch Ride  
 (Populaire)  
 Organizer: Alan Thwaites  
 or 905-272-4455

### Sunday October 16

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

### Saturday October 22

Distance: 75K  
 Start Time: 9:00 AM  
 Start Point: Kleinburg  
 Route: Kleinburg-Tottenham  
 (Populaire)  
 Organizer: Ken Jobba

### Sunday October 30

Distance: 125K  
 Start Time: 9:00 AM  
 Start Point: Maple  
 Route: Maple-Barrie  
 (Populaire)  
 Organizer: Phil Piltch or 416-  
 759-4251

### Saturday September 3

Distance: 100K  
 Start Time: 10:00AM  
 Start Point: Champlain Bridge  
 Route: Wakefield 100K  
 (Populaire)  
 Organizer: TBD

### Saturday September 10

Distance: 200K  
 Start Time: 8:00 AM  
 Start Point: Cheshire Cat  
 Route: Merrickville 200K  
 (Brevet)  
 Organizer: Patricia Von Nies-  
 sen

### Wed. September 14 Dis-

tance: 200K  
 Start Time: 8:00 AM  
 Start Point: Cheshire Cat  
 Route: Merrickville 200K  
 (Brevet)  
 Organizer: Bill Pye or 613-  
 823-7419

### Sat. September 17 Dis-

tance: 600K  
 Start Time: 6:00 AM  
 Start Point: Hornets Nest  
 Soccer Pitches  
 Route: Placid 600K  
 (Brevet)  
 Organizer: Jim Morris or  
 613-829-6621

### Wed. September 21

Distance: 200K  
 Start Time: 8:00 AM  
 Start Point: Britannia Bay  
 Route: Wakefield 200Bre-  
 vet)  
 Organizer: Bill Pye or 613-  
 823-7419

### Sat. September 24

Distance: 200K  
 Start Time: 8:00 AM  
 Start Point: Britannia Bay  
 Route: Wakefield 200Bre-  
 vet)  
 Organizer: Bill Pye or 613-  
 823-7419

### Saturday October 1

Distance: 100K  
 Start Time: 10:00AM  
 Start Point: Cheshire Cat  
 Route: Storyland 100K

### Wednesday October

*There are still plenty  
 of rides to challenge  
 anyone this season.  
 Cooler weather is  
 enjoyable riding, take  
 in the leaves as they  
 change”*





## Message from the President

Peter Leiss

We are approaching the end of this summer with cooler fall days ahead. We have had a fantastic season so far with many riders achieving new milestones and others out helping them along.

We have also had a couple of members crash on events outside of Randonneurs Ontario at the GRR (Gold Rush Randonee). Scott Chisholm crashed due to a fork failure and Henk seems to like hitting things.

Fortunately both riders weren't badly hurt and Henk managed to finish in spite of crashing twice. Lets all try to be careful out there and finish what we start in one piece.

A couple of stories that have been recently posted on the mail list illustrate how our club members help others to achieve their goals. The first is Anne Pococky who in spite of being close to elimination on time at the GRR stayed back to try to assist another

rider. She then left at the insistence of the other rider only to return to try again. Finally convinced that she should not miss her opportunity she went on to finish her first 1200 k brevet. The second story was Trevor Stocki's account of the Loyalist 200. ( full article in this issue) He was on a new Bike Friday and a couple of others missed a turn only to find the group waiting for him to continue on. Later Scott noticed that his tire was low and repairs were in order. Again the

### Ride Results Continued

#### July 9

##### Conestogo Highlands 300K

Henry Furlott - 15:58

Phil Piltch - 15:58

#### July 2

##### March to the Nuke 600K

Elias Brettler - DNF

Ken Jobba - 29:45

Anne Pococky - DNF

Steve Rheault - 36:30

Isabelle Sheardown - DNF

Glen Steen - DNF

## Ride Schedule for September and October

**12** Distance: 200K  
Start Time: 8:00 AM  
Start Point: Cheshire Cat  
Route: Original 200K (Brevet)  
Organizer: Bill Pye or 613-823-7419

**17**  
Distance: 200K  
Start Time: 8:00am  
Start Point: Barrie  
Route: Big Chute (Brevet)  
Organizer: Scott Chisholm or 905-936-5458

Distance: 300K  
Start Time: 6:00 AM  
Start Point: Fort Erie  
Route: Around the Bay (Brevet)  
Organizer: Scott Chisholm

*"Enjoy the weather with a number of shorter distance rides. No reason to rush, stop and enjoy the scenery"*

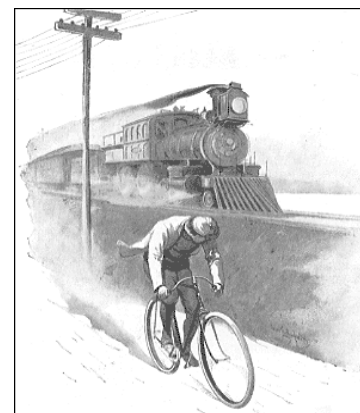
**Saturday October 15**  
Distance: 200K  
Start Time: 8:00 AM  
Start Point: Cheshire Cat  
Route: Original 200K (Brevet)  
Organizer: David McCaw or 613-723-1011

**Saturday October 8**  
Distance: 200K  
Start Time: 7:00am  
Start Point: TBD  
Route: Lake Rosseau (Brevet)  
Organizer: Isabelle Sheardown or 705-434-1637

**Sunday September 25**  
Distance: 200K  
Start Time: 9:00 AM  
Start Point: Fort Erie  
Route: Castle 200 (Brevet)  
Organizer: Anne Pokocky

**Saturday October 22**  
Distance: 200K  
Start Time: 8:00 AM  
Start Point: Cheshire Cat  
Route: Merrickville 200K (Brevet)  
Organizer: Bob Choquette or 613-740-0062  
**Saturday September**

**Sat., September 17**  
Distance: 200K  
Start Time: 8:00 AM  
Start Point: Port Elgin  
Route: South Bruce 200 (Brevet)  
Organizer: Patrick Little or 519-832-2179  
**Sunday September 11**



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Submission deadline for the each issue is anytime within the months of the issue.

Marilyn Freeman wanted to say "Thanks" for the great time at the Loylaist 200

*Thanks to the route researcher, Steve Rheault, the organizer, Peter Leiss, and to the intrepid Ottawa threesome who came down for the ride. The weather was perfect, the route great (except for the long weekend out-of-towners) and all the company excellent, as usual. However, I'd like to give a special thanks to Steve's mother for letting me shower after the ride and Peggy's parents for allowing us to use their backyard for a post-ride bbq! We don't often get such service!*



### Message from The President continued...

group waited and assisted with the repairs not once but twice. These are examples of the spirit of randonneuring that has been a part of this club since its inception in 1983. Each of us is on an individual ride but the ride is enhanced by enjoying it with others.

We have undertaken a very ambitious calendar of events this year and as we near the end we find that we need you the members to help out. Please check

the schedule pages and volunteer for the events that need organizers. It takes very little effort and means that the event can be run as scheduled. If each of us volunteered for just one event a year we would not have the problem of scrambling to fill empty slots.

You will notice elsewhere in this newsletter that the AGM is scheduled for Oct 29th in Toronto. We have yet to find a location but you will all be notified via regular mail of the time and location. Please plan to attend as this is where you

the members approve the schedules for next year as well as the dues and new Executive Board. If you have recommendations for bylaw changes or nominations for the Executive Board you must have these in to the club Secretary by September 29th at the latest.

I hope to see you at the AGM or other event as the year winds down.

Peter

### The Board of Directors

#### Notes Continued....

The Route Change Guidelines are being posted on the web site.

Also note the Awards nominations are soon approaching. The Criteria and awards are listed on the website also. Note that the board recently modified the criteria for the half-wheel award.

If you have any questions please contact your executive member for added information or clarification.



## The Long Road

*Placid 600 Continues*

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One flat tire and a minor navigation error slowed us down as well. We made steady progress but the ride to Ottawa the penultimate control in Cornwall was half again as long as the same ride in the opposite direction the morning before. We had our last meal stop at Wendy's in Cornwall making this one of the rare brevets where we never set foot in Tim's.

I feel a quiet but deep sense of satisfaction and accomplishment. The team effort was so gratifying and I marvel at it. My job for now is to continue to train for BMB. I was ready to stop when we finished in Ottawa.

The question of what is involved in sustaining this effort over two more days lurks.

Eli



## What makes a good club great!

Steve Rheault

While out in California this summer talking with people from different parts of North America, I began to realize just how fortunate we are with our club. We have a multitude of chapters that at least offer a full series of rides. In fact, most chapters have extra rides and run multiple full series. Many clubs in the US only run a single 200, 300, 400 and 600 and then that is it for the year. I couldn't imagine only having four official club brevets a year. I love the fact that we are completely spoiled.

Currently, the Toronto

chapter has 10 brevets and populaires where nobody has yet offered to organize the ride. The repercussions of this remaining the way it is, is that it will result in fewer brevets being offered next year. Anne and Scott have had to struggle all year to recruit ride organizers. We all enjoy having so many rides to pick and choose from but with so many rides offered, it is incumbent on us members to help out the club by volunteering. This is an all volunteer club and it takes very little effort to be a ride organizer for a day. If you are new or have never

organized a ride before it is very simple and Anne, Scott, myself or many other members will be more than willing to help you out.

You can help clean up all of these TBDs:

<http://www.randonneursontario.ca/sched/torsked05.html>



What makes a good club great!