

# AMERICAN RANDONNEUR

Volume Twelve Issue #2

May 2009



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## RUSA Executive Committee

President	Lois Springsteen
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Secretary	Edward Robinson
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Board Member	Don Hamilton
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Membership Office	Don Hamilton
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## Message from the President

The 2009 brevets are under way and we RBAs and RUSA Officials have enjoyed seeing our old friends and having the opportunity to meet so many fine new randonneurs and randonneuses this season. We're excited about the upcoming events as our ridership continues to grow and our friends, both new and old, set new randonneuring goals for themselves. Many thanks go out to those of you who come well-prepared with high visibility equipment and excellent primary and backup lighting systems. We have riders of all abilities showing care and respect for their companions and the sport by showing up with proper equipment. We all know that unexpected things can happen on a brevet and those of you who come ready set an excellent example for all of us to follow. We've seen some great reflective gloves and stunningly bright ankle bands. Bright ankle bands are especially good because they are moving and reflect on all sides. Reflective gear on your front and back are also required.



LOIS SPRINGSTEEN

Unfortunately, some riders are causing their RBAs undue concern by not taking our safety rules seriously enough. Problems we have seen at night on brevets so far this year include:

- No sash, reflective vest or Sam Browne belt AT ALL!
- Delaying night-time light-up to conserve batteries.
- Tiny, poor quality, low visibility LED taillight; or taillight uselessly pointing up at the sky.
- Sash, reflective vest or San Browne belt worn UNDER other clothing layers—this completely defeats its purpose.
- Reflective triangle hanging off of a hydration backpack—this is a good start, but it does not place any reflective material on the front or sides of the rider.
- One ankle band and no vest or sash.
- Rear reflection, but nothing on the front of the torso.
- The rules don't actually specify this, but your sash or vest only works when worn right-side-out.

This lack of preparation is not only extremely disappointing to us as organizers, but it causes us serious concerns for your safety out on the open roads. When we don't follow the safety rules, it not only puts you in danger, but it jeopardizes our sport and its organizers. We all know that some motorists distractedly drive their cars (cell phones, GPSs, DVDs, etc) when they should be paying attention to their driving. During stormy weather they may be looking through dirty, wet or foggy windshields. Some of them have been using drugs or drinking alcohol. If we are lucky enough to be noticed, many drivers think we are idiots. We can certainly argue about who the real idiot is, but that won't make us or the sport we all love any safer.

If you're unhappy with your reflective gear for any reason or haven't

■Continued on page 6

# RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
5316	Larry Miles	Salem	OR	5371	Jorge L Rodriguez	San Juan	PR
5317	Saralie Liner	Santa Monica	CA	5372	Javier Colon Felix	San Juan	PR
5318	Gintautas Budvytis	Castro Valley	CA	5373	Jorge A Verlazquez	Ponce	PR
5319	Lisa L Matocha	Houston	TX	5374	Gilberto Cuevas	Ponce	PR
5320	Richard Beck	Conyers	GA	5375	Harry Vargas	Bayamon	PR
5321	Gary M Lusso	San Ramon	CA	5376	German Ufret	Guaynabo	PR
5322	Ryan Lenhardt	San Ramon	CA	5377	Fernando Quintero	San Juan	PR
5323	Jim Swarzman	Encino	CA	5378	Ricky Riefkohl	San Juan	PR
5324	Michael Bratkowski	Studio City	CA	5379	Jay Guerra	San Juan	PR
5325	Steve Frey	Seattle	WA	5380	Carlos G Orraca	Manati	PR
5326	Lisa Blount	Winter Springs	FL	5381	Jose Albertorio	Carolina	PR
5327	Gene Kartavtsev	Forest Hills	NY	5382	Ricardo Reina	San Juan	PR
5328	Cheryl Grubbs	Springfield	VA	5383	Maria del P Vazquez	San Juan	PR
5329	Bert R Layne	Lexington	KY	5384	Ruben Colon	San Juan	PR
5330	Gene Terhorst	Byron Center	MI	5385	Jose Rovira Correa	Caguas	PR
5331	Jacob Garza	Mission	TX	5386	Richard Prann	San Juan	PR
5332	David E Holderman	Scottsdale	AZ	5387	Stephen Gonzalez	Guaynabo	PR
5333	Gary Peatick	Hillsborough	NJ	5388	Hendrick Golderos	San Juan	PR
5334	Len Lindquist Sr	Rockton	IL	5389	Stephen Hazelton	Garland	TX
5335	Jay Burkhalter	Asheville	NC	5390	Mark Borba	Chowchilla	CA
5336	Pixie Hicks	Northport	AL	5391	Mathew Palanza	East Falmouth	MA
5337	Danny Sarine	Denton	TX	5392	Jack Warman	Durham	NC
5338	Paula Farmer	Folsom	CA	5393	Eric Keller	Boalsburg	PA
5339	Craig Baumusch	Wrightwood	CA	5394	John R Whitenack	Seattle	WA
5340	Carol Livingston	Tuscaloosa	AL	5395	Chip Peake	Rockville	MD
5341	Jerome Thomere	San Francisco	CA	5396	Joe Martin	Homer	AK
5342	Gregory D Cherman	Chula Vista	CA	5397	Gregg Erickson	Minnnetonka	MN
5343	Vidas Placiakis	Walnut Creek	CA	5398	John Doncevic	Ambridge	PA
5344	Michael S Oehler	Durham	NC	5399	JoAnne Obata	Sacramento	CA
5345	Kevin Foust	Dana Point	CA	5400	Frank Welton	Rochester	NY
5346	Wiley Gibson	Hillsboro	OR	5401	Mike Welsh	Palatine	IL
5347	Roger Swanson	Lindale	GA	5402	Robert Mortara	Flemington	NJ
5348	Craig Thompson	Southlake	TX	5403	Bryan Kortness	White House	TN
5349	Ahi Bennuri	Eagan	MN	5404	Kevin Calkins	Durham	NC
5350	Geof Simons	Cary	NC	5405	Arthur Lien	Ellicott City	MD
5351	Bruce Hiltunen	Quincy	MA	5406	Frank A Mileto	Millbrook	AL
5352	Lisa Perkins	East Windsor	CT	5407	Cheryl Shakespeare	Lees Summit	MO
5353	Dottie Smith	Woodinville	WA	5408	Brian Smith	Independence	MO
5354	Tommy Lingbloom	Bellingham	WA	5409	Mark Wiley	Wichita	KS
5355	Keith Moore	Woodinville	WA	5410	Keri Caffrey	Orlando	FL
5356	Kasia Kurek-Moore	Woodinville	WA	5411	Bill Padgett	Anchorage	AK
5357	Paul Nethercott	Dallas	TX	5412	Mark W Pernitz	McFarland	WI
5358	Brent T Johnson	Llincoln	NE	5413	Julie Klinger	Pottstown	PA
5359	Dr James E Skibo	Cedar Hill	TX	5414	James Prestia	Boyertown	PA
5360	Wolfgang Klemperer	Mercer Island	WA	5415	Jeffery William Smith	Sonora	CA
5361	George Stauffer	Williamsport	PA	5416	Brad Reber	Portland	OR
5362	Lawrence R Komp	Martinez	GA	5417	Michelle Grainger	Boulder	CO
5363	Terry Shuya	Jacksonville	FL	5418	Steve LeGoff	Boulder	CO
5364	Richard Cullison	Tijeras	NM	5419	Stephen Glowacki	Cincinnati	OH
5365	William Watts	Indianapolis	IN	5420	Douglas P Anderson	Palin City	OH
5366	Travis Hanna	Columbus	OH	5421	Joe Puskar	Albuquerque	NM
5367	Tony Cottrell	Lewisville	NC	5422	Christian Ricco	Milwaukee	WI
5368	Bruce Thornton	St Cloud	MN	5423	Brian W Chun	Cupertino	CA
5369	Joe Martinson	Wake Forest	NC	5424	Karen Johnson	Lake Oswego	OR
5370	Russell A Morris	Colonial Heights	VA	5425	Mike Scalzi	Clarksburg	MD

■ Continued on next page

# RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
■Continued from previous page				5477	Jeff Brammer	Midland	TX
5426	Edward Mack	Freehold	NJ	5478	Kelly Brammer	Midland	TX
5427	Erik Wise	Deland	FL	5479	Jane A Yant	Lafayette	CO
5428	Andrew Jacobs	Puyallup	WA	5480	Boris Levitsky	Ornage	CA
5429	Michael Johnson	Portland	OR	5481	Rod Benstead	Burlington	WI
5430	Bruce Chrisp	Vallejo	CA	5482	Mark Scott	Ottawa	ON Canada
5431	Kevin Ireland	Lenexa	KS	5483	Jesse Steiner	Rochester	NY
5432	Channon M McDonald	Raleigh	NC	5484	Teddy Salazar	Durham	NC
5433	Michael Dixon	LeRoy	NY	5485	Brian A Lindamood	Anchorage	AK
5434	Kenneth Michael Poole	Hendersonville	TN	5486	Rosalie Carlson	Portland	OR
5435	Paul Spottswood	Kenosha	WI	5487	Warren Holmes	Portland	OR
5436	Joshua Horwood	Loveland	CO	5488	Eugene Thompson	Boulder	CO
5437	Victor G Cooper	Torrance	CA	5489	Leslie Holton	Pine	CO
5438	Dan Curtin	Anchorage	AK	5490	Andrew Holton	Pine	CO
5439	Fran Keenan	Millersville	MD	5491	Tom Gerst	Albuquerque	NM
5440	Scott Connelly	Florence	SC	5492	Mindy Preston	Madison	WI
5441	Jon Prudhom	Commerce City	CO	5493	Paul D Evans	Odessa	TX
5442	Ted McDade	Rutland	MA	5494	Dave Hunter	Winston Salem	NC
5443	Basil Knox	Wilton	CA	5495	Joe Schoney	St George	UT
5444	Madolyn Knox	Wilton	CA	5496	Heidi von Teitenberg	Baltimore	MD
5445	Michael Mann	Portland	OR	5497	Trey Milligan	Edmond	OK
5446	Dennis Jurgensen	Chapel Hill	NC	5498	Amy Snyder	La Jolla	CA
5447	Greg Griffith	Denver	CO	5499	Brian Sanchez	Monroe Twp	NJ
5448	Andy Dingsor	Durham	NC	5500	Rick Dockhorn	Lincoln	NE
5449	Steven Schoenberger	New London	CT	5501	Elijah Rose	St Paul	MN
5450	Kate Marshall	Croton on Hudson	NY	5502	John Edmonds	San Jose	CA
5451	Christiane Iwert	West Chester	PA	5503	George F Ellis	Chicago	IL
5452	James Bondra	Ithaca	NY	5504	Curtis R Schmitt	Hoboken	NJ
5453	Shai Shprung	Encino	CA	5505	Rachel M Jamison	Hoboken	NJ
5454	Steve Lange	Santa Barbara	CA	5506	Barbara Schaeffler	Seattle	WA
5455	Matthew Ruitter	Grand Rapids	MI	5507	John Mauro	Seattle	WA
5456	Chris Nadovich	Sellersville	PA	5508	David A H Smith	Olympia	WA
5457	David Thompson	Moline	IL	5509	Mark Biedrzycki	Beaverton	OR
5458	Kurt Shetter	Avon	IN	5510	Adam George	Portland	OR
5459	Janis Ayers	Durham	NC	5511	John H Hughart	Portland	OR
5460	John Foote	Troy	OH	5512	Sarh Tisdale	Hillsboro	OR
5461	Cat Cook	Midland	TX	5513	John Gadbury	Waterford	WI
5462	Jean Junker	Midland	TX	5514	Gregg Izzo	Boston	MA
5463	Jerry Umble	New Holland	PA	5515	Dwight A Atherton	Auburndale	MA
5464	Jason Pierce	Oakland	CA	5516	Charlotte Tolonen	Boston	MA
5465	Erik Ewald	Rockville	MD	5517	Steve Anderson	Tracy	CA
5466	Penelope Weinberger	Rockville	MD	5518	Todd Strobi	Brookfield	WI
5467	Greg Misicko	Arlington	MA	5519	Lynn Lashley	Raleigh	NC
5468	Doug Misicko	Arlington	MA	5520	Mark Cotovsky	Wilmette	IL
5469	Jasha Cultreri	Midland	TX	5521	Dick Nivala	Kalamazoo	MI
5470	Keith Thorla	Portland	OR	5522	Robert Owen	St George	UT
5471	Tammie Nakamura	Aurora	CO	5523	Kevin Kanzelman	Las Vegas	NV
5472	Chip Ross	Louisville	CO	5524	Alan Richer	Norwich	NY
5473	Melody Chase	Plymouth	NH	5525	Mark Niedermier	Anchorage	AK
5474	Anthony P Colasurdo	Center Valley	PA	5526	Todd Stansbury	Rockville	MD
5475	Michal Young	Eugene	OR	5527	Stephen Bugbee	Pittsfield	MA
5476	Craig Ricco	Menomonee Falls	WI	5528	Hans Dusink	Altona North	Victoria, Aust

# ACP Letter on PBP 2011 Qualification

*The ACP's Jean-Gualbert Faburel (one of its Vice Presidents) has sent an email to all of the RM member countries explaining plans to limit entries for PBP 2011. RUSA is still studying the implications for our members.*

Hello,

I would like to inform you that the Board of the Audax Club Parisien decided during its last meeting on April 1st, to establish a way of limiting the number of entries for the Paris-Brest-Paris 2011 for safety and quality of organization reasons.

In 2007, you noticed saturation in

• **Collective:** we would like to define a quota of participants per country so you can communicate on this limit and you can organize several months before PBP. We would like to give places for newcomers without disadvantaging the former countries, while taking into account the progress of each country.

• **Individual:** we would like to encourage people who attend your organizations while avoiding the imposition of selection criteria far more stringent than in previous editions.

To set the quota per country, it will be calculated while using the number of

For randonneurs, pre-registration via the Internet will allow people who made BRM in 2010 to reserve their participation for Paris-Brest-Paris. Longer is the homologated BRM distance and earlier they will be able to pre-register. For example:

• With a BRM 400 km in 2010, they may register from 15 April 2011.

• With a BRM 300 km in 2010, they may register from 01 May 2011.

• With a BRM 200 km in 2010, they may register from 15 May 2011.

• By not realizing a BRM in 2010, they could not register until June 01,

$$\left( \frac{\text{Nb inscrits du pays en 2007}}{\text{Nb inscrits total en 2007}} \right) \times \left( \frac{\text{Nb inscrits maxi pour 2011}}{\text{Nb inscrits total en 2007}} \right) \times \left( \frac{\text{Km homologués par le pays en 2010}}{\text{Km homologués par 13 pays en 2010}} \right) \times \left( \frac{\text{Km homologués par 13 pays en 2006}}{\text{Km homologués par le pays en 2006}} \right)$$

some controls and if the growth between 2003 and 2007 is confirmed in 2011, it would be impossible to maintain good conditions for participation without changing the overall organization of this randonnée. We will work during the coming months to find a way to welcome all those who want to participate but if it is not possible, the Audax Club Parisien prepares conditions for limitation.

This limitation should be done at two levels:

entrants in 2007, the limit in 2011 and according the evolution of homologations in the country between 2006 and 2010 (see formula).

This method is easy to communicate and immediately provides figures in January 2011. It promotes strong countries but leaves places for new entrants because the calculation of the quota is made only for countries which registered more than 50 people in 2007.

The calculation formula is as follows:

2011.

These dates are still to be defined and will be communicated early 2011.

The series of 4 BRM (200, 300, 400 and 600) homologated in 2011 is still required to register for PBP 2011.

Pre-registration will be conducted by individual. Entries may be centralized as some of you did it in 2007.

Best regards,

Jean-Gualbert Faburel

## President's Message (continued)

found what you like, ask one of your highly visible friends where he or she got that cool vest or those brilliant headlights or taillights. Randonneurs love to talk about equipment. You might also try the online RUSA Store ([http://www.rusa.org/cgi-bin/store\\_GF.pl](http://www.rusa.org/cgi-bin/store_GF.pl)); reflective equipment is available there at a very modest cost.

Our loved ones often worry most about us being out on the road at night; so it is doubly important that we honor their concerns while setting a good community example. Before you blow through that stop sign or stoplight, remember that following our local vehicle codes will help us earn the respect that we deserve from others who share the roads with us. The last thing we want to do is penalize or disqualify anyone for not following our rules; but regrettably, we will do so if we must. If you are in doubt about what is needed, the complete Rules for Riders

are available at <http://www.rusa.org/brvreg.html>.

If you have never organized an event, or driven sag on a brevet, you may not be able to fully appreciate the concern we feel for your well-being. As riders we go to sleep after a long brevet feeling tired, but stoked about our accomplishment and we dream of reaching that next goal of going faster or farther. As organizers, we go to bed, also tired after a long and rewarding day; we are happy that we are part of this wonderful community, eager to help our friends meet their goals. As we close our eyes, we also breathe a tremendous sigh of relief that all of you were able to arrive safely at the finish and then home to your families who love you. We organizers will keep gathering your emergency phone numbers, but we never, ever want to be in a position of having to use them.

—Lois Springsteen

# MORE ULTRA RANDONNEURS ANNOUNCED BY RUSA

BY BILL BRYANT

Randonneuring involves bicycling impressive distances and the standard brevets make most riders quake when they learn about our sport. They usually have a hard time wrapping their heads around the concept of doing a Super Randonneur series of 200k, 300k, 400k, and 600k brevets in a single season—imagine their surprise when learning about the hardy folks who do 10 SR series! If there is a “lifetime achievement award” in our sport, perhaps the Ultra Randonneur medal is it.

Three randonneurs and three randonneuses have recently joined this elite fra-

ternity and, incredibly, two more randonneurs have earned their second Ultra Randonneur medal. The two “repeat offenders” are Texan Dan Driscoll and Washingtonian Ken Carter. These guys are obviously riders in a hurry and completed three or four SR series each season since receiving their first Ultra Randonneur medal only a few years ago. Most of the others are over-achievers too and did multiple series each year, including Dave Read of Tumwater, WA; Peg Winczewski of Tacoma, WA; and Brenda Barnell of Dallas, TX. Californians Paul Vlasveld and Tim Sullivan, on the other hand, paced themselves sensibly and



reached their goal after starting randonneuring in 1994.

Topping the list of the other 2008 Ultra Randonneur recipients, however, is one Sharon Stevens of Dallas, Texas. This leather-bottomed randonneuse only began randonneuring in 2006 and still completed her first SR series that year. She obviously likes the sport and did three more in 2007. Not satisfied, she then went on a tear during 2008 and completed six (!) SR series—making one wonder if there should be a

RUSA “straightjacket award”? Or should her friends in Texas K-Hounds do some sort of intervention to help her get over this terrible addiction? Seriously, Ms. Steven’s sporting accomplishment is simply stunning and words can’t convey the sense of wonder and astonishment the award coordinator felt while verifying her tally of brevets.

Randonneurs USA sends out congratulations to each of these eight audacious long-distance riders—Bravo!

## Nominations to the Board

Two positions on the RUSA Board of Directors will become available at the end of the year. Members may nominate two current RUSA members to run for those two positions. The General Membership List is available for viewing online at [www.rusa.org](http://www.rusa.org). Please use this form to submit your nominations.

Nominee # 1 \_\_\_\_\_ RUSA # \_\_\_\_\_

Nominee # 2 \_\_\_\_\_ RUSA # \_\_\_\_\_

Your Name \_\_\_\_\_ RUSA # \_\_\_\_\_

Please send this form to:

Edward Robinson  
RUSA Secretary  
3750 N. Sam Houston Blvd.  
San Benito, TX 78586

or e-mail: [edward.e.robinson@gmail.com](mailto:edward.e.robinson@gmail.com)

All nomination forms must be postmarked by July 1.

## Nominations for RBA Representative to the RUSA Board

Under RUSA's Constitution the Regional Brevet Administrators appoint one of the current RBAs to serve as an elected Director on RUSA's board. The elected RBA may not already be serving on the board. Only RBAs can nominate other RBAs. The term of office for the Director is one year.

The list of current RBAs is available for viewing online at [www.rusa.org](http://www.rusa.org). Please use this form to submit your nominations for RBA representative on the RUSA Board.

Nominee \_\_\_\_\_ RUSA # \_\_\_\_\_

Please send this form to:

Edward Robinson  
RUSA Secretary  
3750 N. Sam Houston Blvd.  
San Benito, TX 78586

or e-mail: [edward.e.robinson@gmail.com](mailto:edward.e.robinson@gmail.com)

All nomination forms must be postmarked by July 1.

# Latest R-12 Recipients Announced

3230	Peter	Hoff	Boulder, CO
3752	Branson	Kimball	Durham, NC
4837	Carl S	Kidd Jr	Boynton Beach, FL
153	John Lee	Ellis	Louisville, CO
3108	Catherine	Shenk	Boulder, CO
3737	Rob	Welsh	Apple Valley, MN
64	Mark	Thomas	Redmond, WA
1795	John	Kramer	White Salmon, WA
2931	Nicholas	Bull	Arlington, VA
1338	Wayne	Dunlap	Austin, TX
4620	Bob	Hess	Knoxville, TN
3488	John	Shelso	Cordova, TN
4015	Richard G	Carpenter	Reading, PA
4634	Rick	Lentz	Vineland, NJ
3097	Thai	Nguyen	Bothell, WA
390	Dan	Driscoll	Arlington, TX
4708	Matthew	Farrell	Wernersville, PA

2813	William	Olsen	Califon, NJ
3132	David	Rowe	Lake Oswego, OR
4917	Ian	Shopland	Olympia, WA
2965	Mary	Gersema	Washington, DC
4245	Maile	Neel	University Park, MD
3205	Pamela	Wright	Fort Worth, TX
4858	Joani	McLaughlin	Ventura, CA
4754	Ole Aarup	Mikkelsen	Seattle, WA
5004	Vincent	Muoneke	Federal Way, WA
2958	John	Vincent	Rochester, WA
3391	Lara	Sullivan	Ely, MN
2846	Jeff	Sammons	Brentwood, TN
2796	Christopher	Hanson	Redondo Beach, CA
3525	Jerry	Phelps	Chapel Hill, NC
3983	Mike	Wallace	Blue Grass, IA
4806	Joseph	Platzner	Bellevue, WA
2692	Dana A	Pacino	Aledo, TX

# RUSA Super Randonneur Jersey Design Announced

The RUSA board thanks RUSA members Dion Dyer, Bruce Chandler, Robert Higdon and Jennifer Wise for submitting designs to the RUSA Super Randonneur jersey contest.

Each design was distinctly different from the next, and each contained elements representing the achievement of being a Super Randonneur. Members can view all the entries at <http://sr-jersey.rusa.org/>.

Design # 1 was chosen to be the official RUSA SR jersey with some minor added details.

## **To order the RUSA SR jersey:**

- You must be a RUSA



member.

- You must have completed at least one RUSA sanctioned Super Randonneur series of four

brevets (200k, 300k, 400k, 600k) .

- Each brevet must have been on the RUSA Calendar of Events, including:

- RUSA ACP-sanctioned brevets.

- RUSA domestic (non-ACP-sanctioned) brevets.

- RUSA brevets of odd distances count (Example: a 299k brevet will count as a 200k brevet).

- 1000k brevets and 1200k randonnées do not count and cannot be used to replace any missing brevets.

- The jersey must be ordered through the RUSA Online Store at [www.rusa.org](http://www.rusa.org).

- The jersey order must be placed prior to October 31.

- The jersey will be delivered by December 31.

Questions? Contact us: [souvenirs@rusa.org](mailto:souvenirs@rusa.org).

# Dr. C on the Joys of Volunteering

BY PAUL JOHNSON

## R-you-SA

Have you ever stopped to ask what the mission of RUSA, or your local Randonneuring club is? This from the RUSA Website: "What is RUSA?"

Randonneurs USA (RUSA) is a national organization whose goals are to promote randonneuring in the U.S. and provide service to American randonneurs and randonneuses."

I considered asking how you thought RUSA is doing, but if you are reading this I assume you are a member, so the more appropriate questions is, how are you doing? If you are a member, you are RUSA and it is incumbent upon you to do your part to "promote randonneuring in the U.S. and provide service to American randonneurs and randonneuses."

## Achieving the Goals

Now you might think that paying your annual dues, getting out on your bike and riding brevets, talking it up with your co-workers over the water cooler is enough. By now I'm sure you can see where this is headed. Tact has been described as the art of



making your point without skewering someone with it. I'll be tactful but the point is, you should do more.

Consider that this organization is run exclusively by volunteers. Though the president and board are probably worthy of huge retention bonuses, we've all seen recently how that can backfire, so all the high powered execs at RUSA get for their good work is ... more work. What do I mean? Well look at our membership statistics, the number of events we put on, the number of kilometers ridden year by year, the number of medals, awards, and other outputs and this can only be seen as more work. In fact, in my short time as a member I have been just amazed at the

growth of our sport and our club. My concern is that the number of volunteers has not grown with our sports popularity.

In prepping this article I sent an inquiry around to a few folks to get their thoughts. I asked all the RBAs and a selection of regular, run-of-the-mill members, some of whom are "habitual offenders" and a few who are new to the sport and to volunteering. Here are the questions I asked:

1. Why do you volunteer?
2. How does volunteering for randonneuring events differ from your other (if any) volunteering efforts?
3. Can you relate a memorable event? (keep it short)

## What They Said

The responses varied, some were predictable and some were surprising.

One predictable answer I got was that the person just didn't have time to respond. In my work life I often provide assistance to start up organizations and volunteer groups. There is an old adage that holds true: If you want to get something done, find a busy person. Busy people often have to make decisions

about what they can engage in and in this case this person was focused more on doing than on talking about doing. It was a great response.

One of the RBAs, for a club that puts on a LOT of brevets down south said point blank that if more people volunteered to help out, they could put on even more events. I think that is probably true everywhere. Though your club may put on enough events for you, imagine what it would be like if you had a choice of several different events in different locations on a given weekend in the summer. Sound over the top? Well, let the idea roll around in your noggin and then go back to the RUSA mission and ask yourself how more opportunities might help promote randonneuring (remember ... the goal?) It may seem preposterous now but I imagine that just 10 years ago the founders of RUSA might not have believed that there would over 2,300 members in 2009.

## How To Get Started

The most obvious thing you can do for your club is to volunteer to help out on a

■Continued on next page

## 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](mailto:dhamilton@copper.net).

## Don't Forget...



**...To renew your RUSA membership!**

Memberships run from January through December. Use the convenient form in the inside back cover or download the form at [www.RUSA.org](http://www.RUSA.org).



## Volunteering (continued)

brevet. I recently read a ride report that gushed with gratitude for the help that volunteers offered at a control on a particularly challenging brevet. It's true that we value self-sufficiency but who hasn't rolled into a control at one time or another and been absolutely thankful for a person who takes the bike and hands you a hot (or cold) beverage, a cup-O-noodles, an ice cold soda, and maybe a beat up lawn chair (or a warm pick up cab) to relax and recover in for a few minutes? If you've taken advantage of this kind-

ness you know exactly what I am talking about, and if you haven't, believe me, it is really wonderful to see that such a little gesture can be so warmly received.

If your idea of randonneuring is just showing up at the start, riding the brevet, and turning your card in, you need to rethink your relationship to the sport. You may take exception to that notion but here is an undeniable fact: If it were not for volunteers, you wouldn't have any events to show up for!

I like doing this myself. I

have noticed, and others I interviewed mentioned that you get a look at every rider: you get to see how the fast fish get it done (I never see these people after the start otherwise) you can see how the mid-packers get around the course and your personal assistance can encourage a newbie, or even an old hand at the back of the pack to soldier on, at least to the next control when they might otherwise have handed in their brevet card.

You will also be taking a little of the pressure off those

I refer to as "habitual offenders." Every club has a small cadre of folks who show up year in and year out to volunteer at events. It's really not fair for you to just show up to ride and assume that someone else will always take care of the logistics.

### Make it Fun

Volunteering to run a control also offers an opportunity to put your own personal stamp on the event. I once ran a nighttime control on a late season 1000K

■Continued on next page

## PHOTO GALLERY



Photographer | Jason Penney

**Perseverance.** Jason Penney took this picture of Lynne Fitzsimmons on last year's workers' ride for the Oregon Randonneurs Birkie 200km, just before the turnaround point in Birkenfeld, Oregon. The sign proved popular among the local randonneurs—at least three other cyclists came home with similar shots in their photo sets.

## Volunteering (continued)

brevet. The riders had just descended off Elk pass in the first snow of the fall; they were really cold when they got into our stop. Mrs. C and I had set up a cozy little nest in a campground, and I'd built a big bonfire. The Coleman camp stove was steaming away with coffee and clam chowder. We had lounge chairs, cuppa noodles, sandwiches, chips and cookies: the whole nine yards. The few riders on the event were thrilled to have the warmth. It was a real kick for my wife and me.

### The Dog Ate My Homework

There are a lot of reasons not to volunteer. Most are based on a lack of information. "I've never done it before," "I don't have time,"

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**'Once you've staffed a control, you will know almost everything there is to know to do it again alone. From there it is a quick slide down the slippery slope to organizing your own brevet.'**

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"I don't know enough to put on a brevet." The list goes on. First, just realize that no one was born knowing it all. There was a time when you had never ridden a brevet before, right? Shoot, believe it or not, there was a time when you didn't even know how to ride a bicycle. Where would you be if your folks had let the "I don't know how" defense stand? Now you're a

super rando (sorry, no cape awarded) or at least you know how to ride a brevet. If you've ridden even one brevet you already know about 90 percent of what you need to volunteer. The other 10 percent is just details.

You will not be expected to jump off the cliff all alone. I guarantee that if you let someone know that you are willing to help out you will be supported to your own personal level of comfort. Once you've staffed a control, you will know almost everything there is to know to do it again alone. From there it is a quick slide down the slippery slope to organizing your own brevet. One more brevet organizer means one less event that the "regulars" have to gear up for. And you gain instant cred: You'll be one of the "old hands!" You'll be on the short list for a ridiculously huge retention bonus when the stimulus package arrives. Again, you'll have all the help and guidance needed to assure that you don't fumble the ball.

Probably the best reason I can give you to try this is captured in this surprise answer I got from one of the people I queried. Really, I'm not making this up:

"But I really volunteer because of some guys named Codfish and Ray who gave me a couple of mochas and a warm truck to sit in at the bottom of White Pass on the 600K last year. I was cold, really cold, and I was having thoughts that I might actually be in danger. But there in the distance was a SIR sign with a little blinky light. It was a big deal, and it helped me finish that ride. When I thanked you later for your help, I think you said something like, 'think about supporting some event too.' That, my friend was a 'teachable moment.'"

This was totally unexpected and I would like to say when I read it the moment came rocketing back into my memory. The truth is Ray and I stuffed a number of guys in that truck to warm them up and Joe was just one of the shivering faces with blue lips poking out under a helmet that needed a few moments to get the circulation back in the fingers and toes to get ready to take on Cayuse pass and the home stretch.

The take-home message is that these efforts not only help riders go along their way, but they very likely inspire others to do the same. The need to "pay it forward" is strong in our community and your effort will make a difference in ways you can't really imagine.

Keep in mind, Paul Revere is not remembered for what he did 9 to 5, but for his volunteer efforts, and look what a difference he made in the world, (Revere Ware notwithstanding).

# BOOK REVIEW

## The Ride of Your Life

an eBook by David Rowe

www.roadbikerider.com: \$19.95.

REVIEWED BY CHARLES LATHE

In *The Ride of Your Life*, David Rowe writes, “I was about to turn 50 years old, and I wanted to do something huge to put a marker down.”

Little decisions can have big consequences and huge decisions can't help but have

huge consequences. As a marker, David chose the Seattle Randonneur's Cascade 1200, and completion of that grand randonné became David's very big goal. Goals are what David likes, and devising plans to achieve goals is what David does.

David's eBook is about the process of choosing and achieving cycling goals. As David sees it, goals are important, but there are things that conspire to prevent reaching those goals. In order to make goal achievement more probable, David tries to ferret out the hazards before he starts so they won't ambush him the way the man with the hammer bonks the randonneur who neglects to eat and drink enough while pedaling through a strenuous brevet.

We randonneurs understand that long distance bicycle rides want a level of fitness and skill that require training. We can't simply roll our bicycles out of the living room, jump on them after a long winter's rest, and expect to enjoy a fast 200K season opener. That's not to say that some of us don't approach the new season that way, but it is to say that we know that's not the way to make it successful and enjoyable. Training has two drawbacks, however. It requires motivation and it requires time. David doesn't tell his readers how to train, but he tackles

the time and motivation aspect of training head-on.

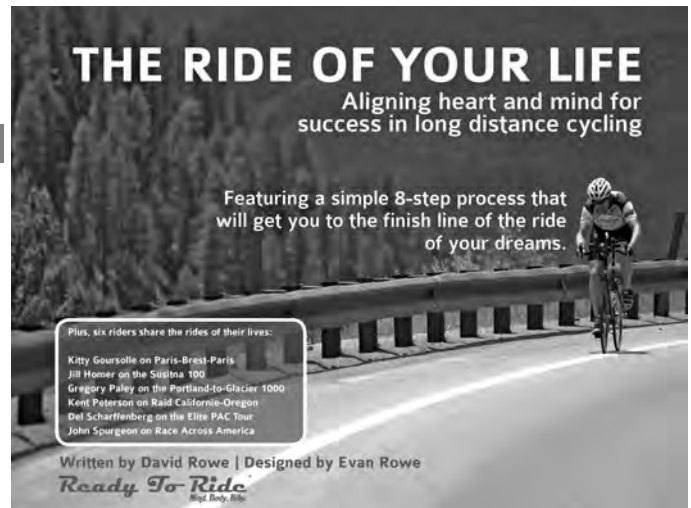
Time management and goal visualization are the keys to David's system. Dr. Charles Hobbs is one of the masters of time management and David is a big fan of Dr. Hobbs. He has taken Dr. Hobbs' theory about time management and developed the idea into a system quite specific to long distance bicycle riders.

At the end of *The Ride of Your Life*, there are forms to fill out; forms you will keep up-to-date as time passes, and your goals and challenges are met. While reading David's 163-page book, you will learn how to fill the forms out and why each one is important to the plan of achieving your goals.

If you are a rider who keeps a ride log, monitors heart rate, plans rides with specific goals in mind or has been unable to complete an important ride, this book may be just what you want. It is well written and peppered with inspiring photographs.

David's system is not for me. I'm not goal-oriented and

■Continued on next page



## Book Review (continued)

I tried to discover my core values, without success, some years ago, but I found David an enjoyable man to spend 163 pages with and his six interviews with accomplished riders just about justify the book by their own merit. The book has some keen insights as well. David explains that goal achievement is a photo and that the path leading to that photo is the movie. When David tells us the path to achieving your goal, the movie, is often more satisfying than the achievement, the photo, we might pause for a moment and agree that he is right.

A couple of days ago, I mailed a \$60 registration check

for the 2009 Raleigh Super Randonneur series. I'll spend more money on diesel to get to and from the events. I'll buy extra food, wear out tires and chains this season, and maybe rent a motel room for a couple of hours during the 600K event.

In that context, I think \$19.95 for David's eBook is a reasonable expenditure. I thoroughly enjoyed the book and it was as much fun to realize I've ridden brevets with David and three of his interviewees as it was to see some of my rando buddies in the text and photos.

You can purchase the book at [roadbikerider.com](http://roadbikerider.com) for \$19.95.

## RULES UPDATE

### RUSA Distance Awards Now Include All Permanent Rides

For those in pursuit of RUSA's annual Distance Awards, note that the club has updated its rules governing qualifying events.

Effective January 1, 2009, each Permanent ride by a RUSA member will count toward the member's annual kilometer total, and thus toward the member's eligibility for Distance Awards. *This includes repeat rides of a particular Permanent route.*

Under the former rule, members were entitled to distance credit only once per year for riding a given Permanent route; that restriction has been eliminated. With over 600 routes on tap across the country, you certainly don't *have* to repeat a Permanent more than once per year.

If the need arises, however, be assured that your annual distance total will reflect your efforts.

For more information on the annual Distance Awards, visit [www.rusa.org/award\\_rd.html](http://www.rusa.org/award_rd.html).

# Repairs | Dealing with a Broken Chain

BY BYRON MORTON

Breaking your chain on a brevet may seem like a ride-ender, but it doesn't have to be. With a little preparation and know-how, chain repair can be quick and simple.

Here's what you'll need to carry:

- Chain tool
- Masterlink -or- hg pin for Shimano chains
- Rubber gloves (recommended)
- Extra chain links (optional)

When you purchase a new chain, it'll typically include a master link or specific pin for joining your chain. Chains by Whipperman, KMC, and Sram use a master link (quick link) while Shimano uses a special pin. For overall ease of use, I favor using master links over Shimano's replacement HG pin. Check with your local bike shop to pick up the appropriate spare master link for your chain.

There are two basic ways in which a chain can fail: pin/side plate failure or bent/twisted link. In either case, you want to remove the damaged links so you have two inner links that can be rejoined with a master link.

Once you've removed the damaged links, install the master link and snap your chain back together.

If you're rejoining a chain with a Shimano HG pin, remove the damaged

section of chain so you have an inner and outer link plate. Completely remove the original link pin from the outer link plate then insert and press in the HG pin. Snap off the guide portion of the pin with a pair of pliers.

With modern, narrow chains, it's not recommended to rejoin a chain by partially removing a link pin then pressing it back in. However, in a worse case scenario, where you have a chain tool but no spare master link (or Shimano replacement pin), you can reuse the original link pin.

With your chain tool,



chain, removing the damaged links then snap it back together and press the par-

the chain on either side of the stiff link and flex it back and forth to loosen up the stiff link.

Where the chain was rejoined with the original pin, the outer side plates will be weakened and the pin won't be as securely riveted as it was originally. If you rejoin a chain by reusing a link pin, it's suggested you take it very easy on the way home and replace your chain as soon as possible.

If you've removed a number of damaged links from your chain, it's important to keep in mind that you may no longer be able to use certain gear combinations—such as the bigger cogs on your cassette when you are in the big chain ring. Double check to make sure you can shift into all gear combinations before you accidentally shift into a combo that's no longer possible and really do some serious damage.

## Chain Handling Tips

✓ **Tip:** For a clean, convenient way to fix a chain on the road, pack a pair of rubber gloves in a film canister with a master link and a couple of spare links.

✓ **Tip:** Modern chains are getting thinner and thinner all the time. Some older chain tools may not work well with ultra-narrow modern chains. Double check yours before you need it on the road.

✓ **Tip:** Practice makes perfect. If you've never installed a chain before and you're a bit nervous, ask your local bike shop if they have any old used chains you can practice on.

press the pin in just far enough to snap the chain apart while being careful not to completely remove the link pin. Disconnect the

tially removed pin back in.

When rejoining a chain like this, the link pin you pressed back in will have a tendency to be stiff. Grab

# IN THE BLOGS | Randonneurs Online

BY ED FELKER

The spring brevet season is in full swing and a whole new crop of stories and photo sets are popping up on the randonneur blogs. Blogs continue to give randonneurs the opportunity to share their experiences and give prospective riders a sense of the adventure and camaraderie we enjoy on these rides.

Let's not forget the reports from permanent rides, either. If you are in the mood for an unfamiliar permanent, there's a chance a randonneur has written about it.

Byron Morton and Mike Dayton gave us solid reports on the "John's Yanceyville Ramble" 200K permanent from Durham, N.C. on March 7. These North Carolina guys really seem to enjoy themselves when the temperatures hit the upper 70s in March! See for yourself at Byron's

Randonneurextra Blog and Mike's Research Trailer Park Blog.

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Weather of a different sort — volcanic dust — forced Alaska RBA Kevin Turinsky to re-arrange the brevet schedule for the Alaska Randonneurs. Think rain is a bummer? Try riding when doctors say it might be unhealthy to simply breathe the air when you and motorists are kicking up the roadside dust. Here's a passage from his Alaska Randonneurs Blog. Fortunately he only had to push them back a month rather than cancel any events:

*"Notwithstanding another volcanic eruption, there are two areas of concern specific to ash exposure to cyclists. First, is increased lung ventilation during prolonged vigorous exercise; in our case for periods exceeding eight hours for*

Ed Felker is a member of the DC Randonneurs and keeps the long distance cycling community updated through his blog at [dailyrandonneur.wordpress.com](http://dailyrandonneur.wordpress.com).



*a 200K ride. Second, is the risk to the eyes. One of the official recommendations was for all riders to wear goggles. I can't imagine riding 200K while wearing an N95 facemask and goggles."*

+++

A bit to the south in Portland, it was back to just plain old rain (what else!) for Narayan Krishnamoorthy, who

*ing stuff on, but I was too dumb. The Vernonia control is always well-stocked: in 2007 it saved me from the cold. I kept turning the pedals thinking of the well-stocked Vernonia control."*

+++

Donald Boothby gives us excellent visual imagery on his report of the Oregon Three Capes 300K on April 11. It rained and everybody seemed to wear yellow. See more of his report at his blog, The Boothby Chronicles:

*"Having grown up (or at least gotten older) on the Oregon Coast for several years, I have seen the ocean at its best and its worst. I found myself quite amused by this house built right on the cliff, wanting to make sure I got a good photo of it before Mother Nature has her way with it."*

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## Blog Roll | Blogs & Items Listed in Stories

- Randonneurextra: <http://randonneurextra.blogspot.com/>
- Research Trailer Park: <http://ncrandonneur.blogspot.com/2009/03/yanceyville-ramble-200k-mar-7-2009.html>
- Alaska Randonneurs: <http://alaskarandonneurs.blogspot.com/>
- Rando(m) Adventures: <http://randodud.blogspot.com/2009/03/orr-birkie-200-thorough-soaking.html>
- The Boothby Chronicles: <http://theboothbychronicles.blogspot.com>
- The Adventures of RandoBoy: <http://randoboy.blogspot.com/>
- Pennsylvania Randonneuring: <http://users.rcn.com/trosenbauer/>
- Cycloblogger site: <http://www.cycloblogger.info>.
- The Daily Randonneur: <http://thedailyrandonneur.wordpress.com/chip-adams-massanutten-at-midnight-200k>
- Dan's Randanneuring blog: <http://randanneuring.blogspot.com/>

Robert Hendry, a.k.a. RandoBoy, posted a story of the emergence of RandoGirl (spouse Carol Hendry) during a tandem spin on April 18 during what he considers the greatest permanent in the

chronicled the Oregon Randonneurs' Birkie 200 on March 28. He found it not just wet, but really, really wet. See more at his Rando(m) Adventures Blog:

*"The climb up to Timber was much easier last time around. It was raining heavily by the time I reached the clear-cut top, and plunged down the other side. We wouldn't climb for a while. My gloves were soaked through, but I was warm everywhere else. I should have found an awning and stopped to put the last remain-*

world: his own Green Acres 200K from Baxter, Tenn. Read more about the day at his blog, The Adventures of RandoBoy:

*"I have always felt that Green Acres was a great permanent for a tandem. It has only 5,300 feet of climbing, with much of that on a five-mile stretch as you go onto the plateau. Jeff Bauer, who has ridden Green Acres twice*

■Continued on page 24

# 2009 ACP Events

Region	200 km	300 km	400 km	600 km	1000 km	fleche
CA: Davis	07/09			06/05	07/06	
CA: Los Angeles				05/09		
CA: San Diego	05/23				05/23	
CA: San Francisco	06/13			05/30		
CA: Santa Cruz	06/27			05/09		
CO: Boulder	05/02 09/19	05/16 08/08	06/06 07/25	06/20 07/25	06/20 07/25 09/09	05/07
GA: Atlanta			05/09	05/23		
IA: Cedar Valley		05/09	06/20	07/11		
IL: Chicago		05/16	06/06	06/27		
KY: Louisville			05/09	06/06		
MA: Boston	05/09	05/30	06/20	07/25		
MA: Westfield		05/02 09/13	05/30	06/27		05/14
MD: Capital Region		05/02 05/16	05/30	06/13		
MN: Rochester	05/02 10/03	05/16 08/08	05/30 08/22	06/13 09/19	07/24	
MO: Kansas City			05/09	05/23	06/07	
MO: St. Louis			05/16 05/23	06/13 06/27		
NC: High Point	06/20	09/19	07/04 08/01	09/05		
NC: Raleigh	08/15		05/09	05/30		
NJ: NYC and Princeton	09/13	05/09	05/23	06/19		
NM: Cedar Crest			05/30	06/27		
NY: Saratoga			05/09			
NY: Western	05/09	05/23	06/06	06/27		
OH: Columbus		09/05	05/30	06/13		
OR: Portland	07/11	05/02 07/25	05/09 08/08	05/30 08/29	06/27 08/29	
PA: Eastern		05/02	05/16	05/30	06/26	
TN: Nashville				05/30		
TX: Austin			05/23	05/23		
TX: Dallas	08/15 10/03	09/19	10/03			
UT: Cedar City	06/20	05/02	05/30			
VA: Northern			05/02 05/09	05/23 06/27	10/10	
WA: Seattle	07/25	08/08	05/16 08/22	06/13 09/12	07/16 08/20	

## 2009 RUSA Events

Region	200 km	300 km	400 km	600 km	Dart/Arrow	Other
AK: Anchorage	05/02 05/09 05/17	05/23 07/18	06/06	06/27		(100 km) 06/13 (100 km) 08/01
AR: Little Rock	05/16					(100 km) 05/16
AZ: Casa Grande	05/23 05/24 08/22	05/09				
CO: Boulder	08/15					(129 km) 10/11
FL: Central	05/02 06/06 10/03					
GA: Atlanta	09/05	05/23 06/20				(100 km) 08/15
IA: Cedar Valley						(173 km) 08/29 (105 km) 09/13
IL: Chicago	08/08					(100 km) 08/08
Il: Quad City		05/23				
MA: Boston						(350 km) 08/15
MA: Westfield	05/10 08/09 09/20	07/27				(150 km) 07/11 (100 km) 10/11 (170 km) 10/11
MO: St. Louis	05/16	05/16 05/23				
NC: Raleigh						(110 km) 08/15
NM: Cedar Crest	05/16 12/05	08/29 10/24				
OH: Columbus	10/17					
OR: Portland					(200)km) 09/19	
PA: Eastern	05/02 06/06 07/04 08/08 09/05					(153 km) 10/24 (204 km) 10/24
PR: Pittsburgh	09/13					
PR:San Juan				05/22		
TN: Nashville	10/24 11/28				(360 km) 08/22	(250 km) 09/26
TX: Austin	12/05					
TX: Dallas	05/23 08/01 08/22 09/19 10/17 11/28	07/18 08/29 10/03 10/17 11/21	05/30 09/19 10/17 11/14	05/23 10/17		(317 km) 05/23(411 km) 05/23 (211 km) 06/20 (308 km) 06/20 (216 km) 07/18 (100 km) 08/02 (160 km) 08/16
TX: Houston	05/02 06/13 07/11 08/08	09/05	10/10	11/07		
WA: Seattle					(200 km) 09/19	(100 km) 06/27 (110 km) 09/06

## 2009 RM 1200k Events

Location	Date	Distance (km)	Contact	Web Site
VA: Northern	2009/06/11	1200	<a href="mailto:Matt.Settle@geocities.com">Matt Settle</a>	<a href="http://www.geocities.com/shenandoah1200/">http://www.geocities.com/shenandoah1200/</a>
CA: Davis	2009/07/06	1200	<a href="mailto:Dan.Shadoan@davisbicycleclub.org">Dan Shadoan</a>	<a href="http://www.davisbicycleclub.org/goldrush/">http://www.davisbicycleclub.org/goldrush/</a>
CO: Boulder	2009/09/09	1200	<a href="mailto:John.Lee.Ellis@rmccrides.com">John Lee Ellis</a>	<a href="http://www.rmccrides.com/lastchance.htm">http://www.rmccrides.com/lastchance.htm</a>
PA: Eastern	2009/09/30	1240	<a href="mailto:Tom.Rosenbauer@users.rcn.com">Tom Rosenbauer</a>	<a href="http://users.rcn.com/trosenbauer/PA1200K.html">http://users.rcn.com/trosenbauer/PA1200K.html</a>

## RUSA Expands Online Ordering Of Medals

Thanks to the efforts of RUSA's hard-working Web volunteers, applications for the following awards are now accepted online:

- Super Randonneur
- RUSA Distance
- R-12

- American Randonneur Challenge
  - RUSA Coast to Coast
- Online applications for the R5000 and Ultra Randonneur awards are in the works. Go to the RUSA website 'Awards' or 'Online Store' pages to learn how to apply for these awards.

In most cases, your award application can be approved automatically and the award can be purchased immediately through the online store.

If you have already submitted a paper application for any of these awards, please do not submit an online application.



# 2009 San Francisco 400K Brevet

BY MASSIMILIANO POLETTO

This year's SF 400K was not an easy ride for me. Russ Fairles and Aron Mason and I finished first in 16:29, an unremarkable time that attests to the hilly terrain and the headwinds on the return leg. Temperatures ranged from below freezing to the 70s, and my digestive system stopped cooperating about 10 hours into the ride. After Aron kindly dropped me off at home, I staggered into the bathroom, vomited liquid Powerbar, and crumpled into a salty heap in the shower. Not the ideal way to convince one's lovely spouse of the benefits and joys of long-distance cycling.

The day started like many Bay Area mornings, clear and beautiful. The East Bay hills rose black against the orange and turquoise of dawn, and Venus hung low above them. We rolled through Sausalito in a fairly large group, but Camino Alto, the day's first climb, whittled our group to seven riders: Russ, Aron, Jack, Bob (?), two Lithuanians—Vidas and Gintautas—and myself. Somewhere we'd already lost Greg Beato and David Strong, so we soft-pedaled through Larkspur and Ross and San Anselmo, but to no avail. Aron, it turns out, was the man who kindly stopped to help me with a flat tire on the Davis 400 in 2007. We'd been caught in a freak hailstorm, and he found me shivering by the side of the road, unable to unseat the tire from the rim with my numb

hands. I was happy to see him again.

Whites Hill separated our group once more, Russ and Aaron and I cresting ahead of the others. The descent to San Geronimo was short but dramatic: where Fairfax had been clear and sunny, the Lagunitas watershed lay blanketed in freezing fog. The fields were white with frost. We rose briefly above the fog on Dixon Ridge, then dropped back into sub-freezing conditions in Nicasio. My bike computer reported -1C (30F), while the sun made a pale yellow smudge in the fog. After two and a half years in California, I can still find myself unprepared for the microclimates here, so I was grateful that Russ had brought an extra pair of long-fingered gloves. The other four caught up with us while I put on the gloves, and we rolled on together.

By Chileno Valley the day had warmed considerably, and I enjoyed the perfect Marin countryside: wildflowers, cattle, grassy hills, occasional stands of eucalyptus and oak. Carmody Road, in particular, made for fine memories, with its tinkling herds of cows being taken out to pasture and its summit framed by handsome white boulders. Traffic was minimal, save for an unusual number of police cars (some of which gave us far less than the requisite three feet of clearance).

The open grassland of Marin and southern Sonoma County gave way to oak and

then redwood forest as we climbed the steep pitches of Joy Road. This climb had been billed as a killer—"no joy on Joy Road" and so on—but we took it easy and enjoyed the woods and the occasional—but remarkable—views. A steep, twisty descent brought us to Occidental, and we continued at a fast clip through redwood forest down to the Russian River and the first checkpoint (mile 81) in Guerneville. There were just four of us now, for the Lithuanians had slowed down before Bodega, and Jack had stopped to take off some layers before Joy Road. Jack arrived as we were preparing to leave and told us not to wait. Bob also had made equivocal comments about keeping up with us, so when he flatted just beyond the control point, we decided to continue and leave Bob and Jack in each other's company. We made brisk progress on the gentle ups-and-downs along the river and then north on Westside Rd to Healdsburg.

I was puzzled that the cue sheet took us through Healdsburg rather than bypassing the town on scenic West Dry Creek Rd, but fortunately traffic was moderate. Rich with vineyards, this part of Sonoma Valley is a crossroads of Northern California long-distance cycling events: the Davis 400, the SF 400 and 600, the Santa Rosa 600, and Terrible Two, to name a few, all share stretches of Dry Creek Road between

Healdsburg and Cloverdale.

We stopped in Cloverdale to remove layers and replenish water bottles before the final push to Hopland. Just north of Cloverdale, Hwy. 128 heads northwest towards the ocean, flat at first and then via switchbacks up a steep hillside. Traffic was light and the air warm and calm. We climbed steadily, sometimes in sunshine and sometimes in the dappled shadow of large scrub oaks. A rooster crowed nearby, and views opened up behind us. I thought the ride could not get more scenic, but I had not counted on Mountain House Road. An east-bound fork from Hwy. 128, Mountain House falls away steeply into the watershed of Cummisky Creek, a tributary of the Russian River, then traverses a couple more ridges before rejoining the Russian River at Hopland. Its pavement is rough, just gravel in one place. Oaks and laurels hang overhead—spectacular, scraggly old trees covered in lichens and Spanish moss that give the place a mysterious Middle-Earth feel. We must have been in peak wildflower season: meadows shimmered blue and orange and white as the breeze brushed lupines and poppies and countless other flowers. It made me happy to be alive and thankful for this sport: it is not obvious that one should be able to ride 120 miles before lunch and still have enough left over to admire a butterfly by the roadside.

■Continued on page 24

### SF 400K (continued)

We arrived in Hopland at 2:05 p.m., after covering 134 hilly miles in 8:05. The Indian couple at the Valero mini-mart could not believe that we'd ridden all the way from San Francisco and were now planning to ride back. "Just wait: you'll see many more like us," we told them.

Incredulous or not, they made me a great rye sandwich with pickles and paneer.

Our return trip got off to a slow start: what the cue sheet lists as East Side Road, road signs indicate as Old River Road. (Google Maps splits the difference and lists both names.) I remembered similar problems on the Santa Rosa 600 in 2007, so we eventually found our way, though not before first heading towards Clear Lake.

Hwy. 101 had a broad shoulder, smooth pavement, and little traffic, but a steady headwind hampered our progress. I had been climbing well all day, but the wind and afternoon sun combined to sap my strength. I felt that I was no longer pulling my

weight in our threesome.

Somewhere around Geyserville we stopped for a nature break and a little food, and I found that I could not eat much. Fortunately, Chalk Hill Road soon provided eight miles of relief from the windy flats.

We stopped once more at a gas station near Santa Rosa to don arm warmers and refill water bottles, then resumed our paceline to Petaluma. Punctuated by big intersections and subdivision walls, these were easily the least scenic miles of the ride, but the route was fast and direct. We arrived at the Petaluma Safeway, checkpoint 3, around 6:45 p.m. An SF randonneur sat on a bench outside, waiting for a friend to pick him up after turning back due to knee problems.

The sun hung low above the hills as we climbed out of Petaluma towards Nicasio. Aron struggled a bit on the ascent, but we kept the pace moderate and stuck together to be more visible. I had only ever ridden this stretch in the

opposite direction, whether on brevets or to visit family in Davis, and it had always seemed like a big descent, so I was surprised by how gentle the climb was. Our pace edged higher as we reached the summit, and we raced down the far side to Nicasio Reservoir just as darkness fell. It was cold now: a brief pee break in Nicasio left me shivering. Aron and I took turns setting the pace up Dixon Ridge and over Whites Hill, while Russ finally showed signs of fatigue.

We were all exhausted and cold at this point, and the remaining miles passed slowly. In San Anselmo we stopped to put on every item of clothing we had, shivering under a streetlight and fussing with zippers while passers-by shot us questioning glances. Near Ross we took a wrong turn on a road I've ridden scores of times. On Camino Alto we descended slowly simply because going fast would have been too cold. I tried to eat another Powerbar, but as I discovered at home, it was

one too many.

Finally we arrived in Sausalito. San Francisco sparkled ahead of us, and the Bay Bridge stretched across the water, festooned with brightly lit suspension cables. After 250 miles, we hardly noticed the final climb to the Golden Gate Bridge. The sidewalks of the bridge are closed at night to try to prevent suicides, so we had to stop at either end to press a buzzer and wait for an operator to open the gates. But soon enough we rolled into the toll plaza, where Mark Behning was waiting for us with a sign-in sheet and plenty of food. It was 10:29 p.m. Surprisingly, I was not at all hungry, just cold and slightly nauseous. Aron kindly offered to give me a ride home; we had the heat on full-blast in his minivan.

I arrived home around 11 p.m. and was asleep before 11:30. Breakfast on Sunday was three poached eggs, most of a tub of cottage cheese, whole wheat toast, and lots of fruit. And still I was hungry.

### In the Blogs (continued)

*before with me, had said the same thing, and he's done Boston-Montreal-Boston and Paris-Brest-Paris on a tandem with Mary Crawley."*

+++

Back on the East Coast, Tom Rosenbauer saw a hardy bunch of randonneurs ignore wind, rain and cold to complete his PA Randonneurs 200K on April 4. Read more about it at his site, where you can link to a number of reports. One of the more vivid was posted by Juan Salazar at his

Cycloblogger site.:

*"As a turbulence researcher, I must say Quakertown, PA was a perfect place to perform turbulent measurements in the atmosphere yesterday. As a randonneur, when you must lean into the wind to stay on the bike, I would think the conditions were less than ideal for cycling. However, overcoming the obstacles, including the weather, is part of what randonneuring entails."*

Chip Adams of the D.C. Randonneurs gives us a sense of the challenges facing R-12 riders. Last November, Chip real-

ized his best chance to keep the streak alive was to complete a permanent between the end of one work day and the start of the next. Read his "Massanutten At Midnight 200K" report at my own The Daily Randonneur blog:

*I used my Mom and Dad's house to change into cycling gear and explained my plan to them. I probably shouldn't have done that, but I couldn't hide the fact that I was using their house to launch into some cycling campaign. Needless to say, there was some shock and concern on their part, and admittedly, on mine...."*

# Ask Bill | Looking Ahead to PBP 2011

Dear Bill,

*I'm a new randonneur and I've recently seen talk on a randonneur listserv about PBP 2011. I know it's still two years away, but do you have any tips that will help me make sure I'm successful at that event? I've done some century rides and one double-century.*

*Signed, Newcomer in New England*

Dear Newcomer,

First, welcome aboard. Take heart in the fact that many PBP finishers are successful on their first attempt, and they often start out with having done some centuries and doubles like you. However, offering advice about getting ready for any 1200k event could fill a book, and I think Paris-Brest-Paris has a few more demands than most other *grand randonnées*, such as dealing with the crowds (which usually wastes time while in various lines), and the evening start that most entrants take (and will mean a slower riding speed for the first 200 kms compared to a daytime start.) Also remember that there is no one correct method to prepare for PBP, as many *anciens* will tell you.

Still, I'll take a stab at your question if only to get you headed in the right direction—but it is important that you learn from your randonneuring events



Bill Bryant has been riding brevets since 1983 and is a two-time finisher of Paris-Brest-Paris. An organizer of local randonneuring events since 2000 with Lois Springsteen, he is also one of the founders of Randonneurs USA. Bill was on the RUSA Board of Directors from 1998-2006 and its President 2004-2005. Bill is also the recipient of the 2006 American Randonneur award. He is currently working on an in-depth history of Paris-Brest-Paris.

this season and during 2010 so that your 2011 qualifiers (and PBP itself) are successful.

Below are some ideas that I think are useful for someone contemplating his or her first PBP. I have not put them in order of importance, but think they should be considered as general concepts that you will want to expand upon as you gain randonneuring experience during the next two years.

First and foremost, remember that we're all individuals and come to randonneuring with different athletic talent, available time to train, innate ability to suffer, etc.—but almost anyone can be successful at PBP so long as they have an unyielding desire to finish. This will be needed in the long months of training as much as during PBP itself. Without an iron commitment to get your name on the Roll of Honor, then all bets are off. I've seen a lot of strong riders DNF because "it stopped being fun" while I've seen others of more modest ability fin-

ish PBP precisely because they could keep riding despite physical pain, awful weather, or both.

Your region of New England has a good record of hardy randonneurs and randonneuses who finish PBP; seek out their counsel and heed their advice, but mostly, follow their example during the toughest brevets during the next few years. Remember, *finishing is everything at PBP*; a faster time doesn't get as much attention as you might expect. If during the ride you need to drop your goal of attaining a faster time, so be it. Just back off and re-adjust your pace to something slower than what you had planned on and get your head back into the game, albeit at a slower pace. Once the event is done, folks invariably ask if you finished or not, not how fast you were. Never throw in the towel until you are officially out of time!

Get as fit as possible—your goal is to raise your overall riding speed. What you are looking for is having the luxury of time off

the bike for feeding and sleep, or to simply finish the ride that much sooner.

Remember that sometimes riders will get lost, have a serious equipment problem, suffer an injury, experience digestive problems, bonk, whatever. If one is already at the slow end of the field on their good days, then these setbacks can be catastrophic since they will eat up time in a big way. Or, as can happen during PBP, long periods of wet or windy weather can occur and that will slow everyone down. But if you have a good time cushion on all the control closing times, then these types of things are not so serious. Bryant's dictum is "Strong legs solve a lot of problems at PBP." Thus, do what you can to achieve the goal of getting faster—lose excess body fat, do intervals during your training, etc.

Simply riding a lot is needed for building your endurance, but you will want to incorporate speed-work into your other training rides. This will raise your cruising speed better than doing nothing but lots of long, steady rides. Also, endeavor to not lose too much fitness over winter, even when weekly hours of cycling will be curtailed; try other sports to compensate.

A qualified coach can help you use your weekly

■ Continued on page 28

Ask Bill (continued)

training hours effectively, or you can set up your own program. Either way, try to have some sort of structured training program during the two years leading up to PBP so that you can go faster for a given heart rate compared to where you are now.

As you train, don't neglect your upper body. PBP will wear out all your muscles, not just your legs. Work on your back, neck, shoulders and arms too. Be sure to stretch frequently and be flexible to help ward off the connecting tissue injuries that often result from the overuse common to randonneurs.

The steep part of the learning curve should be during 2009 and 2010; your 2011 brevets (especially the 400k and 600k events) should be more of a dress rehearsal for PBP. Try to develop your own style of randonneuring during the next two years and work out your pacing strategy, along with your clothing layers and lighting equipment. (By the 2010 brevets, for example, you should have already found a comfortable saddle and shoes.)

You will need an effective way to carry all your stuff—and that means keeping it dry in the rain, yet easily accessible so you don't have to unpack everything to find one item. The load should be as light as possible, and it should not "wag" as you climb out of the saddle. With the countless hills at PBP, you don't

want to limit your climbing effort due to a bike that weighs too much or wiggles from the way the load is being carried.

Another thing to consider is limiting the time of your stops. Practice making short stops on your local brevets until it becomes a habit. I've seen a number of new randonneurs who need to develop a (slight) sense of urgency when they are off the bike during a brevet; this will lead to a faster overall average speed, and this in turn, will create more sleep time at PBP. Taking in the sights and socializing during PBP is all well and good, but during a *grand randonnée* the cruel clock is always ticking and you want to save time whenever you can in order to have some "in the bank" for when you really need it. If you end up having a big time cushion by Brest, then you can slow down on the return to Paris if desired. But time wasted on the outbound leg, once lost, is very hard to recover. It is better to have extra time for unexpected sleep later on, than not enough.

Being a New Englander, one thing you will probably want to do during the summer of 2011 is go touring for 10 days or two weeks in a hot region (plus this can keep you in good shape after the 600k brevet is done. Carry a minimal load and use motels for sleeping, not a tent and sleeping bag. Your bike shouldn't weigh much more than what you'd bring for

PBP.) Northern France can have unusually high daily temperatures in summer and if one lives in a more temperate region, then they probably won't be acclimated to long-distance cycling in hot conditions. Similarly, riders from flat regions will want to go somewhere to do a lot of riding in the hills before PBP starts.

As for cycling in prolonged rain, as many editions of PBP have seen, the summers in my region are quite dry so I use the rainy months in late winter and early spring to work out my clothing layer choices and rain-riding techniques for PBP. (Nothing beats wool and fenders, in my opinion.) Basically, PBP can impose some significant climactic challenges during its four days and nights and one needs to be ready for whatever comes. Two-time PBP *ancien* Mike Dayton adds: "Follow the daily weather reports for northwest France from home via the internet. Get a sense of what to expect. Long before I flew to France, I checked the reports, saw how much cool rain was in the forecast, and packed accordingly, including clip-on fenders. That is the first and only time I've worn rain pants on a ride—but I finished. A few folks I know who did not have enough clothes to stay warm in the rain paid a big price."

One more thought about the "dress rehearsal" approach; we want to envision all the challenges that

can happen during PBP and try to be ready by practicing when we ride a long brevet. Nonetheless, unexpected things *do* happen to many entrants at PBP. It is how we handle these surprises that often makes the difference. Keep a cool head when something happens you hadn't anticipated, adjust to the new circumstances, and keep moving forward as best you can. Flexible thinking is a key to PBP success (so long as you keep your unflagging desire to finish intact.)

Find out what type of gut you have. The long rides cause digestive problems for many riders and finding what type(s) of fuel works best for you is important. If you eventually go with some type of liquid sports food, remember that it will be impossible to carry enough for 1200k without your bike weighing a ton. Re-supplying these powders from drop bags can help a lot (but at this writing I don't know if the popular drop bag service from Des Peres Travel at recent PBPs will be offered in 2011 or not.) On the other hand, a lot of randonneurs simply "live off the land" with food and drink they get along the route. (Part of the fun at PBP is experiencing the variety of foods you can eat, and the people you will meet while refueling.) This has the advantage of money and credit cards being lighter to carry than pounds

■Continued on next page

## Ask Bill (continued)

of powdered sports food. But regular foods can be slower to digest, and the cafeteria lines can be a real drag. (Water faucets are easy to find, one advantage to powdered sports foods.) So, you need to see how your digestive tract holds up on long rides with various types of cycling foods, especially on 400k and longer. Try to do as much of your research on this vital topic before 2011 arrives. Bottom line: you don't want to experiment at PBP, nor the 400k and 600k qualifiers in 2011.

Like your fuel, you want to thoroughly dial in your bike fit long before PBP arrives. Along with saddle height and setback, every other dimension of fit should be optimum for your PBP effort. The long ride will test all of your body, and any poor fit issues will likely result in some injury. Crank length and "Q" factor; pedal cleat placement; shoe size, width, arch height, and toe box design; handlebar width, drop, and reach; and stem rise and reach will all contribute to your overall bike fit. Don't find out the hard way that your neck or hand muscles give out after 48 hours because your handlebars are slightly too far from your saddle, or too low. (Once you have everything worked out, it is a very good idea to carefully record these various measurements so that when you re-assemble your bike after the flight to Paris you get everything *just right*.

During PBP, unintentional bike fit changes brought on by imprecise bike assembly can cause injuries late in the ride.)

As you begin PBP, save something for the second half of the ride. With all the hoopla at the start, the big pacelines heading west from Paris, and the euphoric release of stress after months of preparation, it is easy to go out too fast. This unwise expenditure of energy may come back to haunt you on the return.

Start on a thoroughly reliable bicycle that won't let you down. That means carefully inspecting all parts and the frame and fork for cracks periodically. Also check all bearings for roughness or lack of grease—nothing last forever, especially with randonneurs. It is a good idea to replace the chain, gear cassette, and shifting cables sometime after your 600k is done, but before the last training block in July. You don't want to go to France with brand-new parts in case there is a product defect, or sub-par installation at the bike shop. Put on new tires just before you pack your bike, then do a few shakedown rides once you get to St. Quentin-en-Yvelines. (Assuming you go directly to the event, that is. Personally, I think that a week's tour in Normandy and Brittany just before PBP is a good thing to do for a variety of reasons. I install new tires after the pre-PBP tour is done.)

If you are not single, you need to have a supportive family environment to do PBP well. Earning your PBP finisher's medal is essentially a self-centered pursuit and its lure may not be apparent to others (including many other cyclists.) Be sure you don't cause problems with your significant other during the next few years as you undertake this long journey. On the other hand, with them solidly supporting your quest, it will give you extra strength.

Of course, all the foregoing is just one guy's opinion. Other veterans will

have theirs too and you should listen to them as well. My better half is five-for-five at PBP and she has helped me with this brief summary so I think it is worth considering. In any event, best wishes for a successful PBP in a few years' time. I think all of us will tell you that the profound feeling of satisfaction and joy you get crossing the finish line is worth all the effort that goes into such a crazy dream. *Bonne Route!*

*Have a question about randonneuring? Send it to: [bill\\_bryant@prodigy.net](mailto:bill_bryant@prodigy.net).*

## Franklin Frames | Newark, Ohio

<http://home.windstream.net/franklinframe/>



Glenn's Franklin frame. The paint scheme has a decidedly English feel, down to a color that is very close to that of the 1970s Raleigh Professionals.



Since my first brevet in 2004 it seems I have been looking for the perfect frame for long distance cycling. By PBP 07 I had found a mid-80s Mercian that fit me very well and is a joy to ride ... but not perfect. Using most of the geometry of the Mercian, I had Franklin Frames of Newark Ohio braze up a new frame last winter.

I asked for Reynolds 853OS tubing with 73 degree angles and fairly long chain stays. I also have it set up with fender mounts but decided I would not mount a rack. Because I will mount fenders at times and like tires up to 700x32 I had mounts for Paul centerpulls brazed on. After riding the frame for about 1,000 miles, I'm completely convinced that they are the best brake made for randonneuring. The rest of the build consists of a 2003 Campagnolo Record group. The stem, bars, and seatpost are Nitto.

So far a 300km brevet is my longest ride on this frame but I felt like it handles short, out of the saddle rollers and extended climbing much better than anything I've owned before. I'm definitely excited about a long season of brevets on a bike that may not be perfect, but getting close.

—Glenn Himstedt

# Product Reviews | Lights, Wool, TV, Bar Tape, Caps



## Little Package Cycling Caps

<http://little-package.com/>  
Cotton cap: starting at \$17  
Wool cap: starting at \$32  
Reviewer: Branson Kimball

What's not to love about cycling caps? They help keep you warm in the winter, cool in the summer, shield your eyes from rain or sun. They even help you look kinda like your favorite Classics specialist!

The only downside for my fondness for them is that most don't fit my plane-toid-sized noggin. To quote Mike Myers in "So You Want To Marry An Axe-Murderer?": "Head! HEAD! My Gahd, that boy has a melon!"

So Little Package Cycling Caps to the rescue. Little Package is seamstress Caroline, and she makes every custom cap by hand. You simply drop her a note with what you're looking for, she replies, you send her your measurements and payment, and a few weeks later, viola! A little package arrives with your very own custom cap.

The quality of Caroline's caps is fantastic. For mine, she used cotton twill fab-

ric that's not too heavy, not too light. Her stitching is beautiful, especially when it's in a contrasting color. She really sweats the details. Her caps are so nice, I feel a little guilty wearing them in bad weather. Even so, they held up perfectly when I did.

Caroline doesn't do screen-printing, but she will find whatever fabric and color you're

looking for. She sews in wool and other materials too.

Chapeau, Caroline! Chapeau.

[Editor's note: RUSA also has cycling caps available through the RUSA store.]

## Joneswares 'Dash' Tank Baselayer

[www.joneswares.com](http://www.joneswares.com)  
100% Merino Wool  
150 gr/meter.

Price: \$40 for sleeveless;  
\$45 for sleeve version  
Reviewer: Mike Dayton

Wool? In the summertime? In steamy North Carolina? Deb of Joneswares (a RUSA advertiser) occasionally sends products to try out. The latest was a very lightweight, sleeveless base layer.

**Impressions.** I found it hard to believe it's wool — it felt as thin as polyester or lycra. Deb says it's a new fabric being considered for an ultralight summer base. It should be available in men and women's versions in May or June.

**Use.** I hadn't expected to put it through the paces in time for the May

issue, but we had a day of record heat (92 F) for our April 25 300K. I decided to wear it under my jersey. I figured if I started to heat up, I could strip off the base layer and stuff it in a jersey pocket. In fact, I kept it on all day and felt reasonably comfortable.

**Verdict:** This product seems like a good choice for the summer rides that spill over into the night. A vest and arm warmers would probably be enough to get you by as the evening cools off. As always, the quality from Joneswares is outstanding.

## Planet Bike Blaze 1w Wired Headlight

Reviewer: Jeff Radon  
Various online vendors, local retailers  
Price: \$28-\$44

**Test period.** 4 weeks of commuting  
**Installation.** No problem ... plenty of extra wire to experiment with mounting positions.

**Beam quality.** Okay. A little too diffuse to rely on when traveling unfamiliar roads. But, on my commutes (over well known paths) it's adequate.

**H2O-proofness.** Good so far. I've ridden in lots o' rain lately and have not had any issues with water penetration so far.

**Bomb-proofness.** Not so good... I have found that this lamp will rattle itself apart when traveling over bumpy roads. Literally, it breaks apart in pieces (fortunately the wires hold it together until you can stop and jam the parts back in place). I've had to super-glue the bugger together.

■Continued on next page

## Product Reviews (continued)

**Summary.** I would not rely on this lamp for anything but commuting over familiar roads (with a back-up lamp in my saddlebag just in case). I would not recommend this for rando events and I will not purchase another Blaze.

### Cycling TV

<http://www.cycling.tv/>

Price: \$25-\$99

Reviewer: Wes Johnson

Would you pay \$99 to watch cycling races for the year? I signed up to <http://www.cycling.tv/> early this year. I wanted to see more racing than is currently offered in the U.S. After using it for a few months here is a quick review.

**Packages.** They have a few tiers for races, offering a couple different levels, depending on the size of the races you want. There are also Giro and Vuelta only packages, if you only want the Grand Tours. Cost is between \$25 and \$99.

**Races.** You mean there are other races than the Grand Tours and the classics? I've seen most of the week-long stage races and tons of the Belgian one-day races so far this year. Most of the races are shown live and all of them without commercials (no more commercials right before the sprint!!). They have shown about 50 races or stages since January, including a few cyclo-cross and track events. The commentators are

quite good with some being covered by former pro Magnus Backstedt. If you have only watched a race with Phil and Paul commentating you may need some time to adjust.

**Quality.** If you miss an event the highlights and the recorded "as-live" are available in a few hours. Sometime I have to be a hermit and avoid the cycling news site until I can watch the race. The on demand videos are always available so you can watch last year's Paris-Roubaix. The downside is you have to use the player they supply. It only runs in a small window or full-screen. The full-screen looks pretty grainy even using the highest of the 3 bit-rates they offer. I wish it had the ability to resize to make the player slightly larger. They have some free2view stuff so you can try out the quality before buying.

**Overall.** The service has been good. I haven't had many issues with slow connectivity or playback issues, but there have been a few. Normally, I wait until the as-live is available to see the start and interviews then move further into the race. I did watch all 4+ hours of Paris Roubaix though... If you like watching the coverage on Versus but want it more than one time a week this is a great service. One thing to watch—some events are highlights only. Depending on the distribution rights, like the Tour and Versus, some events aren't live. The site doesn't explain this

well and the race list seems more like a "guideline." It has not bothered me much but somebody may want an iron-clad list before they fork over 100 bucks.

A great day on the bike trumps watching somebody else ride, but it is good entertainment on those rainy days.

A warning for Mac users — watching live events works pretty well with Cycling.tv but there are known issues with their "as-live" archives, according to one Mac user.

### Brooks Leather Handlebar Wrap

Various online & local retailers

Price \$44-\$60

Reviewer: Jeff Radon

Since January, I've been using Brooks honey-colored Leather Bar Wrap on my Quickbeam commuting bike (in all kinds of weather while wearing all types of hand gear). Here's my evaluation...

**Appearance.** Very nice! The more the wrap is exposed to the elements, the better it looks (just like your Brooks saddle). After four months, mine looks very "experienced." It holds up extremely well to palm wear (no hint of thinning at all). There is no need to treat it or hide it from the elements.

**Installation.** Here's a trick.. I had read that some users had problems with the tape slipping its wrap when it became wet. My solution—

bypass the middle man and soak the tape before I wrap it. So, I dunked it in warm water until it was completely penetrated, and then I stretched it while I wrapped it. Results: very tight seams, full coverage (even with 46cm Nitto bars), and no slippage at all (and I've been riding in rain a lot since January).

**Brooks wood and cork bar plugs.** They're crap. Once wet, the Elmer's glue that held them together melted and they basically self destructed (leaving two cork heads protruding from my bars). I've since replaced them with vintage Phleuger plugs.

**Crash test.** Well, I did wreck on a recent commute to Reston and landed on the right side of the bars. The tape did not rip like conventional tape would. Instead, it kind of shredded (leaving the affected side furry). I took a butane lighter to the fur and it all looks ok now. I do not intend to replace the wrap... it's fine.

**Summary.** For looks, can't beat it. Cost (\$60 on ebay with free shipping). Well, that's a personal decision—hard to justify, for sure. Anticipated lifespan—I'm sure this will last as long as I own this bike. Would I buy it again? Sure. It matches the retro appearance of the frameset and the saddle and is really comfortable. In fact, it becomes a bit sticky when wet (just the opposite of the synthetic stuff I formerly used).



## PHOTO GALLERY

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**Photographer** | Gino Zahnd

California rider Gino Zahnd uploaded this picture of Todd Teachout to RUSA's online photo pool. The caption: "Personally, I think this should be used in some upcoming piece of RUSA literature. :-)" Gino, you got your wish!

# American Randonneur

## Randonneurs USA Member Souvenir Order Form

ITEM	DESCRIPTION	PRICE	SIZE	QTY	TOTAL	S & H
RUSA CLASSIC LOGO JERSEY	SHORT-SLEEVE TOURING JERSEY: S-M-L-XL-XXL	\$65.00				
RUSA LONG-SLEEVE JERSEY	LONG-SLEEVE RUSA JERSEY S-M-L-XL-XXL	\$75.00				
RUSA PBP 2007 JERSEY	SHORT SLEEVE JERSEY: Size XXL only	\$65.00				
SHORT SLEEVE WOOL JERSEY	MENS SIZES: L - XL - XXL WOMENS SIZES: S - M - L	\$90.00				
LONG SLEEVE WOOL JERSEY	MENS SIZES: M - L - XL - XXL WOMENS SIZES: S - M - L	\$95.00				
RUSA SLEEVELESS WIND VEST	RUNS SMALL: S-M-XL-XXL	\$55.00				
RUSA POLO SHIRT	WHITE WITH EMBROIDERED LOGO: S-M-L-XL	\$27.00				
RUSA T-SHIRT	WHITE SHORT-SLEEVE: S-M-L-XL	\$12.00				
RUSA FLECHE T-SHIRT	WHITE SHORT SLEEVE with Black Trim: M-L-XL	\$12.00				
RUSA WATERBOTTLE	WHITE 28 OZ WATERBOTTLE	\$5.00				
RUSA CYCLING SHORTS	LYCRA BLACK SHORTS: S-M-L-XL	\$45.00				
RUSA LAPEL PIN	SINGLE PIN	\$2.00				
RUSA LAPEL PINS	2-9 PINS	\$1.75				
RUSA LAPEL PINS	10 OR MORE PINS	\$1.25				
RUSA REFLECTIVE SASH	SAYRE Sash: Yellow: Limit 2 pp	\$5.00				
RUSA REFLECTIVE ANKLE BANDS	SAYRE: Yellow Velcro: Sold in pairs: Limit: 2 pr pp	\$2.00pr				
REFLECTIVE SCOTCHLITE TAPE	9" Strip of 3M Reflective Adhesive Tape	50¢				
RUSA REFLECTIVE YIELD SIGN	YELLOW & ORANGE REFLECTIVE TRIANGLE: Limit 2 pp	\$5.00				
RUSA SOCKS	SNUG FITTING CYCLING SOCKS: S/M or L/XL	\$10.00pr				
RUSA COTTON CAP	WHITE-BLUE-RED CAP WITH RUSA LOGO: S/M or L/XL	\$16.50				
RUSA WOOL CAP	WHITE-BLUE-RED CAP WITH RUSA LOGO: S/M or L/XL	\$27.50				
RUSA WOOL CAP w/ EAR-FLAPS	WHITE-BLUE-RED CAP WITH RUSA LOGO: S/M or L/XL	\$31.50				
RUSA DUFFEL BAG	WHITE LIGHTWEIGHT NYLON WITH RED TRIM	\$10.00				
RUSA CERAMIC MUG	WHITE 10oz MUG WITH RUSA LOGO	\$8.00				
PBP 1999 YEARBOOK	PBP 1999 STORIES & RESULTS	\$7.00				
RUSA HANDBOOK	MEMBER RULES, REGULATIONS & ADVICE	\$6.00				
RUSA LOGO DECAL	3" x 5" REMOVABLE VINYL COLOR LOGO DECAL	\$1.00				
RUSA TOP TUBE DECAL	5" x 1" REMOVABLE (BLUE & WHITE LETTERING)	\$0.25				
PBP 2007 DECAL	3" x 5" REMOVABLE VINYL COLOR LOGO DECAL	\$1.00				

Number of Items

**SHIPPING & HANDLING (USA):**

\$5.00 for first item. Add \$1.00 for each additional item  
(except decals, strips or under 10 pins)

To order online, visit the RUSA Store at  
[www.rusa.org](http://www.rusa.org)

<b>Subtotal</b>	
<b>S &amp; H</b>	
<b>Total</b>	

NAME \_\_\_\_\_ RUSA MEMBER # \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 TELEPHONE \_\_\_\_\_ EMAIL \_\_\_\_\_ DATE \_\_\_\_\_

**PAYMENT METHODS:**

**PAYPAL:** [www.paypal.com](http://www.paypal.com) and send payment to [souvenirs@rusa.org](mailto:souvenirs@rusa.org)

**CHECK:** payable to Randonneurs USA; send to RUSA Souvenirs, 10 Bliss Mine Rd, Middletown, RI 02842

Questions? Email us: [souvenirs@rusa.org](mailto:souvenirs@rusa.org)

1 20 2009



Randonneurs USA Membership Form

PLEASE PRINT CLEARLY!

Renewal New Member

Name : \_\_\_\_\_ RUSA # \_\_\_\_\_
Address : \_\_\_\_\_
City : \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_
Country : \_\_\_\_\_ Tel: ( \_\_\_\_\_ ) \_\_\_\_\_
E-mail: \_\_\_\_\_
Local Club : (full name) \_\_\_\_\_
Birth Date : \_\_\_\_\_ Gender (M/F): \_\_\_\_\_
Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Randonneurs USA keeps personal member information private.

Membership Types and Terms: Please Check One

- Individual Membership
One Year \$20.00 Two Years \$40.00 Three Years \$60.00
Foreign Membership (if residence and mailing address is outside the United States)
One Year \$30.00 Two Years \$60.00 Three Years \$90.00
Household Membership (limit two names; please add the second person's information below)
One Year \$30.00 Two Years \$60.00 Three Years \$90.00

- Complete this section for Household Membership only -
Name : \_\_\_\_\_ RUSA # \_\_\_\_\_
E-mail: \_\_\_\_\_
Birth Date : \_\_\_\_\_ Gender (M/F): \_\_\_\_\_
Signature \_\_\_\_\_ Date \_\_\_\_\_

Memberships are active for the calendar year. Members agree to abide by the membership policy.

If RUSA publishes a RUSA Membership Directory, may we list your name and mailing address?
Yes No

Make check payable to Randonneurs USA in US Dollars. Amount Enclosed: \$ \_\_\_\_\_

Send this form and payment to:

Don Hamilton
RUSA Membership Office
3078 Wakeshire Drive
Dublin Ohio 43017

Please allow two weeks for processing.