



The Long Road

March /April Vol. 22 No. 1

www.randonneursontario.ca

President's Corner

Well it appears as if spring is finally making an appearance. We have had a number of populaires cancelled due to inclement weather. I cannot recall a year where we have this many rides cancelled. Lets hope that things will continue to improve.

If you have not renewed as of yet this will be your last newsletter until you do renew. By renewing early you will save the ride organizers considerable time at the check in as they are required to collect completed waivers and the appropriate fees. Speaking of fees we have reduced the single day fee from \$15 to \$10. This was done to encourage wider participation and in response to concerns raised by you our club members. The single day offsets part of the cost that the club is required to pay for insurance from the OCA/CCA.

We are also in the process of creating a historical database of all of club members brevet, fleche and RM information. You will notice that some of this data is now posted on the Club's web page. Your Executive Board is still grappling with finalizing the Route Design Protocol and I expect that this will be completed shortly. Once that has been completed we will be able to post the Club's Route Archive. We will need your assistance to confirm that routes are accurate in order to keep the archive as current as possible.

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Editors Desk

Anyone look out the window lately? The riding season has started and oh what a start. We have had rides cancelled due to snow, rides prolonged due to wind and rides just plain miserable due to rain. Enough of the weather report, it can only get better.

Have you been watching the Gomery inquiry, I for one want to know why there isn't mention of bicycling groups getting money from the government. There's money going to fishing trips, hunting expos and wine cellars, but nothing for biking or specifically randonneuring. I guess our randonneurs aren't in the right political group or don't know the right advertising agencies. Oh well better to be out riding .

Did you see the information on the Kyoto accord. 10 billion dollars (isn't that a line from an Austin Powers movie?) going to help the environment. I haven't seen anything about encouraging alternative modes of transportation, such as biking to work. We are never encouraged to bike as an alternative, though we do it for our own enjoyment. Where I work the smokers get their own covered in area and benches. The bicyclists get one old bike rack in the middle of the parking lot. There is something unfair about that. Oh well, better to be riding than sitting on a bench smoking.

Did you notice that the club is growing in numbers and rides. In Ottawa, we have had people come from Kingston, Montreal and Toronto for our first Brevet. An excellent start to the year and that is good to see. Jim

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 Long Distance Cycling Association
 www.randonneursontario.ca

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(President's Wheel - Continued from page 1)

Réal Préfontaine has volunteered to replace Tony Kaduck as the Club Secretary. Tony is leaving us later this year for an assignment in Britain. Réal will bring a wealth of knowledge and insights as he was previously very active with the BC Randonneurs and with Randonneurs Mondial. We wish Tony well with his new assignment and welcome Réal.

Our club is one of the most active clubs in the world with 9 complete series spread across our 5 chapters as well as 3 1000k events on the schedule. We can only do this through the volunteer efforts of you our club members. So say thanks to the Ride Organizers when you come out or even better offer to be a Ride Organizer or to help out at an event.

Please check our Web Page <http://www.randonneursontario.ca/> for upcoming events and join our mail list for ride and other announcements to be delivered right into your incoming mailbox.

In closing I would like to remind everyone to ride safely and have fun. I hope to see many of you on the road this year.

Peter Leiss

The Mystery Photo



The Long Road is published six times a year, every two months. Contributions are always welcome. They may be sent electronically to editor@randonneursontario.ca, or mailed to 138 Gladecrest Court, Nepean, ON, K2H 9J7.
Submission deadline for the each issue is the first of the month of the issue.

Ride Organizer Change of Procedure

There has been a procedure change implemented for the upcoming season.

In the past, Brevet cards have been mailed to the VP Brevet Admin.

To eliminate some of the unnecessary over handling of these cards, all members who complete the Brevet will now send their cards to the Chapter VP who was responsible for the ride that was completed.

Just a reminder to all Chapter VP's, please ensure that your current mailing address c/w phone # and email address is printed on the bottom of the route sheets.

A reminder to all members, if you are at all concerned about your completed Brevet card getting lost or damaged during transit to and from the Chapter VP then you must make photo copies of the front and back of the card in the event the original gets lost.

If we do not receive your card the Brevet card then we cannot issue a homologation # for that Brevet which means your ride will not be counted as an official brevet.

Many of the other Randonnee's that you may wish to qualify for outside of Ontario require photo copies of the front and the back of your original card as proof of completing the qualifying ride.

New 1200 Ride

Nothing is definite, but I have plans to organize a 1200k in the Netherlands for 2006. That one will be called Lowlands1200.

No hills, but dikes, wind and polders.

This year in June there is a pre-ride: Lowlands1000. If all fits well this will be continued.

Greetings,
Gerrit

Following up on Gerrit Schotman's message re this year's Lowlands 1,000K brevet...

There's more info about it (in Dutch) at:
<http://www.swolland.nl/toertcht.htm>

Alan

The 1000km ride is an official brevet. It describes that the minimum average speed is 13.33 km/hour, the maximum speed is 30 km/hour. (I did not know that there was a maximum speed on these brevet) The rest of the rules are similar as those for the Gol-drush, PBP etc.

Very interesting..
Henk Bouhuyzen

Schedule for May 2005

Sunday May 1	110K	10:00 AM	Maple	Maple-Barrie (Populaire)	TBD
Sat, May 7, 2005	300K	CC	06:00:00 AM	Vennachar 300	Patti VN
Saturday May 7	300K	6:00 AM	Maple	Maple- Conestogo (Brevet)	Phil Piltch or 416-759-4251
Sunday May 8	165K	9:00 AM	Maple	Simcoe Cen- tury (Populaire)	TBD
Saturday May 14	200K	8:00 AM	Port Elgin	Big Bay 200 (Brevet)	Carey Chap- pelle or 519- 832-6657
Saturday May 14, 2005	300K	TBD	TBD	TBD (Brevet)	TBD
Sunday May 15	300K	6:00 AM	Fort Erie	Lakes and Rivers (Brevet)	TBD
Sunday May 15	200K	8:00 AM	Maple	Maple-Orillia (Brevet)	Phil Piltch or 416-759-4251
Sunday May 15	200K	8:00 AM	Maple	Maple- Orillia (Brevet)	Phil Piltch or 416-759-4251
Sunday May 22	300K	6:00 AM	Erin Mills	Lake and Vines (Brevet)	Alan Thwait's or 905-272-4455
Friday May 27	TBD	7:00 PM	Maple	Night Skills Ride (Populaire)	Phil Piltch or 416-759-4251
Sunday May 29	200K	8:00 AM	Markham	Bewdley Glutebuster (Brevet)	Anne Pokocky or 905-655- 5483
Sunday May 15	300K	6:00 AM	Fort Erie	Lakes and Riv- ers(Brevet)	TBD

Profile: Réal G. Préfontaine



In 1992 Réal Préfontaine started randonneur cycling with the British Columbia Randonneurs Cycle Club. From then on he became addicted to the sport and quickly achieved the Super Randonneurs status annually until 2003. During this interval in addition to “Super Randonneurs status” Réal completed three Paris-Brest, three Rocky Mountain 1200 km and one Boston Montreal Boston. In 1994 he served as President of BC Randonneurs. In 1995 Réal was appointed Vice-President of *les Randonneurs Mondiaux* (the world wide randonneurs administrative organization) at the post-PBP meeting in France and elected President in 1999. During his tenure as President, Réal drafted By-Laws and Regulations for the les Randonneurs Mondiaux which were approved at the quadrennial meeting of the organization in 2003.

In private life, Réal graduated in medicine from Laval University and in 1964, began his administration career with several different health organizations before joining the Public Service of Canada in 1975. As his work began to interfere with the demand of randonneuring Réal retired in 1995 to devote more time to his “second career” of randonneurs cycling. Réal has no immediate plans of retiring from this second career, although he admits that as years go by

“...the hill are getting steeper and longer and the winds are getting brisker!”

Réal has been kind enough to take on the position of Secretary for the club which will be vacated by Tony Kaduck. Welcome Réal and we wish you the best in your new position. The club I am sure will benefit from your experience (editor/JM)

Notes From the Board: Helmet Policy

The topic of helmets was brought up at the last board meeting. In reviewing our insurance policy and policies from the OCA, CCA, UCI and our own club, it was decided that all members who are riding club rides are required to wear approved helmets. This is a common sense policy to ensure that all members have a safe and enjoyable ride. If you have any questions please contact Peter Leiss, our president.

Having a good time at the Vennachar 300:



Cabin in the Woods

OK, so I'm lying.

Except for Wednesday morning when the mists rolled in we weren't anywhere near the clouds, but we were nestled in the prettiest mountains you could hope to find right on the southern edge of the Blue Ridge escarpment in northwestern South Carolina. Table Rock State Park, cabin 11 to be precise. Marilyn, myself, Phil, Henk, a non-rando friend of ours John and Marilyn's daughter Annie who came down to camp, hike and act as our dinner cook. It was almost unbearably wonderful to step out of the car in Greenville SC last Sunday afternoon to be greeted by sun and temperatures in the low 70s.

A fluke, we thought while wandering around the downtown of what turns out to be a charming little city, who could be so lucky? The first few days seemed to bear that out as the sun disappeared and the temperatures dropped to more seasonal levels.

Not that we were complaining mind you. Cloudy with temperatures in the low 60s is like gloriously summer after a winter that's dragged on far, far too long.

And the riding. THE RIDING. Smooth roads, non-existent traffic, courteous drivers and hills, killer, killer hills. Short hills, long hills, steep hills, steeper hills. Highway 11 the Cherokee Foothills Scenic Highway, running in front of the park, is considered a flat road and towards the west end of the county it has multiple Weston Road climb-equivalent hills. Stray south off the highway and you enter a world of short steep climbs,

every inch is either straight up or straight down. Head north and you face one of two 15km long climbs up to the top of the Blue Ridge escarpment, the tougher of the two, Caesar's Head laced with switchbacks throughout the top half of the climb, culminates with a glorious view from the park at the summit.

Imagine our surprise on Monday when the other cabins in the park started to fill up, with cyclists, from Canada! Apparently this place is no secret to Ontario cyclists. Every other cabin in the park was packed with roadies itching to hit the pavement. The park roads were a beehive of bikes zipping back and forth all week long and packs of young men and women heading out to conquer the hills on unobtanium steeds all day long, pausing only long enough for the occasional snicker at my ancient fender and pannier encrusted Norco.

Tuesday we got a bit wet, but no problem. It was mild, it was temperate, it was a joy after freezing our nads off for months on end at home. Then around Wednesday noon the one thing we'd never really expected occurred. The clouds rolled back and the temps soared into the low 70s and they stayed that way for the rest of the week. Shorts, light jerseys and sunscreen for 3 stunningly beautiful days in a row.

Wednesday afternoon Marilyn, Henk, John and I pounded out a 44k loop with 680m of climbing. Marilyn and I added the 3k loop around the park tacking on a whopping 100 more meters of ascent in that short distance for a total of 780m in 47k. No I'm not kidding, the 3k loop around the park has 100 meters of climbing with extended sections running at about a 8-9% grade.

Cabin in the Woods continued

This is typical of many roads in the area and this amount of climbing quite easy to achieve on almost any length of ride you'd like to take.

By the end of the week I'd ridden myself legless and had to bow out of the week's capper, a 96k loop incorporating 2 passes and about 1400m of concentrated leg numbing climbing, opting instead for a solo 91k ride that probably only had a mere 1000m of vertical ascent, and had to make do with scenic mills, rolling farmland, fresh pavement and huge stands of bamboo.

I'm sure those who conquered the eastern continental divide will be happy to share the tale though.

What a wonderful early season fitness booster and allaround great trip. Between Henk, Phil and myself we must have 400-500 or so photos featuring the stunning hiking trails and waterfalls of the area which are almost as much a reason to visit as the cycling.

-Cary

PS. Only one flat all week between the 5 of us, and it wasn't me.



Niagara Chapters's first ride

Thanks to everyone who showed up for the initial ride of the Niagara chapter. It was great riding with everyone, and the current members probably encouraged the two newbies to join. Randy has already mentioned that he will probably do the Erie Shore 200 on the 24th of this month. It will be his longest single day ride and I have no doubt about his ability to do so. Todd was also not scared off and if his work and upcoming nuptials allow, he wants to attempt for rides. Once again thanks to all for making the ride a success.

Dan Waldron

Cabin in the Woods

-Cary



Ottawa Chapter Happenings



March 2005, Almonte 60km ride.. After at the Cheshire Pub from left around the table: Trev, Alan, Mike, Colleen, Colleen's friends (sorry I wasn't introduced), Réal, Vytas, Bob, Patti, and Bill Taylor.

Vennachar 300 May 7th

Michael Lau: 13:30 (unofficial)
Peter Grant: 15:30
Yvon Dionne: 15:30
Real Prefontaine: 16:50
Jim Malekos: 19:30
Tracy Weissgerber: 19:30
Christina Sutcliffe: 19:30
Mark McKechnie: 19:30
Stephen Harper: 19:30
Guy Lavergne: DNF

NB: Question of the day: What does taxi fare cost from Calabogie to Cheshire Pub?

Merrickville 200 April 16th

Ron Amero - 8:45
Eli Butler - 11:22
Pat Chen - 8:58
Bob Choquette - 8:10
Alain Couet - 8:45
Yvon Dionne - 8:35
Peter Grant - 8:45
Steven Harper - 9:05
Guy Lavergne - 8:35
David McCaw - 8:35
Virgil Luca - 9:55
Steve Rheaut - 11:22
Vytas Janusauskas - 7:58
Jim Malekos - 9:05
Mark Mckechnie - 9:05
Perry McKenna - 8:40
Anne Pokocky - 11:22
Michel Potvin - 11:22
Real Prefontaine - 8:40
Trevor Stocki - 9:01
Christine Sutcliffe - 9:50
Patti Von Niessen - 8:45
Tracey Weissgerber - 9:50

A quote from Steve Harper:

"Hills.....some of them almost should be classified as paved cliffs. At one point Jim commented that this ride was like the movie Groundhog Day, around the corner seemed to be the same hill that we just climbed, over and over again. Our ride was somewhat problematic. I've learned a bit more as what is important and what is not needed on rides. I'm sure if I listed all of the things that went wrong on this ride everyone would just smile and say "been there, done that, welcome to Randonneur rookie!" So we take our lumps like adults and learn from them and hopefully be a bit wiser for it. It is true we learn far more from our failures than our successes."

As heard after the Vennachar 300.

A History Lesson on PBP

Eric Fergusson - the webmaster of the British Columbia Randonneurs website - has just finished posting Jock Wadley's article on his participation in the 1971 edition of Paris - Brest - Paris.

http://www.randonneurs.bc.ca/pbp/pbp_stories/brestward-ho/main.html

The article - Brestward Ho! - was of decisive importance in sparking interest in PBP, and randonneur cycling in the English-speaking world. Wadley's friendship with several Canadian cyclists was instrumental in getting the sport started in this country.

Quite apart from the article's historical importance, it is a very graceful piece of writing that captures something of the magic that participation in that great event evokes.

I hope that randonneurs here in Ontario will set aside the hour or so that reading the essay will take. I hope, too, that our web master will place a link to this article on our History web pages so that others can have the opportunity to acquaint themselves with this important part of the heritage of randonneur cycling.

I should say a special word of thanks to Eric for the amount of work he has done in putting this article (almost impossible otherwise to locate) up on the web. Some members will remember Eric from meeting him at Paris Brest Paris both in 1999 and 2003, while others will have ridden with him here in Ontario when he has come back east to visit his family.

A wonderful job.

Ken Dobb

Mid-week Brevet Merrickville 200

The mid-week Merrickville 200 had everything except multiple riders.

I waited until 7:45 in the faint hope that someone might show up. Especially, as it was not raining yet. I figured maybe one of the riders who said they might come if it was not raining would show. I won't do that again because I added 45 minutes to my finishing time without turning a pedal.

The ride to Merrickville was uneventful. It was overcast with a little wind. But leaving Merrickville the wind tunnel effect that I remembered from last year's first Merrickville 200 started. The wind was everywhere but behind you.

But after North Augusta the real fun began. Rain, sleet and at one stage a little snow such that I did what I am famous for and missed a turn and added a few kilometres backtracking. Oh and I cannot forget the cold. The day started around 13 or 14 but by the end with the windchill it must have been below zero.

It rained for about four hours. I brought 2 pairs of polar fleece light gloves and was wearing wool fingerless gloves. I kept switching pairs of fleece gloves as they soaked through. I would wring them out and wrap them in newspaper in my bike bag. They dried pretty well like that so my fingers never got really cold. I brought two light polypropylene balakavas and switched them in the same manner. The rain died down towards the end but not the wind. Cont..

A Mid-week Brevet Merrickville 200 Cont.

Anyway it is over. I asked for mid-week brevets here. And could not let the first one go unriden. I hope to make all the mid-week rides (I am organizer for all of them). Hopefully the weather will be better next time. It was quite the experience. The longest I have ever ridden in constant bad weather.

Bill Pye

300 km ride report

I rode a 300 km ride, called the "animalathon". The last time I rode this ride Dan Beavon was in the club and I think he was the guy who was in charge of Ottawa admin. stuff. I don't think there was a VP-Ottawa back then. Back then on that ride, there were only three riders: it was Dan, one of Dan's friends, and myself.

Dan seemed to pride himself in the fact that no-one had ever DNFed while riding with him. An interesting torch that Vytas now tends to carry. Sadly that ride, Dan's friend DNFed. I don't think the friend trained enough.

Enough about history... (for now)

This weekend's ride had 7 riders: Vytas, Patti, Bob, Mike Lau, Virgil, Dave, and myself. There was a bit of rain almost all thru the ride. Not a heavy rain but it seemed more than a drizzle. It was wet enough that for about 90% of the ride, I was soaked, but warm.

At the start of the ride both Dave and Virgil had mechanical problems of some sort that I don't know anything about. They got theirs out of the way off the bat.

We rode as a group to Middleville, the route had changed since I rode it with Dan. It had

changed for the better, "courtesy of BOB" we rode a quieter road towards HWY 511. Being a physicist that number always brings a smile to my face. The mass of the electron or positron (anti-electron), the energy of positron annihilation radiation. anyway... the group got to Middleville (Middletown?) and that is where it tended to split apart. No one seemed to want to stand around in the cold for very long. Bob left and so I followed. I then stopped at a store on the 511. I saw Patti pass me. Then as I got a drink from the store, I saw Vytas go by. I kept him in sight, but didn't push hard to catch him. Eventually the hills came in. Patti had dropped her chain on one. I saw Vytas say something to her and continue up the hill. As I went by her I asked her if she was ok, she said yes. It was wet and uncomfortable. My feet were cold. I was looking forward to the breakfast and swim suits of Calabogie. I got to Calabogie and the group was there (except Patti who was somewhere behind me).

I sat down and got some breakfast. Vytas asked about Patti and she arrived.

Some of the earlier riders left. Then Virgil left. I left after him. Vytas was awaiting Patti.

I had Virgil in my sights for a while, then he disappeared. I figured eventually Vytas and Patti would catch me and I would ride with them.

After the cyclocross section (ok exaggeration, only a muddy gravel road) of the route I was back on the pavement. My rear tire had flatted!!! I had many flats over the last week and was very frustrated with the whole thing.

Then Patti and Vytas passed me and stopped. I don't think they realize this, but I really appreciated that they stopped. Vytas gave me some advice, which I followed and I found the culprit. A small shard of white glass. probably only a cubic millimetre.

A couple in a truck stopped to see if I was ok as well. I said I was. Then I got back on my bike and rode.

I got to my most favorite part of the queue sheet: # km Cum. km Directions

"19 14.31 142.39 Start climbing the 1st of 7 Hills."

I counted them as I got up them. 1... 2.. 3.. 4.. 5..... 6.... 7....

at 7 I remember the ride with Dan and how he said to me before the 1st climb began. At the stop sign we usually met before the descent down Foymount hill." Then I remember how he had asked me to make sure everything was fastened to my bike. Back then in dry conditions I descended at 70+ km/h. Dan said he broke 100 km/hr.

This time I stopped at the stop sign. I checked to ensure I didn't have a flat tire. Check how things were fastened and went very cautiously down in the slick hydroplaning conditions.

I enjoyed the road to Eganville, where I remember my during my first 600 km attempt I had gone to the house of the junk yard in search of spokes, and the 600 km ride with Roy, Jim, Alan a couple of years ago.

Anyway I got to Eganville. Bob was just leaving. I told him about my flat. Vytas and Pati had just ordered their food. It was good to chat with them. They left a few minutes before I did. I tend to fiddle too much before I leave a check point.

I got a bit mixed up by the queue sheet after Cobden. I finally dug out the map and figured things out. I got to Hwy 653 and saw Vytas and Patti returning from the check point in La Belle Province. I got to the store in Quebec and heard a hissing noise. I thought crap not another one!!! Went in the store got my card signed and checked my tire by feel and it seem hard as rock. It was strange. Maybe it was a snake.... who knows...

I then focused on getting to Arnprior. I was

tired and wet and a bit cold. I got to Arnprior and called my wife, Ev to say "I am exhausted, I am not sure if I will finish" She wasn't home. So I left the message. I had one bowl of chicken noodle soup and a coffee and felt much better. So I got another bowl and felt more human. I called Ev back and said I was continuing on.

I continued on back to the Cat without any problems. I saw Patty in the Parking lot and met up with Vytas and Colleen in the pub.

Trev

A Mid-week Brevet Original 200

Yesterday, I rode the second of Ottawa's mid-week brevets. I also learned that it is possible to stay kosher for Passover while riding a brevet. It just meant I had to bring everything I was going to eat.

I made myself matza rolls with cream cheese and strawberry jam plus two with just cream cheese.

I won't do that again. Without the jam what a disappointment.

Anyway, I was lazy this week and accepted my wife's kind offer to drive to the Cheshire Cat rather than ride the 32 km from my house in the rain. I started at 0730 in the rain that came down lightly until Almonte when it started to come down in sheets so I stopped at a Tim Horton's until the sheet rain stopped. It kept on raining until almost to Calabogie.

Along the way I found out that matza rolls cannot be eaten one-handed on a bike. If they get soggy from the rain, they are hard to eat with two hands.

So until the rain stopped I made do with

dried apricots and Gatorade.

I grabbed water, a coke and a chocolate milk in Calabogie. I ate a matza roll with jam and a banana and back on the bike.

I ended up stopping to eat a matza roll every 30 or 40 km. It meant I spent more time off the bike than I ever have on a 200. The rain stopped but the wind took over. But look I even began to see the sun. And I forgot sunglasses. Along the ride, I started thinking about how last October, I rode this 200 with a single-speed. Having one gear in foul conditions just seemed to make sense. The weather in October was somewhat like today. Steady pedalling you just keep going.

I felt I might hit the Cheshire Cat around five, until I got onto Carp Road. The wind was so strong there that I could only do 25 km going downhill. Along the way I stopped and ate the last of my matza rolls. Just with cream cheese what a mistake like I said before.

The bartender at the Cheshire signed my card at six twenty. Next year if there is a ride at Passover. I might try just regular matza.

It has a texture like brittle cardboard. It would probably be like eating crackers. I hate the stuff but if hungry enough I probably won't mind. I was much better prepared clothing wise for this ride. May be even too

prepared. I had to carry wet clothes all ride after Calabogie. The wool sweater I wore under my jersey, dried while I was wearing it.

I was lucky enough to get a Carradice Long-flaps seat bag for my birthday. It was its first brevet yesterday. Easy access and it kept everything dry. No mid-week rides until the 11th of May. C'mon out anybody. The weather should be better by then. I have now had better weather at the start and at the finish on a brevet and feel bad weather at the start is easier to deal with. What's your opinion?

Bill Pye

Brevet Routes Now Online

Route sheets for previous rides can also be found on the Ontario Randonneurs website. For the routes for Toronto, Ottawa, Simcoe-Muskoka and Huron, go to <http://www.randonneursontario.ca/route/index.html>

Awards for 2004

Jock Wadley: Michael Lau

Beryl Burton (Top Female): Patricia Von Niessen

Best Fleche Team: Mike Lau, Trevor Stocki, Patricia Von Niessen

Coronation Cup (Most Improved): Steve Rheault

Dan Herbert: Vytas Janusauskas

Organiser of the Year: Phil Piltch

Best Performance on a Brevet: Elias Bretler

Rookie of the Year: Anne Pockoky

Long Distance: Scott Chisholm

Special Recognition:

Vytas Janusauskas
Carey Chappelle