



Tour d'Essex!



The Tour d'Essex is front page news in Windsor!



21 riders brave the wind and cool temperatures for the inaugural Tour d'Essex

By Linda Perkin

The 2010 brevet season started off with a brand new brevet route: the Tour d'Essex, hosted by the Huron Chapter.

It's not often that a Randonneuring ride makes news in the local paper, but thanks to the hard work of the ride organisers, John Maccio and Adriaan Verhulst, the Tour d'Essex was front page news in the Windsor Star! (see page 3 for the complete article

21 riders arrived at the start location for the ride: the Second Cup in the St Clair Beach Shopping Centre, Tecumseh. But the ride organizers had a treat for us. They had arranged for a bike store a few doors from the Second Cup in the same plaza, to open early for us. Leonard Beaudoin, owner of *The Bicycle Shop*, opened his store at 7am. What Randonneur can resist shopping in a bike store! We all stopped in.

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Upcoming Events:

- Flesch May 22, 2010
- Devil Week, June 5-12, 2010
- AGM Sept. 19, 2010, Warton
- PBP Aug 21-25, 2011

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Lenard Beaudoin, owner of The Bicycle Shop



John Maccio finishing up some paperwork in
The Bicycle Shop

The scenic route was designed to showcase the Windsor area. It formed a large square starting at Tecumseh near St Clair Beach. The route went east briefly along the shore of Lake St Clair then turned south towards Point Pelee. There the route turned west following the shore of Lake Erie to the Detroit River, with a brief detour into Leamington. It then followed the Detroit River through downtown Windsor, and back to Tecumseh.

The day was cool and windy. We'd been spoiled by a warm spring and the cool weather caught many of us, including myself, off guard. *The Bicycle Shop* did a good business selling warm weather gear. I bought a new fleecy balaclava that I wore thankfully for the rest of the day. It saved my ride!

At 8am we headed out. The forecast was for strong winds and as we headed out towards Point Pelee, we had a huge tailwind. We sped along effortlessly.

But inevitably we had to turn towards Leamington and that was the last of the tailwind. We had a stiff cross or headwind for the rest of the day, mixed with a little rain and sleet. But we were treated to some lovely views of Lake Erie, farmlands and the Detroit River.

About the time we lost our tailwind, the large group began to break up into smaller groups. I stayed at the back with new Randonneur Sue. This was Sue's first brevet and her first attempt at riding 200kms in one day. We struggled with the winds, but slowly but surely we made it to the finish. Sue's accomplishment was especially remarkable given the tough conditions. Congratulations Sue!

Not everyone's day turned out as well. About 15 kms from the end, a group of riders was riding in a bike lane on Riverside Drive. A car overtaking the paceline started drifting into the bike lane. The car narrowly missed the riders at the back of the paceline, but John Maccio was side-swiped by the car and crashed. John was taken to hospital with minor injuries and released later the same day. His bike and helmet were wrecked. The driver was taken away by police.

The day ended with many of the riders (including John!), celebrating over dinner and planning for next year's Tour!



Windsor's Verhulst has passion for peddling Cyclist to compete in Tour d'Essex

*By Dave Waddell, The Windsor Star April 17, 2010
Reprinted with permission*

For the few dozen cyclists participating in today's inaugural Tour d'Essex, a 200-kilometre ride around the perimeter of Essex County, it'll be both a test of mind and heart.

In Adriaan Verhulst's quadruple case, it's definitely more heart.

A little over five months after undergoing quadruple bypass surgery on his heart, the 60-year-old Windsor resident is both one of two organizers of the tour as well as a participant.

"It's the sense of accomplishment," said Verhulst, who warmed up with a 105-km ride around the county last weekend.

"I'm 60 and cycling is a lot easier on my knees and ankles, but still good for my heart, lungs and head. It's the mind more than anything else in something like this.

"It's all about endurance and that's got a lot to do with the strength of your mind."

Verhulst, who was aided in the event's organizing by Kingsville native John Maccio, has successfully completed two of these events along with riding in the Lung Association's Windsor-Leamington-Windsor and the Multiple Sclerosis Society's Grand Bend-London-Grand Bend tours.

However, this is his first big tour since his heart surgery.

"I feel stronger riding now than ever," said Verhulst, who had completed a 100-mile event only three weeks before running into his health woes.

"My doctors just told me to listen to what my body tells me. What they don't want me doing is shovelling snow. I'm happy not to do that.

"The way I look at it, if I'm going to go, this would be the way I'd want to go."

Verhulst said such devotion and passion is typical among the marathon cycling crowd.

That's because the tour isn't your typical race, in fact it's

not really a race at all.

The event is a sanctioned event by Randonneurs Ontario, which is affiliated with the sport's governing body in Paris (Audux Club Parisien).

Verhulst had to submit the planned route to the French authorities to get their official blessing.

Randonnees as they're called come in varying distances with the 200-km event being the shortest.

Cyclists have 13.5 hours to complete the course and they must stop at four points along the way within the designated time slots to get a signature and their time of arrival posted on their cards.

"It's a race only in the sense that you're racing against your own time," Verhulst said. "It's more a group of people riding out together, enjoying the camaraderie of cycling. It's very social."

The co-ed event starts at 8 a.m. at the Second Cup in the plaza at the corner of Tecumseh Rd. and Manning Rd.

Cyclists will make their way to Tilbury and then all the way down to Wheatley.

They'll pass just outside of Point Pelee National Park through Leamington and out all along County Road 50 to Kingsville where a lunch stop is planned.

The route continues along County Road 50 to Malden Centre and then up to County Road 20 through Amherstburg, La-Salle and into Windsor where the cyclists will follow Riverside Drive back to their original starting point in Tecumseh.

"A lot of the cyclists coming from Toronto have never ridden in this area," Verhulst said. "I think the ride along the lake (Erie) is very pretty and then finishing going under the Ambassador Bridge with the skyline of Detroit will be a nice finishing highlight."

The reward for completing the tour, a sanctioned medal that costs cyclists \$10.

"People try to collect the whole set," said Verhulst noting that includes 200, 300, 400, 600 and 1,200-km distances.

"People think we're crazy, but a set of those is quite an accomplishment."

Rando Bio

Welcome to the "**Rando Bio!**" the latest addition to the Randonneur Newsletter. The plan is to rotate the Bio picks from each of the Randonneur chapters. This time its Carey Chappelle, VP Huron Chapter, Randonneurs Ontario! Enjoy!

Kathy Brouse

Kathy: Carey, can you tell us when and how you first became interested in long distance cycling with the Randonneurs? Did you grow up cycling on the Bruce Peninsula?

Carey: After cycling across Canada in 1984, I often thought of doing more long distance events and eventually was talked into visiting Toronto's International Bicycle Show. The Bicycle Show ultimately introduced the Ontario Randonneurs to me and I have never looked back. From 2001 on, I've spent summers completing brevets and a number of 1200's and one 1400km event.

Kathy: The Huron Chapter is small and friendly and I love the nickname, "The Huron Boyz". Can you share how you guys got to be so close and what keeps you together?

Carey: While cycling Toronto / Simcoe Muskoka Brevets, I met a number of cyclists and enjoyed conversations with them. On a few occasions I rode with Alan Thwaites, Oliver Moore, Phil Piltch, Larry Strung and a few others. As much as I loved these rides, I was missing my family, so my wife and Alan Thwaites, influenced me to start the Huron Chapter. Rolf Hauckwitz, from the Sarnia area held meetings where he introduced many locals to long distance cycling and in a short time we had a half dozen gentlemen from that area, coming up to Port Elgin for the Huron Chapters Brevets. Needless to say, getting to know these riders on brevets has led to lifetime friendships. How did we get to know each other??? STAYING TOGETHER for the Good, the Bad and the Ugly!



Carey Chappelle with his daughter Erica and wife Donna

Kathy: Carey, you do a lot of very long distances on your bike and participate in many 1200km rides. Can you share one of the best moments/times you've had on one of those rides?

Carey: I have LOVED the 1200's / 1400's more than any other distances. One of the best moments I've had was on the Shenandoah 1200 when the Gentlemen I was riding with suggested that I take off without him, to guarantee that I'll finish within 90hrs. He was having bicycle problems, trouble finding parts etc. and was starting to think that he would not finish. My response was immediate...we will finish this ride together....if we have to borrow another bicycle to simply finish.... we will stay TOGETHER and if we are outside the 90hr time limit, we'll get a motel, shower, sleep and finish the next day. Nothing else matters. We finished in 87hrs and both felt like a million dollars!

Kathy: Can you tell us about your most difficult experience on a Randonneur ride?

Carey: The most difficult experience I've had on a Randonneur Ride was the 2005 March to the Marsh 600. 20km into this ride, I stopped on the road, was unable to speak and was looking thru "ice cubes". Dick Felton stopped with me and for a few minutes

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he asked questions that I was unable to answer. A few of the other riders returned to see what was happening and tried to influence me to head home. I didn't listen and things got worse. At the first Control, Pat Little wanted to call my wife and have her come pick me up. I told him NO and that I was going to continue. We headed out, and the fellow Randonneurs were far enough ahead of me that they realized something was definitely wrong. Bill Little and Pat Little came back, knowing that they couldn't convince me to stop. Bill lead the way and Pat rode just close enough to keep me from swerving on the road. I lost my ability to communicate and obviously my vocabulary diminished. The second day, we were at our last Control in Wiarton where a Doctor from Owen Sound (who I had given a Canadian Cycling Vest early in the year) noticed me sleeping on the concrete and said hello. I didn't respond, but the fellow Randonneurs were able to wake me up and get me back on the bike. When we got back, my wife

had dinner for the riders. I didn't finish mine and went to bed early. The next day, my wife took me to Southampton's Emerg and Dr.Dave Billings said he thought I had Herpes Encephalitis. He was right and I spent 3 weeks in London's University Hospital. Eventually I was sent to Owen Sound's Hospital where my wife convinced them to send me home and not to Parkwood in London. She took 4months off, taught me her name, my daughters name, who I was. Eventually I got my driver's license back, my full time job back (Bruce Power being a company that looked after me) and am back to cycling long distance. ENJOYING LIFE!!

Kathy: Do you have any words of wisdom to share with new club members that will inspire them to reach their cycling goals this season?

Carey: New cyclists....SIMPLY RIDE.....don't just talk about it!

Randonneurs Ontario

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www.randonneursonario.ca

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Letter from the Prez

The birds are singing, first it was in total lust and now don't let them think you might be getting close to their nest or they will dive at you screeching! It's a mother's instinct to protect her young...Have you seen all those young calves and colts frolicking in the fields and another week we should see the trilliums in bloom!

Oh the joys of spring!

Welcome to all the new members and to all you returning members.

The bikes have had their spring tune up and we're out on the road for training rides and the first Brevets. Remember the rules of the road especially the Highway Traffic Act. Kathy Brouse covered it very well at the New Members night in Toronto. Did you know that if you don't stop for a school bus that the fine is \$400.00? Fortunately most of our rides are on the weekend but should you be out there during the school day/year, just remember to stop for the school bus and observe all the rest of the rules too. Also cycle defensively. I remember being told when I joined the club to assume all drivers are drunk between midnight and 5:00 am but times have changed, drunks can be on the road anytime of the day. It's a sad day when one of our own gets hit by a drunk.

Toronto Chapter had their first 200 Km Brevet last week, with 30 riders out and what a Beautiful day it was, just a little wind to build character!

We have a major problem with our list incase you haven't noticed. It has been down for more than a couple of weeks. At this time we still don't know what the problem is, but it is been worked on. My question to Keith was "what did we do before the web page and the list?" I had to stop and think about that – first the newsletter was mailed to us and we would stick it on the fridge with all the rides for the season posted there. A few days before the ride we would phone the ride organizer and let them know we would be doing the ride. And yes, that was the

last century but it worked.....

Fleche: Have you registered your team with Peter Leiss? For the first time in the history of the club we have an all women's team registered! The Fleche this year will finish at Durham College and if you need accommodations there, for Friday, May 21, Saturday, May 22nd, or Sunday, May 23rd, just let me know. I have reserved five units, each unit has two separate bedrooms with double beds, a kitchenette and a full bathroom. We have a special rate of \$85.00/night.

Devil Week: Application form is here, if you plan on one Brevet or all the Brevets just fill it out and mail to the address on the form. This will be one "Hell of a Week".

Start: Alliston, On. (just north of Toronto, about 45 min. north from Pearson Airport).

Dates: 200 Km Sat. June 5th, 300 Km Sun. June 6th, 400 Km Tues. June 8th, 600 Km Thurs./Fri. June 10th/11th and Sat. June 12th Celebration Brunch.

See you on the road,
Isabelle Sheardown, Pres.





Devil Week – Registration

(Sometimes known as Hell Week)
June 5th – 12th, 2010

Registration Fee \$25.00

June 5th 200 Km Brevet – Barrie Caledon East
June 6th 300 Km Brevet – Grand Valley 300
June 8th 400 Km Brevet – Alliston Stratford
June 10th/11th 600 Km Brevet – Tour to Nottawasaga Bay
June 12th Celebration Brunch! Red Pine Inn -Alliston

First Name _____

Last Name _____

Male ____ Female ____

Birth date _____
(MM/DD/Year)

e-mail address _____

Full Mailing address: _____

Phone # with area code _____ Cell phone _____

Club Affiliations: _____

Are You a Member of Randonneurs Ontario? Yes/No _____

If No then go to the Web Site: www.randonneursontario.ca
and download the applications forms and submit along with a cheque
\$50.00/Membership, Registration Fee \$25.00 payable to: Randonneurs Ontario and

Mail to: Randonneurs Ontario, c/o Isabelle Sheardown, RR # 5, 5902, 14th Line, Cookstown, Ontario, L0L 1L0

Medals: if you request medals than you can pay for them at the start of the event \$15.00 ea, the Club will pay for the Super Randonneur medal, if you complete all four Brevets.

Hotel accommodations are available and Camping at Earl Rowe Provincial Park in Alliston. Just let me know: e-mail: isheardown@zing-net.ca



How to Hydrate for Better Performance

By Fred Matheny for www.RoadBikeRider.com

If it's the summer cycling season, it's probably hot where you live. Cyclists and other outdoor athletes are the first to notice rising temperatures. And the hotter it is, the faster you lose fluids when you ride.

Fluids are crucial to your performance and sense of well-being. We're really just big bags of fluid—our blood contains about 50 percent water. Because water helps keep us cool, a loss of only one percent of our bodyweight as sweat means a significant loss of speed and endurance.

I know you've heard it before—drink, drink, drink! But it's amazing how few cyclists heed this advice. They forget to drink because of the excitement of the ride, then they wilt before the end.

But proper hydration is easy. Here's how:

·Ride Early or Late. You'll need to replace fewer fluids if you ride when it's cooler. One approach: commute by bike so you ride early in the morning and again in the evening when temperatures have moderated. Ralph Phillips, owner of Fairwheel Bikes in Tucson, beats summer temperatures above 100 degrees with dawn rides.

·Practice Drinking On the Bike. If you aren't comfortable taking one hand off the bar to pull the bottle from the cage, practice while riding in an empty parking lot or lightly traveled road with a wide shoulder. Hold the bar with your other hand near the stem to limit swerving as you reach down.

·Pre-hydrate. Make sure you're well hydrated before the ride. Most people are chronically dehydrated be-

cause they simply don't drink enough water. Keep a bottle on your desk and sip frequently all day. For an energy as well as fluid bonus, down 16 ounces of a sports drink about an hour before the ride.

·Drink During the Ride. Because your body's sensation of thirst lags behind its need for liquid, always sip from your bottle before you get thirsty. When you feel thirsty, it's already too late. Make it a habit to reach for your bottle every 15 minutes and slug down a couple of big swallows.

Most riders need one big bottle (about 28 ounces) per hour but it's highly variable depending on temperature, intensity of the ride, and other factors such as body size. Experience will help you judge your fluid needs.

·Hydrate After the Ride. No matter how much fluid you drink while riding, in hot weather you'll finish the ride depleted. Your stomach doesn't empty fast enough to keep up with the demand.

Weigh yourself before and after the ride. Compare the figures. If you've lost weight, drink 20 ounces of fluid for each pound of bodyweight you're down. Keep drinking until your weight has returned to normal and your urine is pale and plentiful.

·Restore Sodium Levels. Those white stains on your clothing and helmet straps after a hot ride come from the salt that you sweat out. It needs to be replaced. Low sodium levels are associated with increased incidence of cramps. Heavy sodium losses lead to *hyponatremia*, a potentially life-threatening condition.

Your sports drink should contain at least 100 mg of sodium per 8 ounces (check the label). It may also help to salt your food when you're riding frequently in hot weather.

How to Eat for Endurance

By Fred Matheny for www.RoadBikeRider.com

The key to riding long distances is food and drink.

Sure, training is important—but nutrition and hydration are even more vital. According to ultramarathon rider and coach John Hughes of Boulder, Colorado, “Nutrition, not necessarily training, is the limiting factor in endurance cycling.”

The reason? Even the best-trained riders pack only enough muscle fuel (glycogen) for a couple of hours of hard cycling. Fluid stores vanish even faster.

For everything from century rides to multi-day tours, remember these time-tested tips:

- **Enjoy the Last Supper.** Eat aggressively the night before a long ride so your muscles are crammed with glycogen the next morning. Emphasize carbohydrates such as pasta, vegetables, bread, whole grains, and fruit. Don't forget dessert!
- **Don't Skip Breakfast.** Cycling's smooth pedaling motion means you can eat just before a long ride without risking stomach upset. You'll need a full tank. Cycling consumes about 40 calories per mile, or 4,000 calories in a century ride.

Three hours before the start, eat about 60 grams of carbohydrate if you're an average-sized woman, 80 to 100 if you're a man. (Cereal, skim milk, a banana, and a bagel with jam equals about 90 grams of carb.) Many riders find that adding some protein and fat, like scrambled eggs or an omelet, keeps their stomach satisfied longer.

- **Prehydrate.** Fluids are as important as food. Drink at least eight big glasses of water the day before the ride. If you don't, your performance and comfort may plummet by mile 50. During the hour before the ride, sip 16 ounces of a sports drink.

- **Eat and Drink During the Ride.** Drink before you feel thirsty. Your sensation of thirst lags behind your need for liquid, so grab your bottle every 15 minutes

and take a couple of big swallows (about four ounces). About every 30 minutes, eat 20 grams of carbohydrate—the equivalent of half an energy bar, several fig bars or half a banana. Some riders prefer smaller portions more frequently.

On unsupported rides, use a backpack-style hydration system and carry food in your pockets. Stop at convenience stores along the way, if necessary. Most organized rides have aid stations every 20 miles or so, but always carry food and fluid just in case.

• **Hydrate After the Ride.** No matter how much you drink on a long ride you'll finish dehydrated. Weigh yourself before and after, then compare the figures. Lost weight means you've failed to replace the fluid you've sweated out. Drink 20 ounces of water or sports drink for each lost pound of bodyweight.

How do you know you've caught up? Your urine will be pale and plentiful, and your weight will be back to normal. Rehydrating is especially vital during multiday rides. If you get a little behind each day, by the end of the week you'll be severely dehydrated, feeling lousy, and riding poorly.

• **Eat for Tomorrow.** Muscles replace glycogen better if you consume carbohydrate immediately after riding. So within 15 minutes of getting off the bike, eat or drink 60 grams of carbohydrate (if you're an average-sized woman) or 80 to 100 grams if you're an average male.

The re-fueling process becomes progressively less efficient as time passes. Eat or drink a high-carb snack while chewing the fat with your riding buddies.



Toronto New Members Night

The Toronto Chapter held their New Members night on Friday April 9 at the Urbane Cyclist, 180 John St., Toronto. A small group of interested cyclists came to find out what Randonneuring is all about. Kathy Brouse introduced the club and discussed the Highway Traffic Act rules pertaining to cycling. All of us learned a few things from her talk!



Phil Piltch brought in one of his Randonneuring bikes and discussed bike and equipment issues for Randonneuring. Mark Hopper discussed how to prepare and train for a Randonneur ride.

Everyone was encouraged to come out for a ride and see what the club is about! The evening finished with some serious shopping at Urbane, who extended a discount to everyone. Thanks to Kathy and Mark for organizing an informative evening!

Randonneurs Ontario
 Hosted by: Simcoe Muskoka Chapter
 All rides start and finish in Alliston, Ontario
 (45 min. north of 401 on 400 Hwy.)

Devil Week

June 5th Lake Simcoe Holland Marsh 200 Km Brevet
 June 6th Grand Valley 300 Km Brevet
 June 8th Alliston Stratford 400 Km Brevet
 June 10th/11th Tour to Nottawasaga Bay 600 Brevet
 June 12th Celebration Lunch

For more info or to register:
 Isabelle Sheardown or Keith McEwen 705 434 1637
 e-mail: isheardown@zing-net.ca

Toronto Bike Show

This year, the annual Toronto International Bike show was held on March 5, 6, and 7 in their new location in the Better Living Centre at Exhibition Place in Toronto. Once again Randonneurs Ontario had a booth at the show. Kathy Brouse and Mark Hopper organized the volunteers who set up the booth, manned the booth during the show and took down the booth.

Lots of show visitors stopped by the booth to chat. It's a great opportunity to introduce interested cyclists to the club, encourage new members join and catch up with former members and friends.

Thanks again to all volunteers for making this another successful bike show!



Randonneurs Ontario Booth



You might even find your own picture!



The "Gentleman's" Roadster,



Ride Results

April 17, 2010 Tour de Essex 200

Leon Bieszk - 9:40
 Carey Chappelle - 9:44
 Pierre Coutu - 9:35
 Dick Felton - 11:05
 Wendy Ghobril - 9:44
 Tristan Goguen - 9:44
 Joe Hill - 9:44
 Nathan Klages - 9:44
 Nestor Koturbash - 11:15
 Wayne Lessard - 9:40
 Bill Little - 11:15
 Sue Lyons - 11:55
 John Maccio - DNF
 Ben Merritt - 9:41
 Dean Morris - 9:43
 Jakub Ner - DNF
 Tim O'Callahan - 9:40
 Liz Overduin - 11:15
 Terry Payne - 11:15
 Linda Perkins - 11:55
 Adriaan Verhulst - 9:40

April 18, 2010 Gentle Start 200

Mark Adams - 8:15
 Renato Alessandrini - 8:15
 Owen Beck - 11:10
 Brian Brideau - 8:15
 Kathy Brouse - 11:10
 Rupert Collister - 11:10
 Alan Daly - 11:00
 Allan Holloway - 8:53
 Brian James - 8:15
 Robert Kassell - 8:53
 Fred Krawwiecki - 8:53
 Reinhard Langos - 11:00
 Peter Leiss - 8:53
 William Lindsay - 8:15
 Jean Longtin - 8:53
 Con Melady - 8:15
 Paul Regan - 11:20
 Stan Shuralyov - 9:30
 James Smith - 11:46
 Jacob Vandermark - 8:23
 Rudy Zeigler - 8:15

April 24, 2010 Merrickville 200

Bob Choquette - 9:23
 Alain Couet - 10:17
 Jean Louis Grandmaitre - 10:14
 Peter Grant - 10:30
 Alex Kennedy - 9:23
 Anita MacKinnon - 8:02
 Martin McGarry - 10:10
 Ilya Pichur - 10:32
 Bill Pye - 9:35
 Mark Scott - 7:40
 Trevor Stocki - 10:14
 Bill Taylor - 10:32
 Peter Tregunno - 8:02

April 25, 2010 Concord Orillia 200

Owen Beck - 11:25
 Kathy Brouse - 11:25
 Tristan Goguen - 11:25
 Paul Regan - 11:25

May 01, 2010 Vennachar 300

Christian Belair - 14:55
 Jean Louis Grandmaitre - 17:30
 Trevor Stocki - 17:30

May 1, 2010 Simcoe Ramble 200

Paul Regan - 12:35
 Arthur Reinstein - 10:38
 Isabelle Sheardown - 13:10
 Stan Shuralyov - 10:38

May 01, 2010 Bowel Buster 300

Henk Bouhuyzen - 13:39
 Carey Chappelle - 13:39
 Dick Felton - 15:10
 Tristan Goguen - DNF
 Nathan Klages - 13:39
 Nestor Koturbash - 15:10
 Fred Krawwiecki - 15:10
 Bill Little - 13:39
 Con Melady - 13:39
 Jakub Ner - 18:50
 Liz Overduin - 15:10
 Terry Payne - 15:10
 Rudy Ziegler - 13:39