

AMERICAN RANDONNEUR

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RUSA Executive Committee

President	Lois Springsteen
Vice-President	Mike Dayton
Treasurer	Eric Vigoren
Secretary	Edward Robinson
Board Member	Jennifer Wise
Board Member	Cecil Reniche-Smith
RBA Liaison	John Lee Ellis
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Medals & Awards Coordinator	John Lee Ellis
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Routes Committee Chair	John Kramer
Rules Committee Chair	John Lee Ellis
Souvenir Coordinator	Jennifer Wise
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Message from the President

As we approach the end of our very successful 2010 for American randonneurs, I'd like to take this opportunity to thank some of our dedicated volunteers and share some news for 2011.

Our recent election brought some changes and thankfully more additions to our volunteer ranks. **Mark Thomas**, Past President, was elected to the board after a couple of "quiet" years – during Mark's quiet time he processed results for 481,922k of RUSA events and worked with the ACP's Vice-President **Jean-Gualbert FABUREL** to homologate 3,809,700k of ACP brevets in anticipation of next year's Paris-Brest-Paris. Thanks, Mark, for all of your work on behalf of all of our members and for rejoining the board. While **Mike Dayton**, VP and Newsletter Editor, was not reelected he has agreed to continue as our "editor in chief" while adding two additional volunteers to his committee, **Joshua Bryant** and **William DeRosset**. Josh and Will also both stood for election this fall and we thank them for this and their willingness to join Mike's committee. **John Lee Ellis** was also reelected by the RBAs to continue to serve as their RBA Liaison. I know all of these dedicated members have great things in store for us as we move onward next year. Finally, I am humbled and most appreciative of the vote of confidence that I received during this past election and look forward to another great year for RUSA as we help many of our members prepare for PBP.

I'd like to thank **Greg Olmstead** for his work on our ACP medal program as he retires from that job and welcome **Ken Knutson** who has generously volunteered to replace Greg. Ken is also actively helping us develop a new awards program that we'll be rolling out after the first of the year, so stay tuned for details on this. We've added **Dan Wallace** to our busy routes committee and say goodbye to **Tim Bol** for 2011. Changes in the RBA ranks have brought us a new region in Marion, IL developed by **Miles Stoneman** of River to River Cycling Club. We also welcomed new RBA **Mark Hardwick** of West Texas who held his first event in 2010. We now have 48 active regions for 2011.

The 2011 season will be quite busy as you'll see from the schedule. In addition to administering all of our events, including five domestic 1200k rides, we'll be continuing our work with the ACP as they develop the details for Paris Brest Paris. I recently provided my piece for the upcoming pre-PBP *plaquette* which the ACP produces in print form for all of the volunteers in Randonneurs Mondiaux countries around the world. Lots of work goes into this handsome brochure and RUSA's Past President **Bill Bryant** is busy helping **Sophie Matter** and other translators in France as they prepare this pre-PBP publication.

I know you've heard me say this before, but I just can't say it enough. We



LOIS SPRINGSTEEN

■Continued on page 4

adventureCORPS™ Presents



February 26, 2011

Death Valley Century, 150, and Double Century™ - Spring Edition, an annual tradition since 1991, provides incredible, one-of-a-kind, 100-, 150-, and 200-mile cycling routes past Badwater and over the passes to Shoshone and back in Mother Nature's greatest sports arena, Death Valley National Park!



March 26, 2011

Hell's Gate Hundred™ includes locations and sights that are not visited in any other one-day cycling event in Death Valley National Park, including Artist Drive, Daylight Pass, and the ghost town of Rhyolite. The 100-mile route features 8500 feet of elevation gain, while a 65-mile version is also offered.



April 16, 2011

Mount Laguna Bicycle Classic™ was first held in 2010 and features 101 miles with nearly 11,000 feet of climbing and three different ascents of San Diego County's Mount Laguna! There are just three stop signs and NO traffic lights on this incredible route which starts and finishes in Pine Valley, CA!



October 29, 2011

Death Valley Century and Double Century™ - Fall edition offers unique 100-mile and 200-mile cycling routes in the northern end of Death Valley National Park, includes lunch on the lawn of world famous Scotty's Castle and, for double riders, visits Ubehebe Crater, and Hell's Gate.

For information, registration, and much more, visit www.adventurecorps.com



RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
Arizona				6368	Brandon M Lage	Chicago	IL
6381	April Becerra	Glendale	AZ	6468	Matthew Means	Chicago	IL
6384	Thomas J Caretto	Phoenix	AZ	6472	Michael McKee	Sesser	IL
6393	MaryAnn Dumont	Chino Valley	AZ	Indiana			
6394	Howard Fromm	Prescott Valley	AZ	6363	Catherine Kostyn	Speedway	IN
6398	Kurt Smith	Maricopa	AZ	6409	Phil Carroll	Jasper	IN
6452	Amy Acosta	Phoenix	AZ	Kansas			
California				6432	David Sanchez	Topeka	KS
6348	Enrique Souffle	Los Angeles	CA	Kentucky			
6349	Tim Louis	Redwood City	CA	6467	Mark Rougeux	Louisville	KY
6353	Deb Ford	Napa	CA	Louisiana			
6356	Steve Sundstrom	Belmont	CA	6359	Erin Laine	New Orleans	LA
6357	Brett C Dewey	San Francisco	CA	Massachusetts			
6372	William Stanley Hammond III	San Diego	CA	6374	Tim Bryant	Westport	MA
6373	Charles Pockell-Wilson	Martinez	CA	Maryland			
6380	Bryan Kilgore	Oakland	CA	6345	Marti Kovener	Rockville	MD
6386	Mark Covington	Concord	CA	6346	Drew Watson	Rockville	MD
6391	Ely Rodriguez	San Francisco	CA	6427	David Pruschki	Severna Park	MD
6397	Ed Shepherd	San Diego	CA	6428	Cindy Pruschki	Severna Park	MD
6399	Thomas Omar Cuellar	Concord	CA	6465	Michael C Wall	Mount Airy	MD
6400	Chloe Banks	San Francisco	CA	6473	Bob Wagner	Baltimore	MD
6401	Bruce Fritz	Emeryville	CA	6475	Raymond Kosar	Glen Burnie	MD
6404	Jerry Ferro	Culver City	CA	Michigan			
6419	Dirck W Brinckerhoff	San Rafael	CA	6434	James Murray	Kalamazoo	MI
6435	Brad Wenner	Oakland	CA	Minnesota			
6440	Bobbe Foliart	Alamo	CA	6343	Barbara Hagemann	St Louis Park	MN
6443	John Patrick Huber	Pasadena	CA	6396	Shawn Husband	Savage	MN
6444	Allan Erbes	Los Gatos	CA	6424	Peter Alwin	Blain	MN
6446	Kirk Hastings	Berkeley	CA	Missouri			
6455	Kent L Foster	Rocklin	CA	6369	Don Legault	Platte City	MO
6457	Matt Olson	San Francisco	CA	6451	Cassie Russell	St Louis	MO
6460	Rick Martyn	Pleasant Hill	CA	North Carolina			
6469	Craig Baker	San Jacinto	CA	6390	Erik Paulson	Chapel Hill	NC
6470	Andrew Snyder	San Jose	CA	6395	Lou H McLean	Boone	NC
6484	Pat Armstrong	Brookdale	CA	6411	Mark A Kuhn	Durham	NC
Colorado				6412	Denis M Raczkowski	Durham	NC
6379	Billy Edwards	Boulder	CO	6413	Matthew Bateson	Raleigh	NC
6447	Tom Toth	Denver	CO	6450	Moshe Ratner	Raleigh	NC
Washington, DC				6454	Chris Wittum	Raleigh	NC
6364	Elizabeth Malloy	Washington	DC	6461	William Wagoner Lawrence	Raleigh	NC
Florida				6476	Terry J Pierce	Southport	NC
6360	Stephen L Hendrix	Pensacola Beach	FL	Georgia			
6371	Luis Vargas	Davie	FL	6382	Donald Schaet	Marietta	GA
6388	Charles A Badger	Orlando	FL	Illinois			
6414	Donald G Lindsay	Fort Lauderdale	FL	6344	Thomas H Weidaw	Chicago	IL
6431	Michael Valdes	Coral Gables	FL	6358	Rob Schaller	Algonquin	IL
6439	Tim Newhall	Tallahassee	FL	■ Continued on next page			
6449	Joshua Root	Gainesville	FL				

RUSA Welcomes Its New Members!

■Continued from page 3

				6430	Brian Reid	Dallas	TX
				6433	Brian Reeves	Bryan	TX
				6442	Sergio Calderon	Grand Prairie	TX
				6471	Charles E Nabinger	Midlothian	TX
				6474	Brad Curtis	Tyler	TX
				6478	Hyrum K Wright	Austin	TX
				6479	Rick Gurney	Plano	TX
				6480	Jeff De LaVega	Cedar Hill	TX
				Utah			
				6355	Spencer Morse	Orem	UT
				6481	Aaron Torriente	Bountiful	UT
				Virginia			
				6370	Robert D Little	Herndon	VA
				6410	Melanie Yu	Arlington	VA
				6458	Tara Claeys	Arlington	VA
				6464	Thai Pham	Arlington	VA
				Washington			
				6367	Thomas Donovan	Seattle	WA
				6389	Wendy Loomis	Seattle	WA
				6403	Karena Birk	Seattle	WA
				6405	Erik Nilsson	Seattle	WA
				6418	Patrick Joseph Washington	Coupeville	WA
				6420	Jesse Llona	Lynnwood	WA
				6463	Chris Johnston	Kirkland	WA
				6477	Steven DeGroot	Seattle	WA
				Wisconsin			
				6392	Greg Silver	Madison	WI
				6422	Karen Nissen-Boryczka	Middleton	WI
				West Virginia			
				6383	Martin L Weirick	South Charleston	WV
				Military			
				6351	Lane Smith	APO AE	
				Foreign			
				6436	Guido Van Duyn	Vancouver	BC
				6462	Keith Nichol	Vancouver	BC
				President's Message (continued)			
				wouldn't have anything without our volunteers so thank you all			
				so very much for helping us keep our club so strong as we move			
				into 2011. If any of you would like to become more involved in			
				the day to day operations of our club as a volunteer, please feel			
				free to contact me or any of the other board members and let us			
				know your ideas on how you might be able to make an individual			
				contribution to our success.			
				—Lois Springsteen			



Helping make good riders
better since 1981

Upcoming Events in 2011

Arizona Desert Camps and Tours

This is our 16th year offering early season tours in dry and sunny Arizona. Each week has a different theme for different types of riders. You can combine weeks to extend your cycling training season in Arizona.

Week #1 Cactus Classic Desert Tour \$995

Arrive in Tucson (fly in), Saturday, February 19
68-89 miles per day to Wickenburg and back
Depart from Tucson (fly out), Saturday, February 26

Week #2 Coaching Week \$1,095

Arrive in Tucson (fly in), Saturday, February 26
Based in Sierra Vista 50-82 miles per day
Depart from Tucson (fly out), Saturday, March 5

Week #3 Tour of the Historic Hotels \$1,295

Arrive in Tucson (fly in), Saturday, March 5
50 miles per day between classic Arizona hotels
Depart from Tucson (fly out), Saturday, March 12

Week #4 Chiricahua Challenge \$1,095

Arrive in Tucson (fly in), Saturday, March 12
75-90 miles per day to the Chiricahua Mountains
Depart from Tucson (fly out), Saturday, March 19

Week #5 Century Week \$1,095

Arrive in Tucson (fly in), Saturday, March 19
Based in Sierra Vista 60-100 miles per day
Depart from Tucson (fly out), Saturday, March 26

Week #6 Mountain Tour \$1,195

Arrive in Tucson (fly in), Saturday, March 26
80-100 miles per day, to New Mexico and up Mt. Graham
Depart from Tucson (fly out), Sunday, April 3

NEW Tour for 2011

Week #7 Assault on Mt. Graham \$1,095

Arrive in Tucson (fly in), Sunday, April 3
80-100 miles per day with 3 days possible to ride Mt. Graham
Depart from Tucson, Sunday, April 10

All prices based on double occupancy motels.
See the PAC Tour web site for more details.
Website registrations opens mid August 2010.

Cycling Route 66 (Eastern Half)

Arrive in Amarillo, Texas Saturday, May 21.

75-100 miles per day, 1,200 miles in 15 days

Depart home Sunday, June 5th from Chicago

We will ride Old Route 66 across Texas, Oklahoma, Missouri and Illinois. These states are famous for their Rt. 66 museums, cafes and points of interest. Road bikes with 25mm tires are recommended for this old cement slab road. This tour includes many meals in old diners and lodging at classic motels from the 1950s. A selection of Rt. 66 DVDs and books will be sent to you before the tour to get you in the Rt. 66 travlin' mood.

Wisconsin Tour

New route near Door County, Wisconsin

Arrive Saturday, June 18,

Fly home Saturday June 25

80-90 miles per day

This route travels around beautiful Door County in northeastern Wisconsin. We will cycle through southern Michigan on this loop tour beginning and ending near Green Bay, Wisconsin. This Wisconsin Tour travels to different towns and hotels each night. Some lunches are at small town cafes. This is a fun tour suitable for intermediate to advanced riders. This tour is intended for riders who can travel 50 miles in four hours on hilly terrain.

Ridge of the Rockies (new route)

Arrive Kalispell, Montana Saturday, July 9

(optional ride to Glacier Park)

80 - 120 miles per day, 20 days, 2,000 miles

Depart home Sat. July 30 from Albuquerque, NM

This will be a new route with several additional mountain passes. Our route will zigzag across the Continental Divide several times on our way across, Montana, Wyoming, Utah, Colorado and New Mexico. This is a tour with lots of climbing while viewing the best scenery of the Rocky Mountains.

Southern Transcontinental

Arrive San Diego Saturday, September 10th

26 days, 2950 miles about 115 miles per day

Depart Savannah, Georgia, Friday October 7th

If you ever dreamed of riding coast to coast this is the best tour to fulfill your goal. This route crosses the southern states with plenty of mountains and hills. We added some new roads and towns while exploring a different way across America. This is always a popular tour and a good way to extend your cycling season.

The Rockies and Southern Tour prices are for groups of 30 or more paid riders. There is a \$300 surcharge for groups of less than 30 paid riders.

www.pactour.com

Lon Haldeman and Susan Notorangelo

Contact us at 262-736-2453 or

info@pactour.com

Springsteen Re-Elected, Thomas Gets Board Seat

Ellis Re-elected As RBA-Liaison

Lois Springsteen, who currently serves as RUSA's president, was re-elected and former RUSA president Mark Thomas was elected to RUSA's Board of Governors, for three-year terms from 1/1/2011 to 12/31/2013.

Colorado RBA John Lee Ellis was re-elected as RBA-Liaison for a one-year term.

In the latest election, 374 of RUSA's 2,800 members submitted votes. Of those, 21 members cast only one vote for a single candidate; 66 ballots were cast by mail, and 308 ballots by email.

Vote totals among the

five candidates for general Board positions broke down as follows: 202 — Mark Thomas; 191 — Lois Springsteen; 171 — Mike Dayton; 89 — Joshua Bryant; 74 — William DeRosset.

John Lee Ellis received 22 votes among the RBAs who cast ballots in the election. Only RBAs can vote for that position.

Springsteen has served RUSA since 1998 as President, Vice-President, Webmaster, Brevet Coordinator, Rules Committee, and Newsletter Editorial Committee, among other positions. She also



Springsteen



Thomas



Ellis

serves as RBA with Bill Bryant for Santa Cruz Randonneurs.

Thomas has served as a ride volunteer, Seattle RBA, RUSA volunteer, past RUSA board member, and current RUSA brevet coordinator. He has traveled extensively in pursuit of randonneuring and has completed brevets on four continents.

A former board member and RUSA Vice President, Ellis was elected as RBA Liaison last year and ran unopposed in the latest election.

The 2011 board will be comprised of Springsteen, Thomas, Jennifer Wise, Cecil Reniche-Smith, Ellis, Eric Vigoren and Edward Robinson.



RUSA PBP 2007 jersey

RUSA PBP 2011 Jersey Design Contest

RUSA is looking for a dynamic design for our PBP 2011 jersey.

The RUSA member with the winning design will get bragging rights and a free jersey.

Design entries must include the front and back of the jersey. Design artwork can be submitted as a PDF, JPG or TIFF file. The design must include the RUSA logo and the PBP logo. The words *Randonneurs USA* and *Paris-Brest-Paris* must be incorporated into the design.

Submit your design via e-mail to souvenirs@rusa.org by Dec. 31, 2010.

Eight Ultra Randonneur Awards Presented



The Ultra Randonneur Award is for RUSA members who have ridden ten (10) Super Randonneur series. The Super Randonneur (SR) series of brevets (200 Km, 300k Km, 400 Km and 600 Km in a calendar year) that are used to qualify for the Ultra Randonneur Award need not be in consecutive years, nor is there a time limit on how long it takes to accumulate the

RUSA #	Name	City & State
390	Dan Driscoll [3]	Allen, TX
2565	Gary Gottlieb [2]	Aledo, TX
2796	Christopher Hanson	Redondo Beach, CA
1132	Ken Johnson	Sacramento, CA
1589	Mark Metcalfe [2]	Duncanville, TX
2365	Henrik Schroeder	Lighthouse Point, FL
3596	Sharon Stevens (F) [2]	Richardson, TX
64	Mark Thomas [2]	Redmond, WA

(F) = Female; [#] = # of awards

ten SR series. Note that it is possible to earn more than one SR series per year, making it possible to earn this award in fewer than ten seasons.

Riders can apply with ACP brevets, RUSA brevets, or RM-sanctioned 1200k events; team events and permanents do not count. Longer events can be substituted for shorter ones. For example, a RUSA 230k brevet could be used in lieu of an ACP 200k brevet and a 1000k brevet or RM-sanctioned 1200k event could be used in lieu of a shorter event missing from the normal sequence.

RUSA congratulates the riders who earned and applied for the Ultra Randonneur Award.

New R-12 Award Recipients Announced

The R-12 Award is earned by riding a 200km (or longer) randonneuring event in each of 12 consecutive months. The counting sequence can commence during any month of the year but must continue uninterrupted for another 11 months.

Events that count toward the R-12 Award are:

- Any event on the RUSA calendar of 200 Km or longer.
- Foreign ACP-sanctioned brevets and team



events (flèches), Paris-Brest-Paris, and RM-sanctioned events of 1200 Km or longer.

- RUSA permanents — a particular

permanent route may be ridden more than once during the twelve-month period for R-12 credit.

The applicant must be a RUSA member during each of the twelve months.

RUSA congratulates the latest honorees, listed below.

Paul H Donaldson [2]Richmond, VA
 Bruce R Berg [2]Berkeley, CA
 Kristine L Symer (F).....Tacoma, WA
 Joseph Platzner [2].....Bellevue, WA
 Crista Borrás (F)Rockville, MD
 Al HicklinSan Marcos, TX
 Patrick Horchoff [3]River Ridge, LA
 Amy C Pieper (F).....Renton, WA
 Basil Knox.....Wilton, CA
 Richard Stum [2]Mt Pleasant, UT
 Jim FingerSummerville, GA
 Steve Davis [2]University Place, WA
 Christopher Heg [2].....Seattle, WA
 Roland Bevan [2].....Ben Lomond, CA
 Lyn Gill (F)Kent, WA
 Steven T Graves [3].....Gretna, LA

Linda Bott (F) [3].....Ventura, CA
 Jim Rimbey.....Fort Worth, TX
 Daniel Schaaf [3].....Rowlett, TX
 Suzanne Nowlis (F) [2]Seattle, WA
 Ben ThibodeauxKaty, TX
 Michele Brougher (F).....St Louis Park, MN
 Betsy Thorpe (F) [2].....Tallahassee, FL
 Cat Cook (F).....Garden City, TX
 John CurdSan Bruno, CA
 Maria Falbo (F).....Raleigh, NC
 Jaime J GurrolaOceanside, CA
 Willard Goss [2].....Sammamish, WA
 Mark Vinette [4].....Bethesda, MD
 Mark P Hardwick [2]Midland, TX
 Greg Sneed.....Seattle, WA
 David Harper [3].....Seattle, WA

(F) = Female; [#] = # of awards; NOTE: If your award is not listed, please contact the newsletter editor for inclusion in the next issue.

PASSINGS

Anne Schneider

Our peloton is a little smaller. Anne Schneider, RUSA member #20, died on July 20th of ovarian cancer. She was 62.

An avid long-distance cyclist, Anne rode the 1995 Paris-Brest-Paris on the front of a tandem with Susan Gishi. The two Davis Bike Club randonneuses became only the third female tandem team in the event's history to finish the 1,200-kilometer test successfully.

In addition to PBP, she completed numerous brevets, both on tandem and solo bike. Randonneuring was only part of Anne's passion for long-distance cycling; she completed many double centuries, several Pac-Tour events, and she finished a number of Furnace Creek 508 races, both in the team and solo categories.

To say she loved cycling is an understatement, but in truth she loved virtually all sports. She ran, hiked, skied cross-country, paddled, fished, and climbed mountains all around the world. She was a talented athlete and an exceptional sports-woman in many ways.

In addition to her sporting endeavors, Anne



Schneider loved nature deeply and was a conservationist to the bone, and this determined her career path. Few people in her bike club knew of her prestigious legal career; she was simply the friendly, modest rider who enjoyed time out on the road with her pals on a Saturday morning ride. But her gentle, friendly personality and quiet voice hid a fierce lawyer with a keen intellect who didn't like to lose a case.

Anne was widely recognized as one of the nation's premier water rights attorneys. From the 1970s onward, her commitment to protect watersheds, lakes, and rivers fueled her work; her papers on the subject remain the standard to which other water-rights attorneys refer. It is testimony to Anne's fine character



and respectful way of arguing her side of a case that many of her courtroom opponents lamented her passing. Their praise for her work, even when they themselves lost the battle, was telling.

With her passing, Anne leaves behind two sons, Logan and Charlie. Though grieving about her early departure from our world, they can take comfort that their mother left a legacy of protecting the American wilderness and its water supply for urban areas, giving your personal best in sports

while encouraging others to do the same, and of a life lived to the fullest. If too short, Anne's life was remarkable by any standard. Her many friends, among whom I am proud to be counted, miss her terribly. Whether it was while she led a paceline late at night during a long brevet, discussing efforts to reintroduce bighorn sheep into Yosemite National Park, or quietly fly fishing alongside Cache Creek at dawn, spending time in her company was always a pleasure.

— Bill Bryant

WWW.RUSA.ORG

Two More 1200Ks Added to RUSA's 2011 Schedule

Alaska's Big Wild Ride and North Carolina's Taste of Carolina join new Texas and Colorado events.

The offerings of U.S. 1200Ks just keeps expanding.

RUSA's board has just approved a new 1200K in Alaska, The Big Wild Ride, and the Taste of Carolina in North Carolina.

That brings to four the number of new 1200ks for next year. Two other new 1200Ks, one in Texas and one in Colorado, will also be held in 2011.

The Shenandoah 1200K, begun in 2008 and hosted by Northern Virginia RBA Matt Settle, is also on the 2011 agenda.

The Texas and Colorado events give riders an alternative to PBP or a warm-up ride for that storied event.

In contrast, the Alaska ride, hosted by RBA Kevin Turinsky, will serve as a true substitute, since its scheduled start date, Aug. 21, 2011, coincides with the start of PBP. The North Carolina event, hosted by N.C. RBA Tony Goodnight, will start on Sept. 3, 2011.

The routes and other details for the two new events are still being developed. Look for more details on the Alaska ride at www.alaskarandonneurs.org. Details on the N.C. ride will be available at www.bicycleforlife.org.



PHOTO BY KEVIN TURINSKY

The Big Wild Ride in Alaska is guaranteed to travel through stunning landscapes.



PHOTO BY CHARLES LATHE

North Carolina has an abundance of quiet rural roads ideal for randonneuring.

U.S. 2011 1200K Randonnées

Location	Date	Contact	Web Site
AK: Anchorage	2011/08/21	Kevin Turinsky	http://alaskarandonneurs.blogspot.com/
CO: Boulder	2011/07/11	John Lee Ellis	http://www.rmccrides.com/brevets.htm
NC: High Point	2011/09/03	Tony Goodnight	http://www.bicycleforlife.org/rusa/index.html
TX: Dallas	2011/05/11	Dan Driscoll	http://www.lonestarrandon.org/
VA: Northern	2011/06/09	Matt Settle	http://www.romabrevet.org/

2010 Can-Am Pins Awarded

Guido Van Duyn Earns CanAm Medal at 2010 Last Chance

BY KEN BONNER

The Can-Am pin award continues to be an attractive goal for many 1200 Km brevet riders.

The Can-Am pin, currently jointly administered by RUSA and the B.C. Randonneurs Cycling Club, is awarded to randonneurs who complete a Randonneurs Mondiaux sanctioned 1200 Km brevet/randonnée in both the U.S.A. and Canada within one calendar year.

For 2010, it looked like there would be a total of 9 Can-Am pin recipients who all earned their awards at the VanIsle 1200. However, newbie randonneur Guido Van Duyn, from British Columbia, Canada, fresh from

riding his first super randonneur series and his first 1200 km brevet (2nd VanIsle 1200), discovered late in the summer that he had extra vacation time and extra airline points. What to do, where to go? Paris? London? Rio? Louisville, Colorado?

Guido became a last minute registrant and successful finisher at the Colorado Last Chance 1200 earning the last Can-Am pin awarded for 2010.

The 2010 Can-Am Pin recipients are: Ken Knutson (USA)—Cascade & VanIsle; Bill Olsen (USA)—Shenandoah & VanIsle; Mark Olsen (USA)—Shenandoah & VanIsle; Thomas Russell (USA)—Cascade & VanIsle; Jan-Erik Jensen (Sweden)—Cascade & VanIsle; Bob Koen (Can)—



Guido

Guido Van Duyn (Can)—VanIsle & Last Chance.

Congratulations to all!

Cascade & VanIsle; Henk Bouhyzen (Can)—Shenandoah & VanIsle; Keith Nichol (Can)—Shenandoah & VanIsle; Ken Bonner (Can)—Cascade & VanIsle;

Ken Bonner, legendary ultra-cyclist, has racked up over 300,000 km and consistently holds the top UMCA annual distance records plus several Canadian cross-province speed records.



Vincent Muoneke, newbie randonneur, who completed his first 1200k in 2008, set a new distance record of 22,125 RUSA km in 2009.



What do these two ultra-distance cyclists have in common?

The Continental Grand Prix 4-Season Tire

The Grand Prix 4-Season, compared to the Conti Ultra Gatorskin, is more puncture proof, weighs less, has less rolling resistance and has superior dry/wet grip & cornering.

See bgear.com/tires for significant savings when you purchase two or more tires.

RUSA & UMCA members get free shipping for online orders over \$50 when shipped to a US address.



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BREVET CYCLING & BACKCOUNTRY TRAVEL



A Look at Brevet Time Limits

By BILL BRYANT

Riders new to Randonneurs USA might be curious as to how the time limits on brevets were developed. Because the pacing structure and use of check-points substantially define our sport, it is a good thing to understand. To learn more, we need to look at the history of randonneuring in France.

The original Brevets des Audax (1904-1921) were ridden with all the riders staying in a big group, so there was only one speed to worry about. Run over dirt roads or cobblestones, these 200 km rides were basically from dawn-to-dusk affairs. The riding speed was kept at 18 kph by the *capitaines de la route*, with the rest stops adding some time to the event. As the years passed, some riders began to chafe at the fixed speed and lobbied to ride the brevets more swiftly. Their requests, however, fell on the deaf ears of Henri Desgrange and the other leaders of the Audax Française.

The Audax Club Parisien (ACP), who was conducting the 200 km audax brevets around the Paris region for Desgrange, also began organizing and homologating 300 km and 400 km brevets, something the Audax Française didn't care for since they involved nighttime cycling. Starting with the first 300 km event in 1906, the club allowed participants to

do these two longer events solo or in small groups, and importantly, the riders could go faster than the familiar 18 kph audax pace if they desired. The maximum pace for the control opening times was 25 kph and the closing times were based on a minimum pace of 15 kph.

Although the participants were warned to equip and comport themselves like tourists and not racers, the ACP awarded trophies to the cyclists setting the fastest times on these longer events, something certainly not in keeping with the audax ethos of camaraderie and riding at a more moderate speed. These longer events also brought the use of secret controls since the riders were no longer in one big group under the watchful eye of the audax road captains.

During World War I, the ACP had to cut back to organizing just 200 km events. After the Armistice, the club resumed organizing its longer brevets in the spring of 1919. Greater numbers of randonneurs in the postwar era wanted a more "sporty" approach to their long-distance cycling and they lobbied for brevets with increased speeds, and not just for the 300 km and 400 km events. Inevitably, there came several instances where audax captains on 200 km brevets drove the speed faster than the established 18 kph pace and great controversy ensued. By spring of 1921, matters came to a head and the ACP

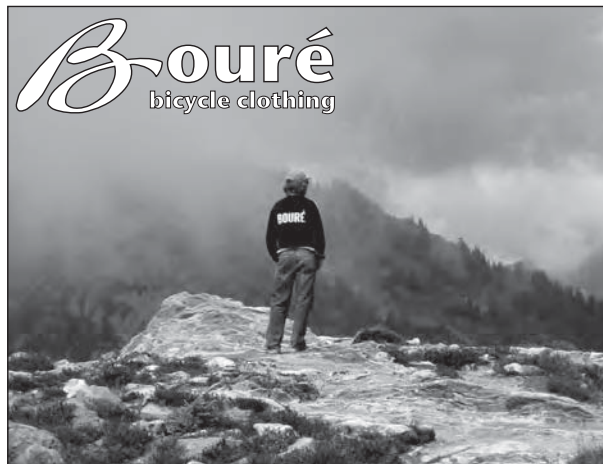
"speedsters" and the Desgrange-led audax riders went through a nasty divorce. There were other factors contributing to the split than just the speed debate, but it was one of the prime reasons.

In September 1921, there was no more *audax* in the Audax Club Parisien and the club organized its first *allure libre* (free pace) 200 km brevet. The 200 km distance, along with the 300 km and 400 km randonnées, formed the backbone of the new

Brevets des Randonneurs Française (BRF) and they caught on quickly during the 1920s. The ACP's first 600 km brevet came a few years later, in 1928. I don't know what the upper BRF speed limit was in those early days, but a generous time limit of about 13-14 kph was used for the closing pace. Now riders could ride at the speed they liked, so long as they kept inside the time window at each control. This is the

■Continued on next page

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Brevet Time Limits (continued)

same format we all follow nowadays on the Brevets de Randonneurs Mondiaux (BRM).

Sometime after World War II the control opening and closing times were changed a bit, probably reflecting improved asphalt-paved roads and better bicycles. I don't know precisely when today's pacing structure of (approximately) 33 kph opening and 15 kph closing was put in place. I asked ACP *doyen* Bob Lepertel about this a few years ago, but he couldn't remember exactly when the change took place. He said "sometime after the war", and looking at their

post-war newsletters, I think it was in the late 1940s or early '50s. (The time allowances for each brevet distance are fixed with the nominal times of 13.5, 20, 27, and 40 hours respectively for the Super Randonneur series of brevets, so the precise speed limit for each event may vary a bit from the 33 kph maximum and 15 kph minimum pace.)

For the 1000 km brevet, there is a unique pacing structure. The first 600 kilometers must be done in 40 hours or less, just like a normal 600 km brevet. The second part with 400 kilometers, however, allows 35 hours.

Compare that to the 27-hour time limit on a regular 400 km brevet; obviously some sleep can be gotten in the second part of a 1000 km brevet. Paris-Brest-Paris and most other *grand randonnées* follow a format similar to the 1000 km brevet; the time allowance to complete the second half is usually longer than the first half and this allows tired legs to cycle at a slower pace, in addition to getting more sleep.

At any rate, when you take the start of a RUSA or BRM brevet, the time allowances for each distance reflect a strong tie to the past and the sport's origins with

the Audax Club Parisien in France. It still seems a winning formula today—the Big Tent approach to *allure libre* randonneuring encourages riders of widely different abilities and sporting outlooks to all enjoy the same brevet in their own fashion. *Bonne Route!*

Sources: 10th Anniversary Special Edition publication, Audax Club Parisien, 1914; 75th Anniversary Special Edition publication, Audax Club Parisien, 1979; various *ACP Bulletin* newsletters, 1951-present; various ACP post-PBP *plaquettes* 1951-present.

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RUSA RBAs | 2011 Directory

Region	RBA Name	Address	RBA Phone	RBA FAX	RBA E-mail address
AK: Anchorage	Kevin TURINSKY	2301 Saint Elias Drive Anchorage, AK 99517	907-276-6299		kjturinsky@mac.com
AZ: Casa Grande	Susan PLONSKY	1488 W Horseshoe Bend Drive Camp Verde, AZ 86322	520-450-1335		susan@azbrevet.com
CA: Davis	Dan SHADOAN	812 Eucalyptus Street Davis, CA 95618	530-756-9266	530-756-0187	djshadoan@ucdavis.edu
CA: Los Angeles	Greg JONES	4465 Cedarglen Ct Moorpark, CA 93021	805-523-2774	805-523-2774	gsjco@pacbell.net
CA: San Diego	Dennis STRYKER	4233 Arguello Street San Diego, CA 92103	619-977-9334		dstryker@cox.net
CA: San Francisco	Rob HAWKS	5630 Santa Cruz Ave. Richmond, CA 94804	510-526-2653		rob.hawks@gmail.com
CA: Santa Cruz	Lois SPRINGSTEEN	226 West Avenue Santa Cruz, CA 95060	831-227-6266	650-964-7037	president2009@rusa.org
CA: Santa Rosa	Robert REDMOND	814 Winton Drive Petaluma, CA 94954	707-799-0764; 707-769-9678		redmond.bob@gmail.com
CO: Boulder	John Lee ELLIS	2155 Dogwood Circle Louisville, CO 80027-1169	303-604-1163		jellisx7@juno.com
FL: Central	Timothy BOL	1140 S Orlando Ave Apt E5 Maitland, FL 32751	407-538-0580		TJB4828@aol.com
FL: Gainesville	Jim WILSON	620 NW 27th Way Gainesville, FL 32607	352-373-0023		wilson@afn.org
GA: Atlanta	Andy AKARD	1326 Pasadena Ave NE Atlanta, GA 30306	404-216-9601		akard.andy@att.net
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MA: Boston	Tracey INGLE	204 Barton Road Stow, MA 01775	978-212-5500; 508-789-6290		tracey@inglelaw.com
MA: Westfield	Don PODOLSKI	55 Franklin St. Westfield, MA 01085	413-562-5237	413-562-5237	don@newhorizonsbikes.com
MD: Capital Region	William BECK	17719 Foxmoor Drive Woodbine, MD 21797	410-442-9946		william.a.beck@gmail.com
MN: Rochester	Rob WELSH	7907 Upper Hamlet Ct Apple Valley, MN 55124	612-801-4196		rgwelsh@aol.com
MO: Kansas City	Bob BURNS	PO Box 1387 Blue Springs, MO 64013	816-229-6071	816-229-6444	bobgburns555@aol.com
MO: St. Louis	John JOST	9122 Conser Court St. Louis, MO 63123	314-843-4486		stlbrevets@yahoo.com

RUSA RBAs | 2011 Directory

Region	RBA Name	Address	RBA Phone	RBA FAX	RBA E-mail address
MS: Jackson	Michelle WILLIAMS	213 Hillside St. Ridgeland, MS 39157	601-573-2057	601-932-3987	mwilliams_spmr@hotmail.com
MT: Bozeman	Jason KARP	713 Cheery Drive Belgrade, MT 59714	406-388-1099; 406-599-2897		belgradebobcat@msn.com
NC: High Point	Tony GOODNIGHT	1939 Barringer Rd Salisbury, NC 28147	704-637-6289		rusa.contact@bicycleforlife.org
NC: Raleigh	Alan JOHNSON	308 Ashe St. Morrisville, NC 27560	919-467-8457		alanmj@mindspring.com
NE: Omaha	Larry LARSON	2477 North 150th Street Omaha, NE 68116	402-496-1840		nebraskabrevet@cox.net
NJ: NYC and Princeton	Leroy VARGA	27 Beaufort Ave Dover, NJ 07801	373-366-5098		leroyvarga@verizon.net
NM: Cedar Crest	John MAZZOLA	PO Box 811 Cedar Crest, NM 87008	505-263-7090		nmnightrider@comcast.net
NY: Central/Western	Peter DUSEL	1119 Lake Road Ontario, NY 14519	315-524-8519		pdusel@sprintmail.com
NY: Saratoga	John J. CECERI JR	7 Pearl Street Schuylerville, NY 12871	518-583-3708		john@adkultracycling.com
OH: Columbus	Bob WADDELL	254 South Westgate Ave Columbus, OH 43204	614-561-4914	866-712-2207	rba4914@ohiorand.org
OR: Portland	Susan FRANCE	25797 SW Neill Rd. Newberg, OR 97132	503-628-7324; 503-685-1337		susanfrance@teleport.com
PA: Eastern	Tom ROSENBAUER	300 Burke St. Easton, PA 18042	610-559-1145	610-559-1145	trosenbauer@rcn.com
PA: Pittsburgh	Jim LOGAN	215 Lindenwood Dr. Pittsburgh, PA 15209	412-822-7778		jimlogan@verizon.net
PR: San Juan	William A. MEDINA	PMB 242, 100 Grand Paseo Boulevard, Suite 112 San Juan, PR 00926-5902	939-745-0707	787-283-2934	sanjuancyclingclub@gmail.com
TN: Nashville	Jeff SAMMONS	1512 Aberdeen Dr. Brentwood, TN 37027	615-373-2458	615-833-3407	jsammons@bellsouth.net
TX: Amarillo	Nick GERLICH	P.O. Box 53 Canyon, TX 79015	806-499-3210		nickgerlich@gmail.com
TX: Austin	Wayne DUNLAP	3108 Creeks Edge Parkway Austin, TX 78733	512-402-9953; 408-857-5458	512-372-7139	wgdunlap@aol.com
TX: Brownsville	Edward ROBINSON	3750 N. Sam Houston Blvd. San Benito, TX 78586	956-276-9171		edward.e.robinson@gmail.com
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TX: Houston	Robert RIGGS	4418 Kingfisher Houston, TX 77035	713-301-7093		elantier@hotmail.com
TX: West Texas	Mark HARDWICK	2512 Concord Avenue Fort Davis, TX 79705	432-683-3322; 432-553-8553		mark@mphardwick.com
UT: Cedar City	Lonnie WOLFF	PO Box 416 Cedar City, UT 84720	435-559-0895	435-586-0594	lonnie@oldairhead.com
UT: Salt Lake City	Richard STUM	11874 East 18500 N Mt Pleasant, UT 84647	435-462-2275		info@bgear.com
VA: Northern	Matt SETTLE	67 Cullers Lane Strasburg, VA 22657	540-465-2116		liznmatt@shentel.net
WA: Seattle	Mark THOMAS	13543 160th Ave NE Redmond, WA 98052	206-612-4700	425-527-6926	mark@muthomas.net

ACP EVENTS | 2011 Schedule

Region	200 km	300 km	400 km	600 km	1000 km	fleche
AK: Anchorage	30-Apr 14-May 11-Jun 25-Jun 17-Sep	28-May	11-Jun 25-Jun	25-Jun		20-May
AZ: Casa Grande	08-Jan 02-Apr	29-Jan 09-Apr 23-Apr	26-Feb 14-May	19-Mar 04-Jun		
CA: Davis	05-Mar	26-Mar	30-Apr	10-Jun		
CA: Los Angeles	01-Jan 08-Jan 14-May 28-May 04-Jun 10-Jul 17-Sep	29-Jan 05-Feb	05-Mar 12-Mar	02-Apr 29-Apr 28-May		15-Apr
CA: San Diego	15-Jan 11-Jun 16-Jul 10-Sep	19-Feb 07-May 06-Aug	19-Mar	09-Apr		
CA: San Francisco	22-Jan 12-Feb 04-Jun 06-Aug 08-Oct	26-Feb	09-Apr	07-May		22-Apr
CA: Santa Cruz	01-Jan 12-Mar	05-Feb 02-Apr	16-Apr	14-May		
CA: Santa Rosa	15-Jan 19-Feb	19-Mar	16-Apr	21-May		
CO: Boulder	16-Apr 23-Apr 30-Apr 23-Jul 28-Aug 10-Sep 17-Sep 02-Oct	07-May 14-May 06-Aug	21-May 28-May 04-Jun 18-Jun	21-May 18-Jun	18-Jun 11-Jul	22-Apr
FL: Central	08-Jan 19-Feb	12-Feb 19-Mar	12-Mar	16-Apr		
FL: Gainesville	15-Jan	05-Feb	05-Mar	09-Apr		
GA: Atlanta	01-Jan 26-Mar	05-Feb 16-Apr 18-Jun	05-Mar 07-May	02-Apr 28-May		
IA: Cedar Valley	09-Apr 30-Apr 21-May 18-Jun	30-Apr 21-May 18-Jun	21-May 18-Jun	18-Jun	15-Jul	
IL: Chicago	23-Apr 07-May 21-May 04-Jun 25-Jun	23-Apr 07-May 21-May 04-Jun 25-Jun	21-May 04-Jun 25-Jun	21-May 04-Jun 25-Jun		
IL: Marion	07-May	18-Jun				
IL: Quad Cities	02-Apr 09-Apr 23-Apr 04-Jun	09-Apr 23-Apr 04-Jun	23-Apr 04-Jun	04-Jun		
KY: Louisville	19-Feb	05-Mar	02-Apr	30-Apr		
LA: New Orleans	02-Jan 05-Mar 18-Jun	26-Feb	26-Mar	22-Apr		
MA: Boston	02-Apr 09-Apr	16-Apr 30-Apr	14-May 21-May	11-Jun		03-Jun
MA: Westfield	27-Mar 30-Apr	09-Apr 14-May 06-Aug	04-Jun	25-Jun		20-May
MD: Capital Region	19-Feb 26-Mar 23-Apr	09-Apr 07-May	21-May 08-Jul	04-Jun		15-Apr
MN: Rochester	16-Apr 23-Apr 07-May 14-May 04-Jun 11-Jun 25-Jun 24-Sep	07-May 14-May 04-Jun 11-Jun 25-Jun 23-Jul	14-May 04-Jun 11-Jun 25-Jun 06-Aug	11-Jun 25-Jun 10-Sep		
MO: Kansas City	26-Mar	09-Apr	30-Apr 14-May	14-May 28-May	28-May	22-Apr
MO: St. Louis	12-Mar 19-Mar 20-Mar 26-Mar 02-Apr 16-Apr 30-Apr 14-May 21-May 11-Jun 18-Jun	26-Mar 02-Apr 16-Apr 16-Apr 30-Apr 14-May 21-May 11-Jun 18-Jun	16-Apr 30-Apr 14-May 21-May 11-Jun 18-Jun	21-May 11-Jun 18-Jun		

ACP EVENTS | 2011 Schedule

Region	200 km	300 km	400 km	600 km	1000 km	fleche
MS: Jackson	15-Jan 19-Feb	16-Apr				
MT: Bozeman	30-Apr 23-Jul	21-May 06-Aug	04-Jun	18-Jun		
NC: High Point	01-Jan 08-Jan 22-Jan 05-Feb 19-Feb 19-Mar 23-Apr 02-Jul 06-Aug 03-Sep 05-Sep 08-Oct	08-Jan 22-Jan 05-Feb 19-Feb 9-Mar 02-Jul 06-Aug 08-Oct	22-Jan 05-Feb 19-Feb 19-Mar 02-Jul 06-Aug 08-Oct	05-Feb 19-Feb 19-Mar 02-Jul 06- Aug 08-Oct	19-Feb 03-Sep 08-Oct	22-Apr
NC: Raleigh	02-Apr	16-Apr	30-Apr	14-May		
NE: Omaha	13-May	14-May	16-May			
NJ: NYC and Princeton	03-Apr 23-Apr 31-Jul 24-Sep	14-May	28-May	10-Jun 09-Jul		
NM: Cedar Crest	26-Mar 14-May	23-Apr	28-May	25-Jun		
NY: Central/Western	30-Apr 07-May	21-May	04-Jun	18-Jun 25-Jun	13-Jul	13-May
NY: Saratoga	27-Mar	24-Apr	14-May	04-Jun		
OH: Columbus	29-Mar 13-Aug 03-Sep	09-Apr 16-Jul	14-May 30-Jul	04-Jun		22-Apr
OR: Portland	01-Jan 05-Feb 05-Mar 12-Mar 02-Apr 01-Oct	05-Feb 26-Mar 02-Apr	16-Apr 14-May 21-May 22-Aug	07-May 11-Jun 20-Aug	20-Jul 20-Aug	
PA: Eastern	01-Jan 05-Feb 05-Mar 02-Apr 14-May 26-Jun 30-Jul 13-Aug 17-Sep	02-Apr 15-May	30-Apr 19-May	21-May 25-Jun	20-May	15-Apr
PA: Pittsburgh	26-Mar 18-Jun	23-Apr 09-Jul	07-May 30-Jul	28-May		
PR: San Juan	16-Jan	19-Feb	12-Mar	15-Apr		
TN: Nashville	22-Jan 12-Feb 26-Mar	26-Feb 19-Mar 09- Apr	19-Mar 30-Apr	14-May		
TX: Amarillo	14-Mar 18-Mar	18-Mar				
TX: Austin	15-Jan 05-Feb 26-Mar	05-Feb 26-Mar	26-Mar 30-Apr	30-Apr		
TX: Brownsville	15-Jan	26-Feb				
TX: Dallas	01-Jan 22-Jan 12-Feb 26-Feb 19-Mar 16-Apr 28-May	22-Jan 12-Feb 26-Feb 19-Mar 16-Apr 28-May	26-Feb 19-Mar 16-Apr 28-May 25-Jun	19-Mar 16-Apr 28-May	11-May 03-Sep	
TX: Houston	08-Jan 29-Jan 12-Mar	29-Jan 19-Feb 12- Mar	19-Feb 12-Mar 23-Apr	12-Mar 23-Apr		
TX: West Texas	29-Jan	05-Mar				
UT: Cedar City	07-May 11-Jun 17-Sep					
VA: Northern	19-Mar 20-Mar 06-Aug	16-Apr 13-Aug	30-Apr 10-Sep	28-May 24-Sep	08-Oct	
WA: Seattle	19-Mar 23-Apr 31-Jul 17-Sep	09-Apr 21-Apr 30-Jul	24-Apr 14-May 19-Jun	19-Apr 04-Jun 17-Jun	17-Jun 23-Sep	29-Apr

RUSA EVENTS | 2011 Schedule

Region	RUSA Events
AK: Anchorage	19-Jun (100) 16-Jul (100)
CA: Los Angeles	13-Aug (Dart-180) 30-Oct (200) 12-Nov (200) 03-Dec (200)
GA: Atlanta	10-Sep (200)
IL: Marion	01-Jan (200)
MA: Boston	26-Mar (107) 15-Jul (600) 01-Oct (114) 01-Oct (200)
MA: Westfield	20-Mar (100) 09-Oct (150)
MD: Capital Region	19-Mar (Dart-200)
MO:St. Louis	16-Jul (200) 16-Jul (300) 16-Jul (400) 20-Aug (200) 20-Aug (300) 20-Aug (400)
NC: High Point	21-Apr (Dart-200)
NJ: NYC and Princeton	23-Apr (120)
NM: Cedar Crest	24-Sep (300) 22-Oct (300) 03-Dec (200)
OH: Columbus	03-Sep (150) 15-Oct (200)
PA: Eastern	15-Oct (150) 15-Oct (200) 05-Nov (200) 03-Dec (200)
TN: Nashville	24-Sep (250) 22-Oct (200) 26-Nov (200)
TX: Austin	03-Dec (200)
TX: Dallas	01-Jan (100) 25-Jun (200) 25-Jun (300) 16-Jul (217) 16-Jul (300) 27-Aug (150) 27-Aug (216) 27-Aug (300) 03-Sep (214) 03-Sep (301) 03-Sep (400) 03-Sep (603)
TX: Houston	19-Feb (200) 02-Apr (300) 02-Apr (400) 21-May (300) 21-May (400) 11-Jun (200) 11-Jun (300) 09-Jul (200) 09-Jul (300) 06-Aug (200) 17-Sep (200) 08-Oct (200) 05-Nov (200) 03-Dec (200)
TX: West Texas	16-Sep (200)
WA: Seattle	05-Mar (100) 11-Sep (110)

THE American Randonneur Award

Once a year, the RUSA Board of Directors and the RUSA Awards Committee present an award to a member of the organization who has made a significant and outstanding contribution to randonneuring in the United States.

This person is to be recognized for having gone above and beyond the call of duty to help our niche of cycling grow. It can be a RBA who has dramatically increased brevet participation, a hard-working RUSA volunteer, or someone who has helped randonneuring flourish by a selfless act, good sportsmanship, camaraderie, or by being a good samaritan.

RUSA wishes to recognize that special volunteer and inspire others to do the same. This is a most prestigious award, a high honor of American Randonneuring. It is the only award we have that names a single winner; all other awards can be earned each season by any number of our members who qualify successfully.

This person must be a RUSA member. (Check the RUSA website Members Search to see if the person that you have in mind is a current member and note their membership number).

The American Randonneur Award is given by the RUSA Board. The nominees' names come from the general membership. The Board then votes on the award winner. Please note that the Board has decided to exempt itself from any active nominations for this award in order to avoid possible conflicts of interest that could then affect other Board matters. If an American Randonneur Award nomination comes in for a sitting Board member, it is held over until that person's term of office is ended and then placed among the next batch of nominees.

You may nominate a member by email. To make a nomination by email, send your name and your RUSA membership number with your nominee's name and RUSA membership number to Johnny Bertrand at johnny_bertrand@mindspring.com. Or fill out a candidate submission form and mail it to the address below by December 31.

The previous recipients of the award:

Year	Recipient
2001	Johnny Bertrand
2002	David Buzzee
2003	Jennifer Wise
2004	James Kuehn
2005	Daryn Dodge
2006	Bill Bryant
2007	Robert Fry
2008	Dan Driscoll
2009	Mark Thomas

NOMINATION FORM

Your name: _____ Your RUSA # _____

Your American Randonneur Award Nominee: _____ Nominee's RUSA # _____

Brief reason for nomination: _____

Send this form to:
Johnny Bertrand, 858 Carrick Pike, Georgetown, KY 40324

E-mail: johnny_bertrand@mindspring.com

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Gino Gargoni and Dino Martinoli, of the ASD Berti cycling club from from Cuveglio, Italy, lead the Italian/American contingent through the vineyards during the 150 kilometer 2010 Randonnee de Gran Cru outside of Dijon, France. Photo : Brian Frank

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—BY GREG CONDERACCI—



The 1001 Miglia wanders through beautiful Italian countryside and tiny hilltop towns.

If Paris-Brest-Paris is too easy, too French and too crowded for you, there's always the 1001 Miglia Italia — 1001 miles around Italy with the climbing equivalent of two times up and down Mt. Everest.

Do you want breath-taking scenery? It's there at every turn. Quaint little mountain towns with churches centuries older than the United States. A storybook countryside laden with ripening grapes, olives and sunflowers. Dazzling vistas of villages nestled against a Mediterranean as blue as the sky.

Do you want Powerbars and Gatorade at the controls? Ha! How about mountains of fresh pasta, prosciutto and melon, crusty bread with extra virgin olive oil — and even beer and wine? Italian hospitality is wonderful.

Do you want well-marked roads with names and route signs providing a clear sense of where you are? Sorry: you should learn enough of the language to ask directions!

Yes, Rando, you're not in Kansas any more. In addition to lots of miles, I believe adequate preparation for this ride involves speaking basic Italian. I spent the two months before the ride listening to language tapes and was happy I did.

Navigation Under Duress

The key insight for the 1001 Miglia Italia (<http://www.1001migliaitalia.it>) is that it is *much* more than a bigger brevet. For the

■ Continued on next page

1001 Miglia (continued)

Italians, it is the ultimate test: the longest Randonnée in Europe. For an American, it is a 1,000-mile exercise in navigation under duress.

The 1001 Miglia is no PBP, which is a delight for a poor navigator like me. Just follow the other 5,000 riders along an obvious, well-marked route. At the 1001 Miglia, there are only 300 riders and the route is anything but clear. You see, there are few route signs in Italy on back roads and almost no posted road names. The scenery is spectacular, but it's hard to pick out landmarks – especially at night. I mean, there's a castle on almost every hilltop...

Although I was actually only lost once, I often felt that I was. The impact was like a dragging brake. It made me move more slowly and carefully. It drained energy that could have gone into turning the pedals.

Fortunately, Bob Rich, who was a veteran of the event, warned us in advance as he and our little group of Americans — Catherine Shenk, Veronica Tunucci, Dave Thompson, and Hamid Akbarian — met in strategy sessions before the ride.

The impact of confusion about direction became clear — right from the 9 p.m. start. About 300 riders roll out in waves of 30, about 10 minutes apart. We Americans are in the second wave.

A Fast Start – Sort Of...

The Italians in the pack tear down the road at more than 25 mph — as if the

A Short History of the 1001 Miglia...

Back in the glory days of Italian sports car racing, few events generated the excitement of the Mille Miglia — a 1,000 mile race across Italy. Begun in the 1920s, the race was discontinued in 1957 after some serious accidents.

But if you add just one mile and subtract two wheels, you get the 1001 Miglia Italia, the longest randonée in Europe at 1625K. Begun by organizer and Audax Randonneur Italy President Fermo Rigamonti

in 2006 as a Race Across America qualifying race, it attracted 14 riders. Converted to a randonée in 2008, it drew 200-plus registrants to the rugged ride.

More than 300 — about half of them Italians — signed up for the August 2010 event to pit themselves against its beautiful but challenging topography; 228 finished by the 135 hour deadline. Amazingly, the first finishers took slightly more than three days to accomplish the feat.

We mere American mortals took about five days, more or less. The first US finishers were women: Suzie Regul, a Californian who works for a cycle touring company in Italy, and Iditabike Veteran Catherine Shenk. Then came Dave Thompson, a Canadian who lives in the US and rode with us, Robert Brudvik, Greg Conderacci, Rick Blacker, Mark Roberts, Hamid Akbarian and Veronica Tunucci.

event is 25 miles and not 40 times that long. We let them go, but as soon as their tail-lights disappear into the night, we begin to worry: "Is this still the right road?" Instantly, we start to ride slower, groping our way through the night.

At the next roundabout, the wave of riders who started behind us catches up — and splits in half — each taking a different road. Now, we are really confused: dead stop. We are less than half an hour into the ride and we are already trying to puzzle out the way.


Fortunately, Dave has a GPS and that helps us make the right choices in our mad dash through the night as we roll more than 400K across the flats southeast of Milan. Then, the climbing begins — almost 60,000 feet of it.

The best way to think

■ Continued on page 24

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1001 Miglia (continued)



Author Greg Conderacci, in the mountains, "lugging extra clothes and water."



The last 1001 Miglia control before the finish is the final resting place of the famed Fausto Coppi.

about Italian mountains is that they feature both the steep pitches of the Eastern

US hills and the length of the Western U.S. mountains. In other words, after every bend

in the road, there is more climbing. At one point, it takes six hours to go just 45 miles.

Risk on the Roman Roads

Often, we ride through towns whose street pattern was created by oxcarts and trod by the Roman legions. In these villages, the streets can run in every direction, with no clear main road. This instant multiplication of choices abruptly slows progress, especially in mountain towns. The reason is clear: risk. One wrong turn and a fast 20-minute descent could easily lead to hours of extra climbing.

What goes up, must come down and the Italian descents are, well, interesting. For the most part, the roads are narrow by American standards, corkscrewing down mountainsides hairpin after hairpin, with no shoulders and, often, no guardrails. If you go off the road alone, especially at night, you are gone, gone, gone. A clear road on this side of the hairpin is no guarantee that the

coast is clear beyond it. Sometimes, a bus is inching its way up a pothole-infested grade — straight at you.

The 1001 Miglia is a far cry from US 1200Ks where the organizers sometimes reserve hotel rooms for the riders in advance. Indeed, the 1001 organizers only provide the bare minimum of bag drops — two — and that means carrying at least one change of clothes with you, if, like me, you have a bias for changing your kit every day.

Often, you can't get away with just a change of clothes and a little rain gear. Although most towns have public drinking fountains where you can reload your bottles, the towns can be far between — especially in the mountains when a few miles can take hours.

No 7-11s!

In the U.S., there's always a 24-hour 7-11 around the corner, but there's no such thing in Italy. Restaurants will stay open

■ Continued on page 26

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1001 Miglia (continued)

late, but there's no place to find food from about 10 p.m. to 8 a.m. along the out-of-the-way roads we travel. If you ride through the night, as I did three times, you'd better carry enough food and water.

Fortunately, the weather is spectacular. None of the searing August heat we expected and nary a drop of rain. We are, instead, bathed in the beauty of Italy. The organizers have been ingenious in avoiding heavily traveled roads for most of the trip. And the cue sheet, which I eventually learn to read, warns about traffic, steep climbs and hazards.

The 1001 Miglia staff, from "Capo" Fermo Rigamonti down to the vol-

unteers at each control, are universally cheerful and friendly, no matter what time I arrive and how broken my Italian. For us Americans, expat Tony Lonero provided excellent advice and guidance. I also got a lot of great guidance from Rick Carpenter, who had done the ride successfully two years ago.

The Sleep Temptation

A grave temptation is to go without sleep. As I soon discover, what Italians call a "dormitorio" does not mean you're sleeping in a dorm. I had counted on sleeping at the controls, but the accommodations were often Spartan — unheated, un-air-conditioned tents, sweltering gyms or locker-room floors. Hamid,

Catherine and Dave are good at finding hotels but I'm not.

At first, I try skipping real sleep and just dozing briefly. By the fourth day of the ride, I have gone almost 90 hours and ridden 800 miles — on about 10 hours of sleep. I am becoming very, very stupid. I am having difficulty remembering even the simplest things. I am cranky. Whenever I feel lost, I am tending to panic. I stop repeatedly to ask directions. I am having difficulty clipping my feet into my pedals.

I know I need to check into a hotel and sleep, but that's not easy to find on the mostly rural route. I find some bed & breakfasts, but

they are closed. Finally I beg my way into one and collapse for six hours, moving myself from the first third of riders to the last third, but I don't care.

For all of its unique challenges, the 1001 Miglia is an amazing experience, especially if, like me, you can trace your DNA to the very hills that you are climbing. We rode within a few miles of the town where my grandfather grew up — more than a century ago.

As the ride progressed, I could feel myself becoming a little more Italian — a little better climber, a little better descender, and a lot more relaxed. It was the ultimate Italian lesson.



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Avery Juhring and the Kindness of Strangers

BY MICHAEL MCKENNA

I have a bad case of PBPitis and I have had it ever since I heard Bill speak in Davis for an orientation program for wannabe PBPers in 2007. Although I got Schermer's neck and rode one-handed the last 300 km (not including the 7 km across the center of Paris from the train station to our apartment) I can't wait to go back.

The recent article about Avery Juhring in *American Randonneurs* let me put a name to a face I won't forget.

In 2007 I rode my first PBP. My wife, a long-suffering non-rider, accompanied me to Paris where we stayed in a friend's apartment. Our plan was to rendezvous at the finish at the gym in Saint Quentin. If for some reason that did not work out, Plan B was to meet at one of the hotels near the finish.

Before the start of the 90 hour group, I pre-soaked in the rain with hundreds of others for several hours,

chatting with my new friends, one of whom was an ancien from Hamburg where I learned that it rains a lot. He gave me sage advice: "if you decide you are going to have a good time, you will." At that point I had the epiphany which served me well over the next 76 hours: I'm on vacation in France on my bike. What's not to like?

I had arranged a hotel room in Carhaix. When I arrived there in the wee hours I handed the clerk my reservation card — that was the start of my troubles because I had written on the reverse of the card the telephone number of our Paris apartment. I only discovered this error when I got to Mortagne and tried to call my wife to tell her I was running behind my overly ambitious schedule. I learned there was no listing for our friend's apartment in the



directory. Thus it was when I got back to St. Quentin at 2 a.m. that my wife was nowhere to be found and I, feeling in no small measure the effects of the last three days, completely forgot about Plan B. So I did what came naturally and passed out on the floor.

About 6 a.m. that morning I came to the realization that I was in a spot of bother. As I wandered around and wondered what to do next, a rather tall fellow approached me and asked in perfect French (albeit with a strong American accent) if I needed help. He had a cell phone and after some cerebral data searching I managed to remember the US phone number of the daughter of the owner of the Paris apartment. My newfound friend and savior called the number and

explained that he had with him a goggle eyed PBP'er who needed more than a little help, but that getting the phone number of a certain apartment in Paris would be a good start. The next thing I knew he told me that my wife was at the apartment, having waited in vain all night at the Plan B hotel and then taking the 5 AM train back to Paris.

After I realized all was not, lost I chatted with my helper. He told me he had lived permanently in France for many years after he fell in love with the food, culture and vélos — not necessarily in that order. When I asked him how I could ever repay him he told me he was himself a PBP ancien and permanently afflicted with the PBP bug so he wanted nothing more from me than to enjoy our brief moment of randonneur camaraderie. I never learned his name until I read this summer issue of *American Randonneur*. His name, I learned was Avery Juhring.

Attention Members



The RUSA newsletter is mailed via third class mail to the address on file of all current members. It is critical that you inform the membership office of any change of address, so that your newsletter will reach you in a timely fashion. Please send notification of change of address to: Don Hamilton at dhamilton@copper.net.



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E-BOOK REVIEW | Stop Cycling's Show Stoppers

Stop Cycling's ShowStoppers

Sharing 35 Years of Experience to Keep You Riding

By John Hughes

Published by RBR Publishing Company

1617 Kramer Rd., Kutztown, PA 19530 USA

E-book available at the e-bookstore link at www.RoadBikeRider.com; \$14.95

REVIEWED BY KEN BONNER

As I perused this easy to read and relevant 'page-turner', repeatedly I wanted to leap up and broadcast to the whole cycling world, "Read ze book, read ze book, read ze book!" (My apologies to the legendary Fausti Coppi).

As all experienced randonneurs know, planning ahead is critical. Stop Cycling's Showstoppers is a book you will want to peruse now, so a plan is in place to improve your cycling experiences in 2011.

John Hughes, former Managing Director of the UltraMarathon Cycling Association (UMCA); former editor of the UMCA's periodical UltraCycling; ultra-cyclist racer; and, randonneur, has distilled his 35 years of successful (and sometimes not so successful) cycling experiences

Reviewer: Randonneur Ken Bonner has completed over 160,000 km. of ACP or RM approved brevets.

and lessons into a short, entertaining and practical guide to safe, pain-free and enjoyable cycling. Whether you will be cycling a short commute, or a multi-day tour/racing event, you will learn something new and be reminded of things you have forgotten.

I wish this book had been available 25 years ago when I first became interested in long distance cycling. Like life in general, it is so much easier to learn from others than to learn from trial and error. Perhaps like a fine wine, the contents of Stop Cycling's ShowStoppers has benefited from being cellared in the author's mind.

Hughes' book has depth, covering such topics as the mental aspects of cycling, focusing on dealing with bad times and related problem-solving. Answering the question "What should you do when a ride isn't fun and games and going according to plan?", Hughes recommends that the rider "Eat"

and "Stop Thinking," along with several other practical suggestions. As is the case throughout the book, Hughes includes relevant and interesting anecdotes to make his points.

This book is divided into eleven short chapters, and using good teaching technique, at the end of each chapter there is a short, practical checklist to encourage the reader to take basic steps to address the issues raised.

In addition to the chapters on mental issues related to cycling (this is not a book on mental therapy!), Hughes covers Safety; Nutrition; Equipment; Environment (acclimating, heat, wind, rain, cold, altitude); Comfort on the bike; Ailments (from indigestion to sleepiness); Training; Riding Techniques; Injuries and dealing with the often dreaded DNF.

I am not sure if the two items are actually related, but Hughes mentions dealing personally with over-heating by jam-

ming some ice cubes into the crotch of his cycling shorts; later in the book he discusses Crotch Numbness! It seems to me that although Hughes has some other practical suggestions with regard to the issue of crotch numbness, the first step would be to remove the ice cubes!

Speaking of crotches, Hughes addresses the issue of saddle sores in an informative and helpful manner, making several practical suggestions related to such topics as bike fit, pressure relief and the liberal use of petroleum jelly which is inexpensive and readily available at local stores.

This is definitely a book to grab when a rider wants a quick answer to prevent 'showstoppers' or to deal with an urgent riding issue. Hughes includes links to more in-depth information throughout the book and the reference list at the back of the book is relevant and useful.

"The main thesis of the book is that most showstoppers can be prevented with good preparation, much of which is best done during the off-season rather than waiting until brevet season when we're all busy" (John Hughes).

In summary, "Read ze book, read ze book, read ze book!"



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PHOTO GALLERY

PHOTOGRAPHER | KEVIN TURINSKY

You don't have to look hard to find interesting pictures from Alaska RBA Kevin Turinsky. The top shot, according to Kevin: "Kenai, Alaska hometown boy, Kirk Louthan mid-way on the 2010 season-opener Kenai 200K brevet. Kirk is riding through the Kenai River Flats, a habitat area of the Lowland Caribou Herd, as he is approaching the bridge crossing of the world-famous Kenai River. Kirk is currently an engineering student at the University of Alaska, Anchorage, and the youngest randonneur in Alaska to achieve a Super Randonneur designation.

The bottom shot? "That's my multi-personality mud-caked Rivendell Atlantis after an adventurous off-road ride of the '09/'10 Frigid Bits ride series in Anchorage, Alaska," he says.

Interested in riding in Alaska? See page 9 for details on a 2011 1200K event.



Congratulations! See You at Home Later

By MILES STONEMAN

On August 26, 1995, while riding through Vergennes, Illinois, I stopped at the payphone outside of the only gas station in town. Knowing that my son should be back by then, I dialed my home number.

"Hello?" my son Steven said.

"Hey, it's Dad," I replied. "How did you do?"

"Great! I got my license!"

"Congratulations. I'll see you at home later, son. Way to go!"

It was the Saturday just after his 16th birthday, and my oldest son was now among the motorists that I would have to watch out for as I rode my bicycle. Perhaps I should have been with him as he achieved a major mile-

stone in his life, but I had a training ride to finish, and I felt that it didn't matter who drove him to the DMV, as long as he drove himself home.

Long distance cycling requires a commitment to spending precious resources—time, energy and money—on equipment and training. Success, though, will probably depend less on what you are willing to do than on what you are willing to give up. No one's resources are limitless.

Many cyclists have the desire and



Gas station in Vergennes

talent to complete the SR series and the Grand Randonnée events, but some just may not have the extra energy, time, or money to train appropriate-

■ Continued on next page



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See You At Home... (continued)

ly with the right gear. That might seem unfortunate, even unfair, but it might be their reality.

Our sport requires an expenditure of time, money and energy equal to any other cycling sport, maybe more. Your job or financial responsibilities, your family, your health or the health of your spouse or partner may require the energy, money or time you would rather spend on cycling. Decisions will have to be made.

Time especially can be a scarce resource. You can always earn more money, or even borrow it. However, despite the current popularity of training systems that promise you success on only 20 minutes a day, the successful randonneur/randonneuse needs to log at least some long days in the saddle. And that saddle time will often be at the expense of birthday

parties, ball games, bar mitzvahs, or ballet recitals.

And the money?! While just any old bike and gear might be acceptable for club rides, or the occasional century, our sport often requires a little more, or a little better. Recently, I began a conversation with my wife this way:

“Honey, I think it’s time to buy a new diamond ... frame bicycle.”

I was hoping that by using her favorite word in the first part of the sentence, the rest of the statement would be a little easier for her to accept. (Cue the music: “Just a spoonful of sugar makes the medicine go down...”) Gratefully, I have an understanding wife, and my local bicycle store is currently building up my Surly Long Haul Trucker.

Besides having the right bicycle,

must-have items include adequate lighting systems, hot/cold/wet weather clothing, shoe-pedal systems, tires, tubes, tools, etc., etc., etc. Whew! My gracious wife has long since realized that this cycle will only end when my friends put my cremains in the battery compartment of one of my Cateye lights and take me for a last long ride somewhere.

This fall, as you dream about completing the SR series next year, then attempting a Grand Randonnée, (and I hope you are), purchase a 2011 calendar and write across the top of every page:

“What am I willing to give up this month to reach my goal?”

Riders must answer that question for themselves, and none of us can criticize the conclusion they reach.

Bonne route.



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RIDE REPORT | Defeated by Wine and Cheese

By JOSEPH MAURER

When I learned towards the end of 2009 that a new “1000 du Sud” was offered in France for September 2010, it instantly became my number one goal for the season. I like picking goals that are a little above my head; this motivates me to be more disciplined in my training and lifestyle (yes I know, still not nearly enough). This route with 40000 ft of elevation gain including many serious “Cols” definitely was threatening enough. In addition, there was the fact that much of the route would take me back in time by 40 years, when I had moved from Germany to Southern France as a student, eager not only to study mathematics but also to discover the geography and the cultural riches of this attractive region - and to find a wife there. Consequently, it was an easy decision to pencil a two-week vacation trip to Southern France into our calendar, first to celebrate our 37th wedding anniversary, second to participate in the *1000 du Sud*.

I felt well prepared and reasonably confident when I showed up at the Hotel Kyriad in Toulon to meet with Sophie Matter, the designer of the route. She introduced me to a bunch of other participants, including Jean-Philippe Battu whose generously outgoing personality throughout his last three PBPs has earned him high visibility even among US randonneurs. It was an exceptional pleasure to

share a big table with all of them at the hotel’s restaurant for a common pre-ride dinner and again the next morning for breakfast, before lining up at the start for equipment check, sign-in and payment of the registration fee: €5 - something to let melt on your tongue if you are used to the fees at RUSA brevets. In exchange, rigorous self-reliance was the rule of the game (as it is meant to be in randonneuring ...). The special event T-shirt handed out by Sophie was obviously not covered by the registration fee: she had decided to take a chunk out of her personal savings to offer it to the riders of the inaugural edition. That’s how dear this event is to her heart.

And heart-shaped is the route itself, from Toulon at the Mediterranean to the foot of the Mont Ventoux, out

west to the Gorges de l’Ardèche, back east over the Rhône and through the Drôme region before approaching the heart of the French Alps and climbing the Col du Lautaret, the literal and metaphorical high point. The remaining 350 km are far from being all downhill, and I knew very well that the accumulated fatigue would do the rest to make them slower than my optimistic-as-usual planning predicted. Nevertheless, I had no doubt about being able to finish before Tuesday 10 a.m., the 75-hour time limit.

The first day certainly seemed to validate my educated guesses about when I would ride through where, in particular because we enjoyed a pleasant tailwind for most of the day and I could take advantage in the morning of riding with a larger group

which included about half of the 34 starters. The lunch stop in Cadenet (km 115) made the group fall apart.

Much to my bewilderment, I watched many of my companions seek out restaurants that matched their expectations - the search alone took quite a while. Or they settled for relaxed chewing and drinking on a shaded bench and didn’t seem to be bothered by the thought that 890 km were remaining. In contrast, my timeline for this clearly very difficult 1000k mandated to minimize all off-the-bike time. I was confused enough that I stayed longer than planned before I took off alone, not without erring a bit in the medieval narrow and steep streets.

The *Col du Pointu* soon afterwards was easy and

■ Continued on next page



Wine & Cheese (continued)

enjoyable, in particular because Jean-Philippe caught me there (he had stayed behind in Cadenet). Jean-Philippe's companionship has to be a randonneur's gift from heaven; in hindsight, I feel privileged that I could enjoy this gift for the next 400 km. But (and there is a but) he is also much faster than I am, even without making an effort. I did my best to avoid having him wait too long after each major climb. I certainly explained that I really, really didn't mind riding alone at my own pace and that he should just take off without ever waiting for me again. But there was no way to persuade him, and so we continued together. With him, I definitely advanced faster than alone; and I marveled at his experience and authority in matters long-distance cycling. After all, he is a well-known member of the brotherhood of *Diagonalistes* — the guys who ride their bike across France following imaginary diagonals from any one of the six vertices of the hexagon to any other non-adjacent one, following rules very similar to those we know from brevets. He has completed 12 diagonals so far - and I can only dream of my first one, some time in the future! Clearly, he is the master, and I am the apprentice. So I decided to let go of my personal planning and to model my ride after his, regardless of the consequences.

The consequences started in Pont-Saint-Espirit (km 246). My original plan was to arrive

there by 8 p.m., refill provisions for the long night and set out as quickly as possible into the very demanding stretch through the Gorges de l'Ardèche. We arrived around 7:30; so that was good. But Jean-Philippe decided to stop at a restaurant for about an hour and a half for dinner. He didn't have to persuade me, because, as I said, I had decided earlier already to model my ride after his. Still, I had to silence my concerns; and he was genuinely taken aback when I declined to order a dessert — my belly was already too full from my lasagna.

At this time I should rebut the catchy title. To begin with, I don't consider the outcome of my "1000 du Sud" a defeat. Second, I didn't have that much wine and cheese - it's only a cliché. And finally,

don't come to the conclusion that all French randonneurs spend hours dining in restaurants and only finish within the time limits because they are fast. I know there are many who cut their stops short and sacrifice gastronomic ambitions in order to optimize their performance and personal experience, regardless of how fast or slow they are.

The next consequence was that Jean-Philippe offered to share his hotel room in Aubenas (km 328). I had planned to ride through the first night (three 600s and one 1000 earlier this year were supposed to give me the experience and to condition me accordingly); but in the end, the dehydration from the hot afternoon climbing on the Col de Murs and along the foothills of the Mont Ventoux

to Malaucène, and the fatigue from the redoubtable roller coaster along the Gorges de l'Ardèche made me accept his offer without second thoughts. If only the hotel had been closer to the route, and if only we hadn't added some substantial extra climbing (and lost another half hour) to find our way back on the route, after our generous hotel breakfast!

I did enjoy the smooth and long climbing on the Col de l'Escrinet in the fresh morning and proudly shouted to Jean-Philippe who was waiting for me at the top that "I gave it all!" Indeed, I felt strong again, knew that the legs would recover on the long (and cold) downhill, and was determined to make good time at Jean-Philippe's rear

■ Continued on next page



Wine & Cheese (continued)

wheel over the following 90 mostly flat kilometers in order to reduce our time deficit. We had lost over four additional hours in connection with the hotel in Aubenas, and my climbing speed on the Escrinet, while subjectively honorable, was far below the mandated 15 km/h brevet average.

Given our delay, I thought we would hurry at that next control in Voulte sur Rhone (km 375). Well, what can I say: we didn't. We met Roland from Brest — yet another confirmed *Diagonaliste*. He had climbed the Col de l'Escrinet before us and encountered a wild boar there — quite a story! He also knew stories of other riders who had had a rough night and who were still behind us — I couldn't believe it. Roland didn't seem to be very motivated to continue, even though we had the long flat stretch along the Drôme river valley ahead of us. And so Jean-Philippe proceeded to motivate him, successfully; and after some more cafés and delicious Ardèche specialty pastries (I had stopped looking at my watch by then) we finally climbed on our bikes, crossed the bridge over the Rhône and rode on, although not as fast as I would have liked; we didn't want to lose Roland who didn't admit yet that he was suffering from tendinitis around his knees.

Still, it was very nice riding towards Die. The weather was perfect, and we could have made good time — if

we hadn't stopped at every other little town, often walking our bikes through the utterly picturesque medieval centers instead of using the bypass roads, always looking for places where we could sit down and order meals — not easy because they were nearly all closed on this Sunday morning. Out on the road, Jean-Philippe proudly explained the geography, history and other notable features of the area which is famous for its *Clairette de Die*. This inspired him to make us stop at a *Dégustation Gratuite* where he had no trouble convincing the owner to serve his “friends from America and from Brest” generous samples of the bubbling specialty.

Jean-Philippe later wrote on his web site that “in a couple of pedal strokes, Joseph fell in love with this remote region of *Diois* and promised to come back next year” - and it is true. But I also wanted to leave the region now, climb over the upcoming Col de Grimone and continue on the route of our *1000 du Sud*. I started getting nervous about our increasing delay.

Despite my best effort, I was unable to follow Jean-Philippe and Roland as soon as the serious climbing on the Col de Grimone started (at around km 460; roughly 3000 ft of elevation gain!). They waited for me once half-way up, and Jean-Philippe waited again after the descent on the other side, while I caught Roland towards the top - the climbing revived his tendinitis

and he had to slow down. I worked hard on this climb, but also found it extremely rewarding and spontaneously declared it my “all-time favorite pass.” The scenery was breathtaking. If I hadn't been so busy climbing, I would have taken dozens of photos.

The hard climbing also made me think hard. With our accumulated delay, the time limit of 75 hours was now most certainly out of reach; but I still wanted to finish the whole distance on my bike, no matter what. I had invested so much mental preparation into the second half of the route, bragged so much in anticipation about the Col du

Lautaret, and I felt I owed it to Sophie to complete the distance. I had a hotel room reserved in Briançon (km 650, after the descent from the Col du Lautaret) where I had hoped to arrive around midnight. It would be better now to forget about that reservation and sleep before tackling the Lautaret; but this would push my arrival at the finish to late Tuesday afternoon at best. On the other hand, my wife was expecting me early Tuesday morning, and we had commitments for lunch with friends in the area for noon, and for dinner with family in Aix-en-Provence! The only

■ Continued on next page

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The Ride Organizer's View

BY SOPHIE MATTER

Among the 17 other 1000k BRMs organized in France in 2010, none was comparable to the *1000 du Sud*. The combination of more than 40,000 feet of climbing and total self-reliance made this ride an epic adventure. Only half of the 34 registered riders finished within the time limit. This led several participants to assert that it was “too difficult for a BRM.” Many French randonneurs still consider the established BRM distances exclusively as a preparation and qualification for PBP and expect them to mimic the difficulties and profile of PBP - I don't.

I discovered the *Big Bavarian Eight 1000k* in June 2009, and the *Oregon Blue Mountains 1000k* in June 2010. Both are very demanding and very scenic rides. They inspired me to create a similar 1000k in my region, the Southeast of France, which is all mountains and

magnificent landscapes. I believe a brevet should be in harmony with the region where it takes place, even when it is very different from Brittany, the de facto home of PBP. I also believe that a 1000 is entitled to build up its own prestige. The *1000 du Sud* is not a training ride; it is a challenge.

Don't think you have to be super-fast or super-strong to finish the ride, though. I'm not a fast rider and completed it without trouble (although benefitting a bit from thorough knowledge of the route). The secret of success is to be steady, well organized, and to minimize the time off the bike. True, the *1000 du Sud* does not allow the luxury of enjoying long dinners in good restaurants; instead, it will slow you down on multiple climbs so you can enjoy the beautiful scenery!

There is no provision for drop bags or overnight stops or (even worse) SAG vehicles. This allows us to keep the

registration fee nominal. Don't worry about a rider limit: there is none! We are back to the roots of true randonneuring. Each rider takes care of his own accommodations (either by booking hotels along the route, or by using his sleeping bag or space blanket); each rider buys food in the stores of the villages, and carries extra food and water at night when the stores are closed.

The next *1000 du Sud* will take place in 2011, September 15-18, with start and finish in Carcès, a picturesque village of Provence. Maybe you can extend your stay for PBP by three more weeks and join us — or even pick the *1000 du Sud* as a totally incomparable alternative?

For more information, visit <http://lemilledusud.blogspot.com> (currently under construction), or drop me an e-mail: sophie.matter@audax-club-parisien.com.

Wine & Cheese (continued)

conclusion was that I could not complete the ride. Thinking forward from there, I gave myself the recommendation to stop in the evening close to Grenoble, so I could easily find a train on the next morning for my return trip. Not that I take it lightly to abandon a brevet; but I considered my reasoning valid and knew I would not suffer from regrets. The first half of this route had been highly rewarding, and I had just given myself the promise to come back next year to deal with my “unfinished business!”

It was very hard to communicate my conclusion and

decision to Jean-Philippe. But when he understood that I meant it, he didn't hesitate to support me. I saw him hesitate only at the control in Vizille (close to Grenoble) before he decided to withdraw as well - the delay had increased further. As a result, I found myself staying overnight at his apartment in Grenoble. The next morning, he accompanied me to the train station and looked to it that I got the appropriate tickets back to Toulon. Then he waved *Au Revoir* when the train left ...

Photo credits: Jean-Philippe Battu, Roland Guillon, Sophie Matter.



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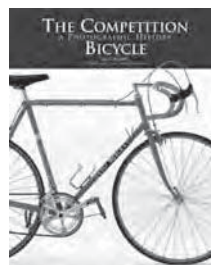
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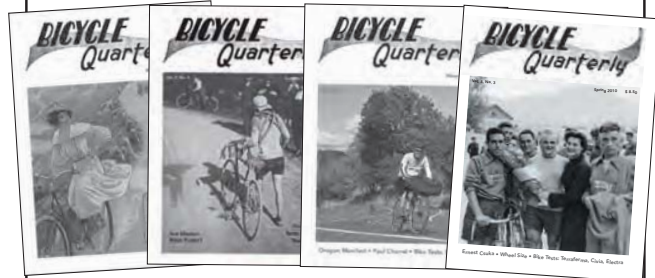


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Left: Terry "Chesapeake Bay Retriever" Lentz, 52, won the 2010 solo division overall, as well as the "Classic Bike" category, on a steel bike he built himself which features technology from 1983 or before.