

AMERICAN RANDONNEUR

Volume Twelve Issue #4

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Board Member	Don Hamilton
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Message from the President

As we close the books on another successful year of randonneuring in the US, I'd like to thank our volunteers and give a preview for 2010.



LOIS SPRINGSTEEN

Please join with me in thanking our retiring RBAs for their service and welcome the new ones to our team. **Michael Berry** is stepping aside in San Diego and is being replaced by **Dennis Stryker**. **Jason Karp** started a new region in Bozeman, MT this past year and **Steve Yetman** is handling Greenville-Spartanburg, SC as **Bethany Davison** retires. And you, riders, please don't forget to take a look at the points page of our website at www.rusa.org/points.html and pat yourselves on the back as you ask your local RBA if there is anything you can do to help out.

We also have some changes to the volunteer team as **Scott Brittle** retires as Route Coordinator. As is so often the case, we've had to replace him with three people as our sport continues to grow. Thanks go to **Tim Bol**, **John Kramer**, and **Geoff Swarts** who have stepped up to handle the Brevet Routes certification duties. As **Bill Bryant** retires as Team Randonnée Coordinator, we welcome **Paul Johnson** to that post. I'm pleased to report that Bill is not getting too far away because like many of you, I continue to "Ask Bill" on a regular basis. The online RUSA store and awards system has been a wonderful addition in the evolution of our member services and we thank **Jim Kuehn** as its software developer. All of these members make valuable contributions to our sport and we owe them a huge debt of gratitude.

With our recent election, RUSA Board of Director changes are also afoot. We will be saying goodbye to **Don Hamilton** as his term limit is reached at the end of 2009 and we welcome new board member **Cecil Reniche-Smith** to the board for 2010. As Don leaves the board, I reflect fondly on his active participation these many years and will continue to value his opinion as we keep him on our volunteer staff. **Jennifer Wise** was reelected for an additional term on the board as was **John Lee Ellis** as RBA Liaison. We are so very fortunate to have such a talented field of volunteers who also stood for election this fall as we thank **Ed Felker**, **Greg Olmstead** and **Phyllis Hamilton**; these members are already extremely active as RUSA volunteers in their locale and on a national level and we look forward to their continued contributions. It takes a special

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RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
5535	Ken Coonley	Rockford	IL	5595	Aaron L Bratka	Xenia	OH
5536	Chris Sharkey	Issaquah	WA	5596	Kari Crowe	Campton	NH
5537	David V Miller	Corvallis	OR	5597	Aaron Bigio	Chestnut Hill	MA
5538	Keith Snyder	New York	NY	5598	Oral Powell	Montego Bay	Jamaica
5539	Andi Ramer	San Diego	CA	5599	Michael Yates	Fort Worth	TX
5540	Don Ramer	San Diego	CA	5600	Rick Hall	Delavan	WI
5541	Margaret O'Kelley	El Paso	TX	5601	James Simpson	Scottsdale	AZ
5542	Alex Shnyra	Overland Park	KS	5602	Jane McClellan	Concord	MA
5543	Charles Eaton	Midland	TX	5603	Leslie Shapiro	Atlanta	GA
5544	Mike Morganson	Anchorage	AK	5604	Cliff Hopkins	Silver Spring	MD
5545	John M Kerrigan	Midland	TX	5605	Clif Dierking	Severna Park	MD
5546	Kendall Wong	Odessa	TX	5606	Rick Stafford	Minneapolis	MN
5547	Ben Aranda	Milliken	CO	5607	Blaine Conrad	Portland	OR
5548	Meyling Sanford	Odessa	TX	5608	Charlie Ferrell	Minneapolis	MN
5549	Yolanda Guerra	Odessa	TX	5609	Michael Price	Anchorage	AK
5550	Peter Norquist	Pleasanton	CA	5610	Anna Price	Anchorage	AK
5551	Dennis Ahern	Boise	ID	5611	James Stollenwerck	Watch Hill	RI
5552	Afra Zmrhal	Boulder	CO	5612	Pat Damron	Monroe	WA
5553	David A Loomans	Weston	WI	5613	M P Chandra	Irving	TX
5554	Bill Gashler	Lakewood	CO	5614	Kaitlin Zoe Haws	Seattle	WA
5555	Chris D Priest	Lakeville	MN	5615	Jim Wisener	Carlsbad	CA
5556	Richard Moore	Edina	MN	5616	Wally Pistone	Vista	CA
5557	Thomas Gosnell	Stillwater	OK	5617	Samuel Thomas	Temecula	CA
5558	Michele Brougher	St Louis Park	MN	5618	Daniel B Phillips	Oceanside	CA
5559	Craig Mosher	Ben Lomond	CA	5619	Joe Morgan	Carlsbad	CA
5560	Stephen Lamb	Tigard	OR	5620	Wayne Jacobsen	San Juan Capistrano	CA
5561	Randall Anderson	Minneapolis	MN	5621	Curt Shumway	Chandler	AZ
5562	William L Kyburz	Vienna	VA	5622	Cammillo Fenzi	Woodside	CA
5563	Marilyn E Anderson	Vienna	VA	5623	Harold Kloefer	Yuma	AZ
5564	Mike Ziemke	Merrill	WI	5624	Oswaldo Colavin	San Diego	CA
5565	Nick Lucas	Mandeville	LA	5625	Mike Abbott	Santa Barbara	CA
5566	Terry Keele	West Linn	OR	5626	Jason Dom	Waynesboro	PA
5567	Paulo Irulegui	Redwood City	CA	5627	Chip Benson	Memphis	TN
5568	Jeffery White	Midwest City	OK	5628	Kyly McMurray	Vancouver	WA
5569	Andrei Solodin	Saint Paul	MN	5629	Pat Thornton	Arlington	TX
5570	Ron Shaw	Chicago	IL	5630	Phil Auchten	Vista	CA
5571	Kate Watkins	Anchorage	AK	5631	Dave Provine	Millersville	MD
5572	Michael Henderson	Dolores	CO	5632	Todd LeBlanc	Lakewood	CO
5573	Bryan Berna	Bremerton	WA	5633	Wil Rogers	Maitland	FL
5574	Michael Solecki	Wilton	CT	5634	James Ruppel	Annapolis	MD
5575	Tom Grenier	Anchorage	AK	5635	Sadaf Syeda	Brooklyn Park	MN
5576	Michael C Ahrens	Chicago	IL	5636	Bryan McConnell	Kingman	AZ
5577	Ted Archer	Corinth	TX	5637	Christopher C Chun	Escondido	CA
5578	Don Counts	San Diego	CA	5638	Jay A Yurkiw	Columbus	OH
5579	Rose Baker	Arlington	TX	5639	Robert E Abraham	Escondido	CA
5580	Michael W Ryan	The Woodlands	TX	5640	Mick Jordan	Palo Alto	CA
5581	James D House	Maumee	OH	5641	Fredia Barry	Nashville	TN
5582	Ken Engh	Spencerville	OH	5642	Thomas Trinidad	Jackson	TN
5583	James J Van Campen	Mountain View	CA	5643	Kurt Schusterman	Brentwood	TN
5584	Kristine L Symer	Tacoma	WA	5644	Adrian Rodriguez	Houston	TX
5585	Dija A Amer	Brooklyn	NY	5645	Jonathan F Wendel	Ames	IA
5586	Amie Holliden	Portsmouth	VA	5646	Wayne Clark	Cary	NC
5587	Acmae El Yacoubi	Ithaca	NY	5647	Chris Shumate	Carlsbad	CA
5588	Ashok R Singh	Chester	NY	5648	Cindy Gagnon	Boulder	CO
5589	Edward A Whittaker	Hoboken	NJ	5649	Elisa M Ross	Gervais	OR
5590	Steve Gleason	Golden Valley	MN	5650	Mamie Brouwer	Seattle	WA
5591	Pascal Hannecart	Norfolk	VA	5651	Kevin Bloom	Tallahassee	FL
5592	Alan Hall	Plano	TX	5652	J Ernest Lanas	Dallas	TX
5593	James Costello	Millville	NJ	5653	Shannon Jordan	Allen	TX
5594	Charles Lotte	West Hills	CA				

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RUSA Welcomes Its New Members!

■Continued from page 3

5654	Paul Cronin	Lafayette	CO	5683	Dave Pettigrew	Fort Myers	FL
5655	Mike Moran	Boca Raton	FL	5684	Tim Zak	Pittsburgh	PA
5656	Matthew Brooks	Chula Vista	CA	5685	John Lepire	Newport Beach	CA
5657	Steve Saltzman	Durham	NC	5686	Beckett Haight	Long Beach	CA
5658	Irek Koziol	Chicago	IL	5687	John Klever	Denver	CO
5659	Pramila Jayapal	Seattle	WA	5688	John Gordon	Tobaccoville	NC
5660	Carol Nin	Indianapolis	IN	5689	Dari Bartz	Columbus	OH
5661	Gerald Torrance	Corinth	TX	5690	Alan Travis	Phoenix	AZ
5662	Mark Reynolds	Lubbock	TX	5691	Len Szmurlo	Glenwood	IA
5663	David Parsons	Portland	OR	5692	Lloyd Jones	Westminster	CO
5664	Tanya Swarts	Mercer Island	WA	5693	Sarah Mullin	Minot	ND
5665	Michael Schechter	Seattle	WA	5694	Michael Baker	Blackshear	GA
5666	Jim Slyfield	Bothell	WA	5695	Kenneth Eugene Askew Jr	Eden Prairie	MN
5667	Lyn Gill	Kent	WA	5696	William Hunt	Fountain Valley	CA
5668	Jo Ann Frink	Santa Clara	CA	5697	Ogden John Olmstead	Rocky Mount	NC
5669	Erika G M Reeves	Denton	TX	5698	Jerry Riccardi	Kansas City	MO
5670	Edward Patrick Reeves	Denton	TX	5699	Charlie Fenske	Fort Worth	TX
5671	Cressler Heasley	Dallas	TX	5700	James Heyman	Plymouth	MN
5672	Wallace J Bigler	Houston	TX	5701	Steve Valladolid	San Diego	CA
5673	Edward Yu	Mountain View	CA	5702	Donald Jagel	Germansville	PA
5674	Adam Lowe	Mansfield	TX	5703	Allen Jansa	Garden City	TX
5675	Dr. Randall Dirks	Waconia	MN	5704	Kevin Gregory	Dallas	TX
5676	Rebecca Dirks	Waconia	MN	5705	Thatch VandenBergh	Centennial	CO
5677	Jonathan Clamp	Princeton	NJ	5706	Neil Fleming	Atlanta	GA
5678	Darin Crowley	Crestview	FL	5707	Maria Falbo	Raleigh	NC
5679	Alan Gossard	Kirklin	IN	5708	John Kydd	Bainbridge Island	WA
5680	Ben Thibodeaux	Katy	TX	5709	Ken Lanteigne	Columbus	IN
5681	Theodore J Burke	Bellevue	WA	5710	Steven Moss	Holbrook	NY
5682	Benny Kincer	Glen Burnie	MD	5711	Patrick Weiss	San Jose	CA
				5712	Lisa Clark	Shaker Heights	OH

Latest R-12 Recipients

Alan Gosart [2]	Murfreesboro, TN
Ed Kristensen	Escondido, CA
Narayan Krishnamoorthy [2]	Kirkland, WA
Eric D Anderson	Anaheim, CA
Kenneth Jessett	Houston, TX
Jeff Newberry	Austin, TX
Roland Bevan	Ben Lomond, CA
Alan Bell	Seatac, WA
Bruce R Berg	Berkeley, CA
Steven T Graves [2]	Gretna, LA
Christopher Heg	Seattle, WA
George Winkert [3]	Highland, MD
Dion G Dyer [2]	San Diego, CA
Richard Stum	Mt Pleasant, UT
Patrick Horchoff [2]	River Ridge, LA

Suzanne Nowlis (F)	Seattle, WA
Janice Chernekov (F)	Lyon Station, PA
Ian Flitcroft	Williamson, GA
Robert Riggs [4]	Houston, TX
Andrea Koenig (F) [2]	Denver, CO
William Fischer	Elmira, NY
Bob Hammond	Southlake, TX
Charles Jenkins [2]	Denison, TX
Patricia Jenkins (F) [2]	Denison, TX
James N Smith [2]	Gunnison, UT
Mark Vinette [3]	Bethesda, MD
Brenda Barnell (F) [5]	Dallas, TX
Jon Monteith	Houston, TX
Tom Marchand	Jacksonville, FL
Mark Wolff	Jacksonville, FL

(F) = Female; [#] = No. of R-12 Awards

President's Message (continued)

person to step forward to volunteer for these growing jobs and our organization is all the richer for it.

As we look forward to 2010 and beyond, I'd like to draw your attention to some important pieces in this newsletter. Excitement is already building for PBP in 2011 as we notice a very full calendar of ACP brevets for next year. John Lee Ellis has prepared a Q&A piece on qualifying for PBP. It is my sincere hope that everyone who wishes to go to PBP will have that opportunity so in that vein, RUSA will continue to provide information to everyone as the ACP formulates its entry plans.

As we go to print, we have 509 events on our calendar for 2010 (so far). This represents more than a 4-fold increase over the quantity of events that were offered back in 1999 when we had "only" 28 regions. For 2010 we now have 47 regions offering events. The health of our organization is strong but depends on your continued volunteer efforts. Ask your RBA if you can help out, or drop us an e-mail or give us a call to tell us how you'd enjoy helping out.



Wise, Reniche-Smith Win RUSA Board Seats

Ellis Re-elected As RBA-Liaison



Wise



Reniche-Smith



Ellis

Jennifer Wise, a founding member of Randonneurs USA, has been re-elected to the group's Board of Governors, while Oregon randonneur Cecil Reniche-Smith won a seat in RUSA's latest election for three-year terms from 1/1/2010 to 12/31/2012.

Colorado RBA John Lee Ellis was re-elected as RBA-Liaison.

Reniche-Smith will fill the seat of retiring board member Don Hamilton, who was not eligible for reelection.

In the latest election, 303 of RUSA's 2,350 active members voted by regular mail or e-mail. Twenty members voted for only one candidate.

These votes were recorded for the general board candidates: Jennifer Wise—239; Cecil Reniche-Smith—134; Ed Felker—122; Greg Olmstead—47; and Phyllis Hamilton—44.

Ellis received 17 votes from RUSA's RBAs for the liaison post. Only RBAs can vote for that position.

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

The 2010 board will be comprised of Wise, Reniche-Smith, Ellis, Lois Springsteen, Eric Vigoren, Edward Robinson and Mike Dayton.

"The board extends a special thanks to Don Hamilton for his years of dedicated service to U.S. randonneurs as chair of the Membership Committee and his leadership on RUSA's board," said Springsteen, RUSA's president. "His input on the board will be missed and his counsel will continue to be sought."



May 4, 1963 – October 3, 2009

Remembering Todd Martin | The Salamander King

BY PAM WRIGHT

Todd George Martin was a friend like no other to so many. Quiet and consistent, Todd never wavered from his love of cycling and the friends lucky enough to know and ride with him. He gave selflessly of his time and knowledge, always quick to ride with or help another. We were all lucky to call him friend. Todd touched so many people in so many ways that there aren't enough words. He lived many lives in his short time and found his home with cycling. He had been heard to say the last 6 years were the happiest years of his life.

Born May 4, 1963 in Walnut Creek, CA, Todd moved to Ohio at the age of 14 to live with his father. In his early 20's, he moved to North Texas which he called home until his untimely death.

Upon hearing of his unexpected death at the age of 46, cyclists and friends throughout North Texas expressed disbelief and dismay. The picture of health, Todd, "Hott Toddie" to so many, displayed the grace, character and humanity we all strive for. Always the first to help and always the first to encourage, Todd was the ever-present smile, the cool head under pressure and the conscience to live your life as you would like others to know you. Most knew him as a cyclist first and foremost as he rode with two primary



clubs and logged tens of thousands of miles, first with the Fort Worth Bicycling Association and then with Lone Star Randonneurs. With both groups, he was a quiet and beloved leader.

Known for his devotion to Subway sandwiches and 100 mile "fades" in the heat, Todd could eat the biggest meal on a brevet and MacGyver his (and our) way out of any mechanical issue. He could impersonate at will and somehow knew every song, including commercials and TV jingles. As LSR continued to tease him about his heat issues, Sparky the Salamander found a home with Todd and before being kidnapped and held for ran-

som by nefarious forces, Sparky enjoyed vacations away from Todd on RAAM and PBP. Sparky lived on Todd's helmet until his own untimely death due to heat stroke.

Todd wrote of himself "They told me when I was in high school that when I got older, I would still be acting like a teenager, doing crazy stuff, playing with some of the same toys I used to play with and stuff. I guess they were right. I still do and I love it. The toys cost a little more nowadays but everything does. I never wanted



some of the regular stuff everyone else has, I do my own thing. Regular has just never been a word I would use to describe myself."

A RUSA member since 2006, Todd is survived by his father, George Martin, Richwood, OH; sister Lindsey Anne Cannon, Pleasant Hills, CA; and his chosen families of the Fort Worth Bicycling Association and Lone Star Randonneurs who miss him very much.

Long live the Salamander King.

Steven H. Barbour P.E.

Steven H. Barbour, 58, of Upper Arlington, died Wednesday, July 22, 2009 at the O.S.U. Medical Center following injuries sustained while riding his bicycle on Saturday, July 18, 2009.

He was born May 14, 1951 in Portsmouth, Oh., son of Hercules and Caroline (Miniotis) Barbour. Steve was a civil engineer with the Ohio Department of Transportation retiring after 25 years of service. Previously he was employed by R.D. Zande &

Associates for several years. Steve gave the gift of life to others by being a tissue donor.

He was a 1969 graduate of Whetstone High School and received a Bachelor of Science in Civil Engineering from Ohio State University in 1973. He was a member of the Annunciation, Greek Orthodox Cathedral. Steve had a passion for cycling. He was a member of Columbus Outdoor Pursuits and has been leading rides since the 1980s. He's participated and volunteered in TOSRV, Columbus Fall Challenge, and Top of Ohio



rides. He's been awarded the prize for cycling the most miles to the Hilly Hundred in Bloomington, Ind. several times. Steve especially enjoyed the Randonneur

Rides (long distance, timed, unsupported rides) and Boston-Montreal-Boston. He was well known and liked in the Central Ohio cycling community. Steve will be remembered for his kind spirit, his eagerness to help, his concern for others, his sense of humor and his love for uphill riding. He will be deeply missed by family and friends. The family would like to thank the staff of the OSU Medical Center and Lifeline of Ohio for the compassionate and professional care provided for Steve and the family.

Steve Barbour: A Passion for Cycling, a Very Fine Friend to All

BY DONNA BUSH

Editor's note: The following is an excerpt of a remembrance submitted by a riding friend of Steve's.

I was blessed to have known Steve and have the privilege to ride with him. Steve was a quiet and gentle soul, whose kindness endeared you to him.

If there's just one amazing thing to be said about Steve Barbour, it is, that the man could climb hills. Okay, so you think, "what is so amazing about that?" We all climb hills. Ah, but here is the kicker. Put all these attributes together at one time. He climbed hills always standing, never sitting, any hill or mountain, anywhere, any length, and all the while chatting up a storm without breaking a sweat. I'm telling you, that is just plain unnatural! I knew of no one else who could actually speak,

let alone hold a conversation going up some of these Ohio hills. Not Steve though. He would be carrying on about something, ask you a question, and typically our answer would be a grunt. Okay, my answer would be a grunt. Nevertheless, Steve's definition of a moderate hill was far from normal. Moderate to him (15-20 percent grade), was extremely difficult to us mere non-climbing cyclists.

I look back on the very fond memories of doing many brevets and other rides with him. Many of those hilly brevets in which he always waited on me, and whoever else rode with him were always an adventure of passion with cycling. You see, I call Steve a true randonneur. Why? Well, he would always stop and help fellow cyclists he came upon who were having mechanical difficulties. Always! Never failed. Even in the rain, while I

sometimes stood there not so patiently waiting in the rain for him to finish. All the while, having an admiration for his persistence and patience in wanting to help another cyclist. He was not going to leave until he fixed the problem. If he couldn't fix the problem, he was more than apologetic. He was always willing to ride with me and another female randonneur friend (Eve Hush), even though we were always much slower on the hills than he. He kept fellow brevet riders from DNF'ing by fixing their bikes, and he encouraged people like myself who have a big fear of riding in the dark. He was a true cycling leader.

Someone said in tribute to him that Steve had an analytical mind. He never got into the electronic gadgetry things, took forever to get an e-mail address, but man, his mind was like an automated GPS. He never got lost, and he had the

maps (with no GPS assistance) all figured out before the brevet. While, I personally am a GPS and cue sheet kind of gal, he would have none of that. It took Eve, other friends and myself two years to convince him to get a cell phone. He finally caved.

Steve was a very humble man. It's been hard to get on my bike since the accident, but I have. All the while, weeping for the loss of a very dear friend, who all of us had such an immense respect for. I will, as will all of us, work through my grief. I believe that Steve would want us to be brave and share his love of cycling! More importantly he probably would want us to pursue encouraging and educating new cyclists. As a ride leader for Columbus Outdoor Pursuits, I intend to keep doing just that. Because Steve mattered to a lot of us.

Jimmy Olsen Dons a Cape

BY PAUL JOHNSON

Originally I intended this article to be all about the “F” word. Few things heat up a conversation among rondos’ like the word, “fenders.” Though I don’t consider it profanity, I have learned to give some thought to my surroundings before I raise the subject. I also thought it might be timely. But that’s a discussion for another day, or perhaps another fall. There is something else a bit more pressing that I want to address.



As you may have heard, I have been blessed with the opportunity to serve as your new group ride coordinator.

Sounded good when Lois Springsteen broached the subject, I mean how hard could it be? Write an obligatory Flèche article once a year and answer a few mundane questions now and then, not to mention all the perks.

Actually, as I considered the possibilities I did what I so often do when facing life’s seemingly inscrutable questions: I asked Bill Bryant for advice. As I am sure all of you know, Bill is the human equivalent of Wikipedia (English version) when it comes to all things

rando. In fact, I have it on good authority that as soon as rando becomes an Olympic sport the President will declare Bill to be a living cultural treasure.

I turned a whiter shade of pale after he filled me in on the duties that come with the assignment. I won’t bore you with the details, after all someone will have to fill in once I’ve had my turn and as they say down by the river bank, “you don’t want to scare the fish before you get your hook in the water.”

■ Continued on next page

Group Events (continued)

Flèches-USA History

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10/17/09 by Bill Bryant

It will be a challenge but I want to give you a few assurances:

First: Following in Bill's footsteps is indeed like messing around with the cape in Superman's closet (or is that a phone booth?) I'm not there yet and you can assume that if it takes me awhile to respond to your question as regards team events, it is probably because I am waiting for Bill's take. I'll do my best, and Bill has agreed to support me.

Second: I'll make a bold commitment here. I would like to see a dramatic increase in participation in team events, not just Flèches but Darts and Arrows too in the next two years. I believe the team events can be as much fun, or more so than a regular old brevet. I'll try to "up" the fun factor while attempting to minimize some of the annoyances that are attendant to these

very special events.

And finally: This will not become the quarterly rant on rando team events. Flèches, Arrows, and Darts are certainly unique but an article every quarter might be a bit much. A stale pizza pocket hits the spot from time to time, but a steady diet? I don't think so. I'll probably offer something specific in the winter edition but I hope to continue to produce a few paragraphs here on the lighter side of our special sport.

Even so, I can't help but comment on a couple items in the 2010 ride calendar. With 19 Flèches planned (a record!) I am really anxious to see how many teams participate. In North Carolina they are planning to run a Dart (12-hour event) concurrent with the Flèche. This is a great strategy to introduce riders to team events. And up in the Northwest, Oregon Randonneurs and Seattle International Randonneurs will once again end the season with Darts that share a common end point. I've ridden this event a couple of times and it is fun to hear the stories of my pals coming up from Oregon.

By the way, I've been in negotiations with Bob Roll about commentating the Flèche if it becomes an Olympic sport! I'm sure Bobke could make it clearer to the uninitiated than say, Phil and Paul, "suitcase of pain" aside.



Team Deer with Headlights, one of the many Flèche teams that participated in 2009. L-R: John Lee Ellis, Greg Courtney, Catherine Shenk (team captain), Michelle Grainger and Steve Le Goff.

PBP'11 Q&A | What You Need to Know About 2010 Events

Even though PBP is still almost two years away, RBAs and other RUSA members have raised many questions about the ACP's plans for implementing a country quota system. Here, our RBA Liaison, John Lee Ellis, has summarized the common questions that we have received from our members and explains what we know so far. Please rest assured that we will continue to keep our members informed of any news on this from France and that RUSA's role in the management of this quota (if any) will be transparent and fair. For the text of the ACP's communications on this issue, please go to <http://www.rusa.org/announce.html>. - Lois Springsteen.

Q: Have the qualification requirements changed for PBP?

A: No, they remain the same: you need to complete a Super-Randonneur series (ACP brevets of 200k, 300k, 400k, and 600k) in 2011, finishing by



mid-June of that year. You may ride them in any order, and may substitute longer distances for the Super-Randonneur distances. What's new for 2011 is that each country will have a rider quota. The ACP says that if a country has more (qualified) applicants than places in its quota, you can

improve your chances of being selected by the riding you do in 2010.

Q: Will accumulating a lot of distance in 2010 brevets help my chances of getting into PBP'11?

A: Only very marginally: your kms

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Overall shot of the exhibit. Photo: Ryan Nute.

In September, Bicycle Quarterly staged the exhibit "The Art of the Constructeur Bicycle—Alex Singer and René Herse" at Il Vecchio Bicycles in Seattle, WA. On display were 12 exceptional bicycles from René Herse and Alex Singer, as well as a 1940s aluminum Barra randonneur bike weighing less than 24 lbs. with fenders, racks, lights and wide tires. Star of the exhibit was the Herse tandem that posted the fastest time of all randonneurs (together with a similar tandem built by Jo Routens) in Paris-Brest-Paris 1956. A 1954 Alex Singer also was a veteran of PBP 1956, while a René Herse track bike had been ridden to several French championships. The exhibit included a rare Herse Démontable with a take-apart frame to facilitate airline travel and two camping bikes with racks for loaded touring.



Herse tandem. This tandem posted the fastest time in PBP 1956. Photo by Jean-Pierre Pradères from *The Competition Bicycle* ©Vintage Bicycle Press.

PBP 2011 (continued)

might help add a fraction of a place to the US rider quota. Furthermore, it is hard to predict the effect of individuals' kms or the country's as a whole, as it depends on what riders in other countries are doing.

Q: Will riding longer brevets in 2010 help my chances more than riding shorter ones?

A: Yes, the ACP says highest "pre-registration" preference will be given to riders completing a 1000k, followed by those completing a 600k, followed by those completing a 400k. We don't yet know the details of how pre-registration would work.

Q: Will riding a 1200km Grand Randonnée in 2010 help my chances?

A: No, and it will not aid the rider quota either. However, some 1200k's offer ACP 1000k + 200k options. (You would not get Randonneur Mondiaux 1200k credit, but would get ACP 1000k

and 200k credit.) In 2010, the Cascade and Last Chance offer 1000k + 200k options.

Q: Do RUSA non-ACP brevets or RUSA permanents have any effect?

A: No, except for the training effect, of course.

Q: Must the 2010 brevets I ride be in the US to help towards PBP'11?

A: Yes and no. Riding a long ACP brevet helps your pre-registration status whether you ride it in Dallas, Paris, or British Columbia. But in terms of helping the country quota, it's the aggregate ACP kms ridden in US events (by all riders, American and foreign) that matters.

Q: Does my nationality (British, French, Canadian, etc.) determine which quota I fall under, or my membership (RUSA, Audax UK, Ontario Randonneurs)?

A: The ACP says it's your national-

ty that matters.

Q: Will there be other 1200k's besides PBP to ride in 2011?

A: Most likely. It is now possible to organize Randonneur Mondiaux 1200k's in a PBP year. There may be one or more in the US.

Q: Will a non-PBP 1200k in 2011 count towards the ACP Randonneur 5000 award?

A: Only in terms of distance credit, as RM 1200ks already do. It would not substitute for the requirement to ride a Paris-Brest-Paris.

There will no doubt be more questions—and more clarification we can provide in time—but as Lois states, RUSA will continue to work in the interest of our members and clarity in understanding what your options are.

—John Lee Ellis

2008 Treasurer's Report | A TRANSITION YEAR

BY ERIC VIGOREN, RUSA TREASURER

RUSA continues to have a strong financial basis. This is due in large part to the many active volunteers who devote so much time and effort to the organization. Volunteers make RUSA what it is. If you would like to be more involved at a local

level, contact your RBA. Another option is to contact the heads of any of the committees and offer your assistance. Additional help is always welcome.

2008 was the start of a transition for RUSA finances, particularly with the RUSA Store going online in March 2008. Medals and an ever increasing list of sou-

venirs can be ordered directly with PayPal facilitating almost seamless transactions. Hopefully, soon RUSA membership will also be available for online renewal.

Officially, RUSA's total assets on December 31, 2008 were \$121,891, although this figure is somewhat inflated because some 2008 expenses were paid in early 2009.

Membership dues provided the primary source of income. Interest, advertising, and souvenir sales also provided sources of revenue. Direct benefits to the membership included the newsletter (the largest single expense), processing of renewals and new membership applications, and ACP processing of brevet results.

The cost "to keep the lights on" so to speak reflected just 9.5% of organizational expenses in 2008. Total expenditures for the year were \$69,184 with \$40,491 in itemized operational and program specific expenses, \$24,036 in RUSA store purchases, and \$5,192 in sales allowances.

Liability insurance for brevets was a pass through expense. RUSA purchased a liability policy at a group rate and passed the discount to brevet regions who reimbursed the actual cost. While the bulk of the premiums were paid in early 2009, the 2008 premiums for brevet and permanents insurance were \$5,570 and \$3814, respectively.

Net income for the year was \$19,364 which resulted in an increase in deposits of \$16,031. The difference in the amounts is reconciled by the transfer of assets from cash to inventory, some of which was sold within the year. The seemingly low cost of the store sales was due in part to purchases (primarily medals) that had been accounted for in previous years but were added to the inventory when the store went online.

I am happy to entertain any questions or comments that you might have. I have been proud to serve as your treasurer and look forward to carrying out my term.

2008 Financial Report

2008 Financial Report		
Income		
Membership	\$39,571	
Interest	\$1,063	
Newsletter advertising	\$4,992	
Insurance reimbursement	\$5,054	
RUSA Store	\$9,175	
Total income	\$59,855	
Expenses		
Management and general expenses		
Membership office expenses	\$5,458	
Teleconferences	\$1,698	
Directors and officers insurance	\$1,000	
Postage, office supplies, RBA supplies	\$895	
Website	\$239	
Subtotal	\$9,290	
Program Specific Expenses		
Newsletter printing and mailing	\$21,281	
2007 ACP homologation fees	\$5,393	
RBA reimbursement program	\$2,527	
Liability insurance	\$2,000	
Subtotal	\$31,201	
Total expenses	\$40,491	
RUSA Store Sales		
Gross sales	\$35,154	
Shipping	\$(4,657)	
Paypal fees	\$(535)	
Gross sales, less allowances	\$29,962	
RUSA Store Inventory		
Start of year	\$22,780	
Sales	\$(20,787)	
Purchases	\$24,036	
Inventory value adjustments	\$4,447	
end of year	\$30,476	
Assets		
	Beginning of year	End of year
Cash—non-interest bearing	\$75,384	\$18,352
Saving and temporary cash investments	\$-	\$73,063
RUSA Store inventory	\$22,780	\$30,476
Total assets	\$98,164	\$121,891

2010 RUSA Events

Region	Event
AK: Anchorage	(100 km) 06/13 (100 km) 08/07 (100 km) 08/28
AZ: Casa Grande	(200 km) 11/13
CA: San Francisco	(100 km) 07/17
GA: Atlanta	(300 km) 06/19 (200 km) 09/11
IL: Chicago	(100 km) 07/17
LA: New Orleans	(200 km) 06/26 (200 km) 07/03 (200 km) 11/06 (200 km) 12/04
MA: Boston	(107 km) 04/17 (100 km) 06/13 (350 km) 08/07
MA: Westfield	(100 km) 03/14 (100 km) 10/10 (170 km) 10/10
MD: Capital Region	(200 km) 03/20 (200 km) 10/16 (200 km) 11/13 (200 km) 12/11
NC: High Point	(180 km) 04/01
NC: Raleigh	(100 km) 08/14
NM: Cedar Crest	(300 km) 08/28 (300 km) 10/23 (200 km) 12/04
OH: Columbus	(200 km) 10/16
OR: Portland	(200 km) 09/17
PA: Eastern	(150 km) 10/23 (200 km) 10/23 (200 km) 11/06 (200 km) 12/04
TN: Nashville	(250 km) 10/23 (200 km) 11/27
TX: Austin	(200 km) 12/11
TX: Dallas	(102 km) 01/01 (200 km) 02/21 (325 km) 03/06 (200 km) 07/31 (200 km) 10/16 (300 km) 10/16 (200 km) 10/30 (300 km) 10/30 (400 km) 10/30 (400 km) 10/30 (600 km) 10/30 (400 km) 11/20 (300 km) 11/27 (200 km) 12/04
TX: Houston	(200 km) 11/13 (600 km) 11/13
WA: Seattle	(100 km) 02/28 (100 km) 07/10 (110 km) 08/29 (200 km) 09/18

2010 RM 1200k Events

Location	Date	Distance (km)	Contact	Web Site
VA: Northern	2010/06/10	1200	Matt Settle	http://www.shenandoah1200.com/
WA: Seattle	2010/06/26	1249	Mark Roehrig	http://www.cascade1200.com/
CO: Boulder	2010/09/15	1200	John Lee Ellis	http://www.rmccrides.com/lastchance.htm

2010 ACP Events

Region	200 km	300 km	400 km	600 km	1000 km	Flèche
AK: Anchorage	04/17 05/01 05/16 05/29 06/05 06/19 07/17 09/11	05/22 05/29 07/17 09/18	06/05 06/19	06/19		
AZ: Casa Grande	01/02 08/21	02/27 05/08	03/27	04/24		
CA: Davis	03/06	03/20	04/17	04/30		
CA: Los Angeles	01/02 05/22	02/20 06/12	03/13 09/11	04/10 10/09	04/29	04/16
CA: San Diego	01/09 06/05 07/10	02/06 06/19 08/07	03/06	04/10 04/17	04/30	
CA: San Francisco	01/23 02/06 04/25 06/12 10/09	02/27	03/27	05/22		04/02
CA: Santa Cruz	07/24 08/07	08/21	09/04	09/25	06/24	
CA: Santa Rosa	03/13	04/10	05/08	06/05		
CO: Boulder	04/17 05/01 07/10 08/28 09/18 09/25 10/02	05/15 08/14	06/05 06/19 07/17 07/31	05/22 06/19 07/17	07/17 09/15	05/07
FL: Central	01/09 09/18	02/06	03/06	04/17	10/15	04/02
FL: Gainesville	01/16	02/20	03/13	04/10		
GA: Atlanta	02/06 03/27	03/06 04/17	05/01 05/08	05/29		
IA: Cedar Valley	04/17 05/08 06/19 07/10	05/08 06/19 07/10	06/19 07/10	07/10	08/06	
IL: Chicago	05/01 05/15 06/05 06/26 07/17	05/01 05/15	06/05 06/26	06/26 07/17		
IL: Quad Cities	04/10	05/01	06/26	07/17		
KY: Louisville	03/06 04/24 05/22 06/26	04/03 07/17	05/08	06/05		
LA: New Orleans	01/02 02/13 08/07	03/13 09/11	04/10 10/09	05/15 10/30		
MA: Boston	05/01 07/24 09/25	05/15 07/24	06/05	07/10		05/21
MA: Westfield	03/28 04/24	05/08 08/28 09/18	05/29	06/26		04/09
MD: Capital Region	01/09 03/27 04/10 08/14 09/18	04/24 05/08	05/22	06/05		04/16
MN: Rochester	05/01 10/02	06/12 09/18	06/26 08/21	07/24 09/11		05/14
MO: Kansas City	03/27 05/08 05/22 05/29 05/31 07/10 08/21 09/04	04/10 05/30 06/01	05/08	05/22	06/12	04/23
MO: St. Louis	03/20 03/27 04/10 05/08 05/15 05/29 06/26 07/17 08/21	04/10 04/17 05/08 05/29 06/26 07/17 07/31 08/21	05/08 05/29 06/26	05/29 06/26		

2010 ACP Events

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

2010 RBA Directory

Region	Organizer	Address	Tel.	Tel2/Cell	FAX	E-mail
AK: Anchorage	Kevin TURINSKY	2301 Saint Elias Drive Anchorage AK 99517	907-276-6299			kjturinsky@mac.com
AZ: Casa Grande	Susan PLONSKY	858 Center Street Henderson NV 89015	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	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
IA: Cedar Valley	Robert FRY	2124 Touchae Street Waterloo IA 50702-4126	319-226-5436			cvbrevet@mchsi.com
IL: Chicago	Jim KREPS	2732 N. Central Park Chicago IL 60647	773-862-9879			jimmyk22@aol.com
IL: Quad Cities	Joe JAMISON	1101 20th Avenue East Moline IL 61244	309-235-4284			j-jamison@sbcglobal.net
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LA: New Orleans	Patrick HORCHOFF	8909 Ormond Place River Ridge LA 70123	504-738-1352	504-957-1768		larba1955@aol.com
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			wabeck@comcast.net
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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

2010 RBA Directory

Region	Organizer	Address	Tel.	Tel2/Cell	FAX	E-mail
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			info.rusa@bicycleforlife.org
NC: Raleigh	Alan JOHNSON	308 Ashe St Morrisville NC 27560	919-467-8457			alanj@email.unc.edu
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
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OR: Portland	Susan FRANCE	25797 SW Neill Rd. Newberg OR 97132	503-628-7324	503-685-1337		susanfrance@teleport.com
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PR: San Juan	William A. MEDINA	PMB 242, 100 Grand Paseo Blvd, Suite 112 San Juan PR 00926-5902	939-745-0707		787-283-2934	sanjuancycling-club@gmail.com
SC: Spartanburg	Steve YETMAN	114 Beaufort St Greenville SC 29615	864-292-6315			cyclenutsc@aol.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
TX: Dallas	Dan DRISCOLL	2811 Hollywood Dr Arlington TX 76013	817-460-5734	817-925-0158	817-461-5100	dansmark@flash.net
TX: Houston	Robert RIGGS	4418 Kingfisher Houston TX 77035	713-301-7093			elantier@hotmail.com
UT: Cedar City	Lonnie WOLFF	PO Box 416 Cedar City UT 84720	435-559-0895		435-586-0594	lonnie@oldairhead.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		425-702-8881	mark@muthomas.net

Ask Bill | Audax Style in the U.S.?

Q: *May a group of riders participate in a brevet riding in the audax style?*

A: That is an interesting question. The short answer is, “Yes.” But in actuality it is probably more like “Well, sort of; it all depends on how true to the audax formula the group wants to be.”

The long answer is a little more complicated. Of course a group of randonneurs and randonneuses may band together and ride a Brevet des Randonneurs Mondiaux (BRM) together from start to finish. This is currently happening at American brevets and has for years. A group of riding pals or clubmates might set a pace that works for everyone’s ability and arrange their rest stops beforehand so that they ride with a plan. If they cycle at 22 kph (14 mph), the official audax pace between the checkpoints, then it would look pretty much like an audax brevet.

But let’s take a closer look at how an official audax brevet is run. Like our BRM style of free-pace randonneuring, the fixed-pace brevets of the Union de Audax Française (UAF) have distances of 200k, 300k, 400k, 600k, and 1000k. They also have their own version of Paris-Brest-Paris (PBP), which is run every five years. The equipment and clothing used in audax events is the same as used in our style randonneuring. The UAF also



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 in 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.

has its own set of rules and awards.

Perhaps the most striking difference between our style and theirs is that there is one or more “captains of the route” on each audax brevet. They are usually identified by an armband and it is forbidden to pass the leaders—when one signs on to ride with an audax event, it is understood that one is there for a group ride and nothing else. The captains control the pace so that 22 kph is maintained between the stops. (They have some latitude to adjust things if bad weather or unusually mountainous roads are encountered.)

There are pre-arranged rest stops about every 50-70 kilometers, and these range from 15 to 30 minutes, with 90 minutes for a lunch stop. If the ride is 600k or longer, then there is usually a sleep stop of a few hours’ duration each night. When an individual rider needs a pit stop other than at the official rest stops, then that person must chase and catch back to the peloton; the same goes with a puncture or other mechanical

problem. (Often one sees several riders stop with the puncture victim to help him or her regain the shelter of the pack.) If someone grows tired and drops off the peloton and finishes alone, there is usually some time allowance for this. During the audax PBP, for example, the group aims to finish in 85 hours and five more hours is granted for struggling individuals. Stragglers or not, when you ride an audax brevet, it is very much “all for one, one for all” and the primary goal is for the participants to ride and finish together.

Compare that to the free-pace brevets organized by Randonneurs USA (RUSA). One can ride more slowly than 22 kph, and faster too. The speed range on our brevets is from about 15 to 32 kph. Cyclists of all abilities are welcome, and they can ride any kind of human-powered vehicle they like. One can cycle alone or in a group, as they prefer. One stops when the urge strikes, not by a schedule. Or, if someone punctures an entire group

may want to stop to aid their companion, or use the repair to satisfy some personal need—the choice is entirely theirs. All in all, there are many ways (and speeds) to ride a BRM event, while on the audax brevet there is just one.

Still, for many randonneurs the group approach to long-distance cycling is attractive since the long miles go by better with company than without. Many people feel the camaraderie found in randonneuring is one of its chief attractions, and I agree. My pals in “Team Girlene” are a good example. We have about a half-dozen members and we frequently collect some hangers-on during brevets, so it is normal that ten to a dozen of us end up riding shoulder to shoulder hour after hour. We call out the pace so as to stick together from start to finish because we like each others’ company—but not because of some regulation. Stronger riders stay at the front to help the weaker riders (like me.) If cars approach from behind, the “tail-gunner” calls out and we quickly get into single-file formation. We try to share the work and set an efficient pace that works for us all, not something set down in a rule book. Our stops are somewhat ad hoc and we will halt in-between controls if someone needs a pit stop, or has indigestion, or

■ Continued on page 24

Ask Bill (continued)

is hungry, but again this is by general agreement and not some set agenda. Overall, it does resemble an audax brevet on a superficial level—but not in the details, and especially not in the compulsory pace for all participants. All in all, it is a fun way to tackle the brevets and we frequently see some other groups on northern California brevets doing this too (but they often go faster—we average about 13-14 mph, just a little under the official audax pace.)

Anyway, there is nothing in RUSA's Rules for Riders that prohibits this type of thing so long as we follow the brevet regulations correctly. We obviously have no personal support in-between the checkpoints, but do note that this *is* allowed on an audax brevet. (They usually have one or more mechanical support vans trailing the riders.) We also have to follow the prevailing local traffic laws (which in California means riding single file if a car is overtaking our group, for example.) This might be a problem if real audax riding were ever organized in our state, and in many others I suspect.

But here is the interesting part (at least to me anyway.) When RUSA was formed, the founders agreed to follow the regulations of the Audax Club Parisien (ACP) and in turn they made us the sole American organizer of their BRM events (once the moribund International Randonneurs became defunct.) We added a few

American adaptations like requiring ankle bands and helmets, but they are essentially the same rules as used in France—with one exception. They have a regulation in the French version that specifically forbids the free-pace BRM brevets to be run as fixed-pace audax events, with their designated road captains who set the pace, compulsory group riding, one speed used throughout, etc. This is clearly aimed at keeping the free-pace nature of BRM events intact, and that audax groups, while welcome to ride BRM events as a group, *cannot* use them as de facto UAF events. (For example, one sees audax clubs riding the randonneur PBP together, but it is not the audax version of PBP since they must follow the rules and customs of their free-pace hosts.) When we started RUSA a decade ago, we discussed this regulation and felt it was an unnecessary rule for the United States, a country that had no history of—and probably no future potential for—audax brevets. We wanted our brevets to accept a wide range of rider abilities, along with encouraging a more “sporty” attitude about going at a fast pace (if desired).

As it turns out, this matter came up recently with the RUSA Board and they unanimously agreed not to pursue a request made by some riders who wanted RUSA to include a new audax division among the organization's slate of events. There were several thorny issues that made it a non-starter, prime

among them that having two sets of rules for one organization is highly problematic to say the least. The bottom line is that the ACP and the UAF are distinctly different organizations with fundamentally different approaches to long-distance cycling. RUSA does not wish to insult our ACP colleagues in Paris by taking on a new association with the UAF. RUSA is, and seems destined to remain, a BRM organization, not some hybrid. If folks want true audax riding, they will need an affiliation with the UAF and it would be necessary to build up their own domestic program since this is beyond the scope of RUSA's founding principles. I have no doubt that many RUSA members, myself included, would likely do both types of brevets, just as happens in France. (On the other hand, it is telling that the number of riders actually doing audax rides is in steep decline. Though often comparable in numbers of participants to the randonneur PBP events of the past, in recent times the group format has clearly lost popularity. At the most recent audax PBP in 2006 there were but 150 entrants. Compare that to 5,200 for the randonneurs in 2007.)

At any rate, RUSA dropped the French “no audaxing in BRM events” regulation off of our American version of the Rules for Riders back in 1998 and here we are. There have been a few efforts to start audaxing here in the States

over the years, but they have all failed thus far. I think the main reason is that the vast majority of “group oriented” randonneurs are perfectly happy riding a BRM event in a pack with a flexible pace, so what is to be gained by becoming a more formal audax brevet? Do folks really want rules that make them ride together at the group's unchanging pace, or to stop when the ride leader so dictated? I don't think so. As is, a group of randonneurs and randonneuses can easily emulate (most of) the characteristics of the audax format and enjoy a RUSA BRM event in that fashion if they like—but any formal affiliation with the UAF and trying to use RUSA brevets to build “their” calendar would not be wise. I suspect then RUSA would likely dust off the ACP's “no audaxing” regulation and put it in the regulations. To allow both styles would muddy our mission of promoting free-pace BRM events, and it would not honor our agreement with the ACP. Most of all, our RUSA members frequently ride at different paces during a brevet as their energy flow and personal interests dictate. RUSA has grown steadily since its inception and I believe this is because we promote a “big tent” type of long-distance cycling that welcomes a wide variety of speeds and individual approaches during each brevet—and not something that allows only one pace that must be done in a group.

Seattle 600K | The Long Climb to Paradise

BY JAN HEINE

At 2 a.m. on Saturday, I stop my bike just before reaching Ricksecker Point on the long climb to Paradise. Across the valley is the huge cone of Mount Rainier, illuminated faintly by the half-moon. A thousand feet below me, the newborn Nisqually River rushes down its gravelly bed, its waters finally free of the glacier that spawned it. The river makes the only sound that resonates this warm night. A shooting star vanishes behind the ridge on the other side of the valley. I have not seen a car in an hour. I begin to enjoy this ride.

“This ride” is the Seattle International Randonneurs “Mountain 600 km” brevet. It goes around Mount Rainier in a figure-8 loop, with four major climbs to Paradise on Mount Rainier, to Windy Ridge on Mount St. Helens, then cross the Cascade Range via White Pass, before returning over Chinook Pass. Much of the ride is on backroads, often far away from the next human habitation.

Earlier, I had seen its snow-capped cone glow in the evening light as I rode with my friend Ryan Hamilton from Seattle to the start in Enumclaw. As organizers of the ride, we wanted to support the ride without using cars, so Ryan rode a more direct route across the Cascades to the “overnight” control, while I was going to ride the route itself to ensure all roads were open.

It was dark when the



Ryan Hamilton on the climb to Windy Ridge during a pre-ride. Photo by Jan Heine.

brevet started at 9 p.m. We rode on familiar roads along the foothills of Mount Rainier. I teamed up with Kole Kantner, an amazing rider who seems to spend every waking hour on a bike. He already rode the pre-ride a week earlier, and now was pushing the pace again. I let him go ahead just before the first climb, knowing I would not be able to keep up. As I saw Kole’s red taillight vanish in the distance, I wondered whether he would be able to keep up his ferocious pace. My goal is to finish the ride in less than 28 hours. The first climb of a long ride often is challenging for me, as my body has not yet got into the rhythm of climbing for hours without interruption. Often, a brief stop helps me regain my focus, which is why

I stopped in the middle of the climb at Ricksecker Point.

As I get going again, I realize that my stop has worked. Climbing mountain passes always seems easier at night than during daytime, and I soon reach Paradise, at 1650 m (5400 feet) the highest point of the ride. The control here is at the Visitor Center. Of course, the Visitor Center is closed in the middle of the night, so the control is “informational.” Usually, this means that riders answer a question like “How many recycling cans are in front of the building,” but to make everybody’s life easier, I am placing stickers that riders can peel off and stick on their brevet cards as proof that they have been here. Kole is still here, and so is Steve Frey, who passed me when I pulled

off the course at a campground to get water. I give them their stickers, and they take off down the hill.

With the stickers in place, I point my bike down the hill. Remembering the road from Ramrod (Ride Around Mount Rainier in One Day) and other rides helps here, as does my IQ Cyo LED headlight that provides ample illumination. I soon pass Steve, and then see Kole on the road below, one hairpin turn ahead of me. As the road straightens out, I get in the aero tuck, and catch him just before Box Canyon. Looking back, we get another glimpse of Mount Rainier in the moonlight. Then I roll ahead on the downhill. We may meet up again down the road, but

■ Continued on next page

Seattle 600K (continued)

with so many climbs and descents, I find it easiest to ride at my own pace.

A quick stop in Packwood at a 24-hour gas station provides water and supplies for the long leg to Mount St. Helens and back. The gas station attendant has seen randonneurs before, so he isn't the least bit surprised when riders pull in at 3 a.m. Rolling along the valley provides some nice rest, both mentally and physically, after Mount Rainier's demanding topography. Much of the course follows the old road, which has a nice rhythm as it winds its way along the valley sides, safely out of the way of all but the largest floods.

At 5:30 a.m., I cross the Cowlitz River at Randle. The bridge here is not simply a conveyance across a river, but also a portal to another world. From here, I will ride more than 50 kilometers on small mountain roads, simple ribbons of asphalt with no lane markings, until I reach Windy Ridge. I won't see another house, and only a handful of cars, until I emerge from this mountainous world in five hours' time. My favorite roads always make me go faster, and I accelerate as I ride through the forest. I stash my extra food and a water bottle inside the guardrail of a bridge, hidden from view. There is no need to carry an extra 4 kg (9 lbs.) up the 1500 m (5000 feet) to Windy Ridge and back. I will retrieve them when I return.

The unmarked turnoff to Forest Road 26 indicates

that the climbing starts in earnest. Almost imperceptibly, twilight has arrived, and I can make out the road beyond the beam of my headlight. As I climb, I notice the bright yellow dawn behind the ridges to the east. Then I get another view of Mount Rainier, this time from the southwest, its dome glinting majestically in the morning light. The road is steep here, and when I rode this climb in June, I was suffering. Now I am in better shape, and have found a good rhythm. The bike and I work in perfect harmony at a pace that seems sustainable indefinitely.

I love this narrow road, which now turns into a long downhill. A few gravel patches require my full attention, but even with comparatively narrow 32 mm tires, the bike flies over them just fine. Then more climbing follows. My light has become superfluous, so I turn it off. I reach Norway Pass, but the climbing isn't over yet. On the rollers that follow, I try to carry as much momentum as I can into each uphill by using the aero tuck to full advantage on the short, but steep downhills. However, a section of 18 percent slope zaps my momentum, and I struggle. I decide to stop, use the bathroom, and then walk the 20 meters (60 feet) to the top. Walking relaxes my legs, whereas pushing up this incline might have hurt my knees.

I am now in the blast zone from the 1980 eruption of Mount St. Helens. Almost

30 years after the cataclysm, the landscape still is littered with fallen trees. Shrubs cover the landscape today, and ash has washed over the road in places. During the downhills, I approach corners with care, lest I hit a patch of ash with dire consequences. I enjoy the crisp morning air, and almost unexpectedly reach the top, descend to the main road, where volunteer John Peach has spent the night. He already is up, and has prepared pancakes! Having a friend in this forbidding landscape is touching. I check in with him, then continue to Windy Ridge.

The truncated flanks of Mount St. Helens are covered with a dusting of new snow. The forbidding crater looms ahead, getting bigger with each ridge I cross. I recall hiking into the crater with a geology field trip 17 years ago, when this landscape was even more barren and new. I reach Windy Ridge and affix my stickers to a sign, then turn around. The week before, Kole and Vincent Muoneke had difficulty staying upright in the rainstorm as Windy Ridge lived up to its name. Not so this balmy morning. The air is so clear that I can see Mount Hood in Oregon to the south. Straight ahead and due east is Mount Adams, backlit by the morning sun. Then I turn a corner and there is my old friend, Mount Rainier, again. Looking back, I see the crater of Mount St. Helens. This may be the first time I have seen four volcanoes from the same spot on the ground.

The descent is an almost continuous sequence of curves. My well-worn tires grip the pavement as I lean the bike harder with each turn, building speed on the short straights in the aero tuck. Then I meet Kole heading the other way. I calculate that he is about 45 minutes behind. The fatigue of the previous weekend may be beginning to show. All too soon, I reach John's camp, eat a few pancakes, then head on as Steve arrives on his way out. As I climb toward Bear Meadow past the dead trunks of huge trees, killed by the blast but still standing, I drink the last from my bottle and eat the last bite of energy bar. My estimate for the supplies need for the climbing to Windy Ridge was about right.

Another exhilarating descent follows. I take it easy on two tricky hairpins, then roll onto the bridge where I have stashed my food and drink. I find my bottles of liquid meal replacement and my spare water bottle, but where is my clear plastic bag with my energy bars? The bag isn't far, shredded by sharp beaks. And the bars are gone, without a trace. Not even a wrapper is left. How could I forget the attraction of colorful wrappers to birds, especially near campgrounds, where birds know that the colorful wrappers contain food? There is no use crying over spilled energy bars, so I head on toward Packwood. Riding along the Cowlitz River, the road surface of

■Continued on next page

Seattle 600K (continued)

Cline Road feels rougher than usual today. I wish for tires wider than my 32 mm. The canopies of the trees touch above the road, providing a nice pattern of light and shadow on the road. A few short climbs make me stretch my legs, before a sharp descent spits me into the bucolic farmland of the Cowlitz River valley. Like a great symphony, a good ride has a nice rhythm, and I appreciate the less demanding interludes between the mountain “stages.”

In Packwood, I stop at the same gas station where I had been 8 hours earlier. I find some Powerbars that replace the bars lost to the birds. At the edge of town, the climb toward White Pass begins. After a few gentle rollers, it soon increases in steepness. Traffic is light, but the sun is at the highest point along its orb across the sky. I break up the relentless grade by stopping at a few scenic turnoffs to look at a waterfall on the other side of the forested valley. As I continue, my feet begin to hurt from the heat. When I see a puddle of muddy water by the roadside, left from the previous week’s tempest, I stop to bathe my feet and shoes, and the pain disappears. The climb to White Pass is 32 km long. It helps to know that the gradient eases after the first third. In the heat, I am not out to set any records half-way through the ride, too far into the ride to feel the excitement of the early miles, and too early to speed up for the finale.

The descent to the “overnight” control at Rimrock Lake is spoiled slightly by a headwind, but a descent is a descent, and I reach “Snug Harbor” in good spirits. Ryan has ridden his bike here during the night to staff the control. He is asleep as I arrive, but the soup on the stove is warm, providing a welcome break from packaged energy foods. We have a brief “brevet organizers’ meeting.” I eat a second bowl of soup, then head out after 20 minutes off the bike.

Traffic is heavy in the early afternoon, but the shoulder is clean and smooth. I see the water rushing out of the dam below, then descend into the valley of the Tieton River. The landscape east of the Cascades feels so different from the mountains where we usually ride. Trees are sparse on the hillsides, then vanish entirely as I move eastward. Basalt columns line the road, narrowing the valley and forming rapids in the river. It’s a favorite spot for rafting, and I envy their spot on the cool river during this hot afternoon. We wave at each other, and I realize that I cannot complain. The headwind has turned into a $\frac{3}{4}$ tailwind as I head northeast. I buy another soft drink to cope with the heat, then continue. As the valley narrows even more, I see an ominous sign: “Road Works Ahead. 30 minute delay.” Soon I see a long line of cars and trucks. As I roll to the front, I see every vehicle that has passed me in the hour or so since I left the control. A lone flag-

ger at the front is sweating in the heat. He explains: “Rockfall. It’ll be open soon. But I’ll let the cars through first, so they don’t have to pass you again. That will take a while.” Since the road does not have a shoulder, I prefer not to ride in front of a mile-long queue of impatient cars.

I feel deflated. For more than 18 hours, I have pedaled hard, limited my stops to the bare minimum, only to be thwarted here by a few truck-sized boulders that crashed onto the road. Resigned to fate, I lay down my bike on the gravel and climb down to the river. I step into the cool waters, immerse my legs, and enjoy the gentle massage of the fast-flowing water. After a few minutes, the water gets too cold, and I climb back up to the road. The next ten minutes seem like an eternity. Then a pilot truck appears, with a line of cars coming toward us. Soon, I will be on the road again! Not so quick: An eternity passes before each direction’s two mile-long queues of cars has passed. Finally, I start pedaling again, 37 minutes after I stopped. Soon I come upon the slide. Large loaders are still at work clearing the other lane of boulders.

The turnoff to Highway 410 marks the beginning of the climb to Chinook Pass. For 75 km (47 miles), the road will only climb, gently first and then steeper. It is the grand finale of this ride.

The last time I climbed this road was in the middle of the night during a weekday, and I enjoyed having the road

to myself, seeing only four or five cars during the entire climb. How I wish for such solitude now! It feels like a great exodus is happening in Yakima, with half the population driving their trucks up the pass. Where are they going? Enumclaw isn’t a popular destination. Tacoma perhaps? At least the drivers are friendly, giving me plenty of room as they pass.

I remember that during my last ride, I was battling howling headwinds in the narrow valley. This afternoon, the gods are on my side, and a strong easterly wind blows up the valley. The miles pass with little effort as I gain elevation. I stop at Cliffdell, my last supply opportunity before the night and the mountains. I linger a little longer here, knowing that I won’t get off my bike again until the finish in six hours.

Halfway up the pass, it still is warm, and I suddenly realize that my two water bottles might not be enough to get me over the pass. I have passed the last campground with water. When I see two hikers get into their car, I ask them for water, and they have some to spare. I continue my ascent. Until now, I have climbed smoothly in my “big” chainring (48 teeth), making very good time. But I know the last few miles of the pass are unrelenting in their steepness. The top comes into view, but I know that the hard work is only beginning. The trees at the pass look small, but they are

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Seattle 600K (continued)

giant, and I can barely discern a car on the road ahead. I do not have a computer on my bike, but the mile markers indicate that 5 miles (8 km) remain to be climbed.

Having seen Mount Rainier from three sides during this ride, I really want to see my favorite peak from the east when I crest the top. The light is fading already, so I have to hurry to make this appointment. I work hard to pedal smoothly in my 32-21, the biggest gear I ever have used on this climb. My bike becomes an extension of my body, and still pushed by the gentle tailwind, we soar up the road, which climbs high

above the valley, surrounded by talus slopes. I envision myself as an eagle gliding on the thermal updrafts, as darkness descends around me. I give it everything I have, knowing that the last 100 km of this ride are almost all downhill. Tonight, Chinook Pass is the end of the ride, and I ride accordingly.

It is 7:55 when I pull off at the parking lot just below Chinook Pass. I am panting as I pull on my arm and leg warmers, turn on my light, then climb the remaining hundred meters to the pass to warm up again before starting the descent. As I crest, I see the majestic black dome

of Mount Rainier outlined against the blue evening sky. I made it!

In the darkness, I descend with caution. The bike wants to roll, and I rein it in by braking hard from time to time, allowing the rims to cool in between. It is pitch dark when I reach Cayuse Pass and return to more familiar roads. The bike flies now, I am going at least 45 mph. The speed limit is 35, yet several cars insist on passing me. It doesn't take long to reach the turnoff to Sunrise. I enter the park again and begin the climb toward the White River Campground. With my energy spent, it seems like a relentless uphill, even though we aren't doing the "real" climb to Sunrise. Looking up through the tall trees, I see the stars in amazing clarity. The Milky Way stretches above, and a bright shooting star vanishes behind Mount Rainier. I can make out the mountain only because it blocks the stars, leaving a black triangle in the sky. The moon won't rise for another few hours.

Finally, I reach the campground, attach my stickers to the sign-in board, and turn around. It takes only a few minutes to reach the park entrance, where I fill up my water bottles one last time. Even though I have been on the road for 24 hours, I do not feel sleepy. The climb to the main road tests my weary legs, then I tuck as the bike races downvalley again. The wind rushing by my ears drowns the noise of the tires

on the road and the clicking of the freewheel. When the road flattens out, I look at my watch. It should be possible to do better than 27 hours. The final miles could be a long slog. Instead, they turn into a challenge.

I spin my gears as fast as I can, use the aero tuck on the steeper sections, and work smoothly on the straight parts. Traffic has died down, and the road has few features. Riding along at full effort is meditative, and the time passes quickly. I recognize landmarks, zoom through Greenwater, and soon reach the turnoff to Mud Mountain Dam. As I stop at the last informational control, I am out of breath and have a hard time finding a good spot for my stickers. The descent of Mud Mountain Dam always is exciting, even more so in the dark. Again, I take it easy, and accelerate only as I reach the valley. With the adrenaline from knowing the finish near, bike and rider surge ahead. A car slowly approaches from behind, but does not pass. They may wonder why I am riding on this farm road like a man possessed in the middle of the night. The last two miles always are longer than I remember, and I am glad to see Kings Motel appear on my right. I pull up at the night window, and the surprised clerk signs my card and hands me a key to our room. I check my card: I arrived at 11:24 p.m., 26:24 hours after I started. I made my goal. Now it's time to get some sleep.



BY MARK THOMAS

This summer I had the opportunity to participate in two 1200km grand randonnées—the Super Brevet Scandinavia in Denmark, Sweden, and Norway and the Last Chance 1200 in Colorado and Kansas. Some (members of my family, perhaps) would consider two 1200s in a year to be a bit odd or extreme. One nice thing about randonneuring, however, is that you can always point to someone else who makes your activities look positively sane. Perhaps it's Bill Olsen, who rode five 1200s this year, or Vincent Muoneke, who rode an average of 1000km of perma-nents per month this year through September, or John Evans, who rode three 1200s in three countries on two continents in five weeks—all on fixed gear.

I offered my stories of the two rides to editor Mike Dayton for the RUSA Newsletter, but ran afoul of the unwritten rule that newsletter articles about brevets should not take longer than the brevets' time limits to read. If you are willing to make the time commitment, my detailed stories—Super

Brevet Scandinavia 2009 and **Party on the Plains**—can be found on my blog at rusa64.blogspot.com. Instead I offer here a back-to-high-school “compare and contrast” essay.

Every 1200 that I've done has offered something different. The SBS and the LC were my seventh and eighth different grand randonnées. Even the repeated 1200s have offered a different experience each time. Variations in the scenery, in the terrain, in the local culture, in the rider field, in my fitness, in the weather, in my approach, and in a multitude of other factors yield vastly different stories for each 1200. For all the differences between the events, there were also quite a few commonalities, many shared by all the other 1200s that I've experienced.

Navigation. I spent much of the Super Brevet Scandinavia on the edge of being lost. The cue sheet syntax was different than that to which I've become accustomed. Bike roads followed, diverged, or merged with the main roads on the cue sheet. My befuddlement reached a climax on the second night when the highway on the

route sheet was clearly marked with a “no bicycles” indication. Following the bike route that I vainly hoped might lead back to the highway, I was soon dodging Saturday night party-goers on the cobbled streets of Trollhattan. And I had not even reached the two ominous sounding cues on the route sheet that both identically read “Y-kryds ved ôre Sjö - ingen kendteskilte/no known signs.” Whatever that might mean. On Last Chance, more than three-quarters of the event is a 580-mile out-and-back on US 36. Getting lost wasn't a big concern.

Communication.

Although English was widely spoken on both rides, it was not the first language on SBS. Only five riders were from countries other than Denmark, Sweden or Norway. The Scandinavians understand each others' languages, but prefer to speak their own. So a Dane speaks Danish to a Swedish rider and the Swede responds in Swedish. It works for them. Most of the time. When it doesn't, they resort to English, and then I can figure out what's going on. Sometimes. I took a similar approach. I'd tentatively speak English (to other riders, to gas

station clerks, etc) and then wait, full of hope, for the English response that was almost always forthcoming. On Last Chance, everyone spoke English, or some dialect thereof, missing only the word for fenders.

Beer. I've always believed in beer at the finish of a brevet, but ever since PBP 2007, I have been a fan of another important function for beer on a long brevet. Beer at the overnight stop is a carbo reloading agent, a source of hydration, and a great sleep aid that helps my body transition from riding to sleeping. In Scandinavia, this is not news. Crates of good beer were available at the overnight stops and generally consumed by all. On Last Chance, self-help in the form of a convenience store shopping trip was necessary at the two Atwood, KS overnights. (In Byers, CO, my hero Eric Simmons provided the suds). In the Kansas/ Colorado plains, the beer choices are awful and are all “3.2” beer—thus increasing the ratio of hydration assistance to sleep aid.

Water. The Super Brevet

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My Summer Vacation (continued)

Scandinavia involved a lot of water. When necessary, the route would just head across the water—there were six ferry crossings on the ride, including five in the first 275 kilometers. Of course we would get no credit for the distance covered by the boats, but we would also get no allowance for the time spent waiting for or riding on the ferries. On the other hand, we were treated to some great scenery and a great sunset over the water. We rode along the sea, by lakes, and along fjords. On Last Chance, we rode by amber waves of grain.

Old Friends. Recently I received a communication from a Dutch friend informing me about a few 1200s to be held in Europe next year. “You are one of the usual suspects,” he informed me. Indeed, a community of “usual suspects” can be expected to turn up at 1200s anywhere. In Scandinavia, I

stayed with Stig Lundgaard, whom I know from 1200s in Australia, New England, and France. I rode with John Evans, a Oz-dwelling British expatriate whom I know from 1200s in Australia, New England, old England, and France. In Colorado, I rode with several riders that have visited Seattle for rides—Sharon Stevens, Albert Kong, Bill Olsen, and probably others. I know local RBA John Lee Ellis from BMB, PBP, and his visit to our Cascade 1200. I suspect that many of the new friends that I made on these two rides will turn up again at future events.

Incredulous Locals. I’ve often suspected that one of the attractions of randonneuring for me is the enjoyment I derive from getting an incredulous “you’re doing what?” reaction from complete strangers. “It is not usual,” observed a convenience store clerk in Norway.

He was referring specifically to my request for a store stamp, but it fit well to the whole endeavor. In Kansas, the normal befuddlement expressed about riding absurdly long distances was supplemented by some confusion about why we’d be riding where we were. In St. Francis, a delightful lady just shook her head on realizing that riders from the Pacific Coast to the Atlantic Coast had converged on Kansas to ride to Kensington (population 600) and then just turn around.



Joyful Finish. Maybe I keep riding because it feels so good when I stop. I don’t think it’s just the beer (Tuborg in Norway, Fat Tire in Colorado) at the finish that has me smiling. A great feeling of accomplishment is just as refreshing as a cold beer. Plus I get a cool new sticker for my car.

Last Chance 2009 | Rider Results

Rider	Result
ABBATE, Alain	77:31
AKBARIAN, Hamid	83:45
BINDER, Hans Jørgen	69:52
BONNER, Ken	DNF
BOUHUYZEN, Henk	65:50
BRUCE, Robert	80:48
DICK, Nathan	85:27
ELLIS, John Lee	69:30
FLANIGAN, John	48:24 +11:18
GARDINER, Wendy	75:47
HIMSCHOOT, Ron	86:31
ISHAM, Rick	85:27

Rider	Result
JOST, John	81:20
KAISER, Chris	73:06
KOENIG, Andrea	66:48
KONG, Albert	66:59
LeBLANC, Todd	80:48
MYERS, Beth	78:35
MYERS, Brent	78:36
NIXON, David	75:47
OLSEN, William	77:31
POGORELZ, Robert	80:48
ROZELLE, Paul	83:45
RUSSELL, Thomas	76:21

Rider	Result
SELBY, Ron	DNF
SHAPIRO, Paul	83:45
SHOPLAND, Ian	83:45
SHUNDROVSKAYA, Viktoriya	77:31
SMITH, Dennis	72:05
SMITH, Vernon	59:42
SNAVELY, Henry	DNF
STEVENS, Sharon	69:52
SUTTON, Leslie	DNF
THOMAS, Mark	83:45
TYER, Vickie	72:05
WHITEMAN, Stephen	82:25

Inaugural Endless Mountains 1240K

BY JEFF BAUER

The ride started out promising enough. Weather forecasts called for temperature ranges between 40-60F for most of the 775-mile route, with a 40 percent chance of rain on Saturday. We were expecting comfortable days and cool evenings, with some possible rain on the final 200K day of the ride.

Alan Gosart and I drove up together from Tennessee to Pennsylvania. We were departing Quakertown under overcast skies, with temperatures in the mid-50's. Many riders appeared to be overdressed. I was comfortable with arm/knee warmers and a vest, with a heavy jacket packed for the cool evening hours. We had a modest 208 miles to reach our overnight control in Hallstead, but we weren't making any predictions on our arrival time. Our ride started at 4:00 a.m. to avoid the morning traffic.

After a while, Alan and I let the speedsters scramble up the short hills, usually staying within sight of their taillights. A few miles later in Coopersburg, we lost them. There was a brief moment of confusion, only to have them pop out of a side road at a right angle as we joined back up on the bridge. On and off we experienced a light dusting of rain.

Within a couple of hours, we arrived at the Blue Mountain Drive Inn Control (mile 34). Most riders just



The secret control coming into view at the top of Fox Gap. Photo by Bill Beck.

checked in and proceeded immediately to the next climb. The summit crossed over the Appalachian Trail, the first of many crossings. Another climb took us up Fox Gap, where a secret control awaited. I took the opportunity to top off water and grab a banana. The roads were wet and misty. We'd been warned not to miss the left turn on the descent. After sweating up the 2.5-mile climb, we were slightly chilled coming down the gap. After we arrived in Portland, we walked across the Delaware River pedestrian bridge to stretch our legs and enjoy a morning view of the peaceful river. We were

now in New Jersey.

At mile 83 we arrived at the Gourmet Gallery in Blairstown. The control was staffed for quick departures, but offered such a wonderful selection of goodies that I didn't see anyone fail to stop and eat. We left after a short stay and headed out toward the hills.

Most of the climbs were short, steep, and unremitting. Thanks to Lynn Greer at Gran Fondo, my compact gearing was now blessed with a big fat 29-tooth cog. The shifting performed flawlessly until much later in the ride, when the road crap took its toll. On these hills you make instant decisions. Do you

power up in your big ring, only to find yourself facing a well around the next corner? Or proceed slower in the small ring? Occasionally when I goofed and conditions permitted, I'd pull a quick U-turn, pointing the bike downhill, shift, then swing back up the hill.

By the time we'd arrived at the River Market in Barryville (New York, having crossed a state line again earlier) Alan and I had completed a full 200K of riding, almost one sixth of the course. Our route would take us past rivers and small lakes. I was chilled again, although

■Continued on next page

Endless Mountains (continued)

the precipitation was barely a light sprinkling. Even the climbs were no longer a guarantee that I'd stay warm, though I had a heavier jacket available whenever conditions became uncomfortable.

On the way to Carbondale, Alan experienced knee problems. His overall pace was good, but he was forced to walk to steeper section of the hills. Many riders told us the climb just prior to Carbondale was the toughest of the ride, so we kept our pace down. I set my GPS screen so I could monitor the elevation gain, and not be deceived into committing to a false summit. The GPS was surprisingly accurate. Each pedal stroke gained approximately one foot of elevation gain, so I could count my stokes up to the top of the climb. Cool.

The descent was marked as "caution on steep twisty descent," but the warning was overly conservative.

Once inside the Carbondale city limit, however, it was necessary to watch for traffic popping out of side streets. To be honest, I wasn't really looking forward to the Carbondale control. Not having patronized a Dunkin Donuts since BMB in 2002, I didn't realize they offered real food. So I ordered a veggie egg wrap and chocolate milk while I waited for Alan.

We managed to leave within the shadow of daylight, with a mere 34 miles to our overnight control in Hallstead. The short mileage, however, belied the difficulty of the final bits of climbing. Even with my winter jacket, I was slightly chilled with temperatures in the low 40s. Shortly before 10 p.m., we crossed over the Susquehanna River and arrived at the Colonial Brick Inn at Hallstead, PA.

Compared to a normal control, a suite of motel rooms is a decadent luxury. Although not upscale lodging

by any means, we had hot food waiting, enthusiastic volunteers catering to our needs, showers and warm bed. Alan and I had a room to ourselves. I grabbed some food and took it back to my room along with my drop bag. Eager to get out of my wet clothing, I took a quick bath then arranged a three-hour nap. Alan was considering bailing due to his knee problem, but promised to wait until morning to make a final decision.

Morning arrived. I'd gotten two full sleep cycles and felt pretty good. I was wearing fresh ride clothes and I was ready to roll. Alan was certain that he wouldn't continue, so I gave him my car keys. Local friends of his gave him a lift back to Quakertown.

I headed out in the dark, preferring to ride solo rather than join up with a group. I needed time to get back in my rhythm and adjust my clothing layers. At first I was too hot, then too cold. I chatted with Jim Logan briefly. Soon I was passed by a fast group of three riders, and hopped on for a while, not really drafting, but just staying within their general proximity for a while. A motorist pulled up and commended us on our visibility. After a while I needed to take a nature break and bid the group adieu. Perhaps I'd over-hydrated, but when the temperatures dropped to the 40s I found myself needing to take 2-3 pit stops per hour and I was barely finishing a

single water bottle between controls.

The section from Hallstead to Sayre was fairly flat to rolling. We'd been warned to prepare for serious climbing later. For now we're back in New York, having earlier crossed the Chenango River and were passing through a series of towns: Binghamton, Endwell, Owego, and Waverly. The significance of this will soon become apparent.

Soon the rain started. Gently at first then a heavy flow. I tried to compensate by riding harder, but my feet and hands were getting numb. The temperature was about 42F. I stopped at a 24-hour market to borrow some plastic bags to wrap around my feet and hands. If I'd had any sense, I'd have stayed inside to wait out the rain and warm up, but figured my best bet was to get back on the bike and generate body heat. However, I hadn't counted on the effects of hypothermia.

I focused on getting back to Route 17C. I was cold, wet and numb, but just kept pedaling on. Here are a couple of clues that my mind wasn't working:

- 1) My GPS was beeping like crazy.
- 2) Other outbound riders were coming toward me on the other side of the street, calling out my name as we passed in opposite directions.

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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.

Endless Mountains (continued)

How long did it take to register? About 18 miles. My body finally warmed up and I took a mental assessment of my situation. I had passed by the last riders a few miles ago and would have to make a major effort to retrace my route.

In one sense this was hilarious. In another sense, potentially a disaster if I ran out of time. I would need to quickly recoup these lost miles. Fortunately, the next control involved depositing a postcard and wasn't timed, so I had a good chance to bank extra time before the next timed control in Dushore.

Once I got my mojo working, I started to put on the speed, especially up the slight inclines. I passed the first couple of riders and asked them for a mileage reading. Now mentally functional, I could work out a plan to gradually bank time. Aside from the constant nature breaks that plagued me, I had the diversion of chasing down rabbits ahead of me. Once I'd recouped the lost 18 miles (for a total of 36 bonus miles), I could drop the emotional baggage that comes from being off-route. Up until then, I didn't permit myself to think about the inevitable ride disappointment of riding bonus miles.

Not far from the Sayre control, I met up with Michelle Dulieu, a rider I'd shared some miles with during the brutal 2006 Cascade 1200K. She is now a bike

mechanic and had stopped to fix a chain for one of the Brazilian riders. We talked about the Cascade, LEL, and a potential Quadzilla ride in 2010. After we'd dropped our postcards off at the Sayre Post Office, I went off to stock up food and water at a local Jim Dandy market.

Not long after I crossed another bridge over the Susquehanna River, I noticed a couple of riders coming out of a fast food joint. One of them eventually caught up with me. It was Henrique Caldas, the Brazilian whose chain Michelle had earlier repaired. Henrique spoke excellent English, but was suffering terribly from the cold. We discussed cycling in Brazil. His mother is a big Elvis fan and he'll be taking her to the Graceland mansion in Memphis next year.

We rode through a lousy section of mud-covered road, splattering our drive trains with wet gunk. Henrique's cue sheet had disintegrated in the rain, so although the course was marked he was happy to follow another rider. Once we arrived in Dushore, PA (mile 309), Henrique was about to transcribe the next section of my cue sheet before another rider offered him a replacement.

Eager to move on, I grabbed some food, water and rode out toward Canton. I was soon joined by Mark and Bill Olsen. We were traversing a fairly scenic section. The sun was occasionally peaking through the clouds,

so Mark would accelerate up the hills and take photographs of the scenery. Lots of climbing here with a warning not to overheat your rims on the steep descents.

I arrived at the Exxon control in Canton (mile 344) before dark. Our overnight control in Lamar was another 80 miles distant. The cue sheet stated there were limited services, so I stocked up on food. With temperatures in the low 40s, I felt two full water bottles would carry me through. As it was, every time I'd take a sip, I'd feel the liquid drop straight through my bladder.

The ride to Lamar start-

ed with 14 miles of steep rollers. I hardly remember anything about this section, though I'm pretty sure I rode solo. I ignored my average speed, the current time, everything, except the next turn. I was cold and sleepy and just needed to concentrate on making the overnight control in Lamar to get some sleep.

About 32 miles into this section I passed a couple of riders who were coming out of Harpers Creekside Tavern. The pub was staying open later specifically for the Endless Mountain riders and

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Endless Mountains (continued)

had a warm coal stove burning inside. As tempting as it was, I knew that stopping 50 miles before the overnight control would only make the final section harder. With some reluctance I rode into the dark evening.

One of the riders was Larry Grabiak, someone I recognized from prior 1200K events. I was having some issues on staying focused, due to the cold and lack of sleep. At this point I had ridden over 200 miles since Hallstead with almost 50 miles remaining to Lamar. Larry cautioned me that my taillight wasn't functioning. I had a micro light backup and another full sized taillight in my drop bag, so the micro light (a single LED powered by a couple of lithium batteries) would have to suffice until I arrived in Lamar.

Perhaps another dozen miles or so, we encountered a support van. Larry and the other rider stopped for hot food. I topped off my water, grabbed a slice of pizza for the road, and pedaled on before I chilled down. Fortunately there was a nice long climb ahead, though I was dreading the inevitable chilly descent. The next 40 miles were a bit of a blur. I got briefly turned around after crossing the Susquehanna River again, but a nice lady at a Best Western directed me back on course.

Maile Neel was waiting at the Hampton Inn in Lamar and I was happy to see such nice accommodations. Larry had arrived a few minutes ahead of me and we

were assigned the same room. We each elected to sleep 90 minutes and continue, Larry even neglecting a shower to avoid cutting into his sleep time. Amazingly, I woke up rather refreshed, though dreading the cold morning. Comparatively speaking, I was reasonably efficient in getting back on the road by 6:30 a.m.

The next control was another postcard drop off at the Loganton Post Office. The roads were foggy and I still had to make nature breaks about every 15 minutes. After a long climb there were a series of rolling descents into Loganton when it started raining again. The post office wasn't officially open, but it was possible to go inside to get a brief respite from the rain. Larry wasn't far behind me and Jud Hand soon arrived. We departed separately.

I enjoyed the terrain for the next couple of hours and stopped in a local market to purchase some work gloves, as my glove liners just weren't up to the task. A word about the local markets. We hear a lot of talk in Tennessee about southern hospitality, but the people we encountered in Pennsylvania were some of the nicest I've ever met. They were genuinely curious about our ride and uniformly wished us luck in our endeavors.

The exception to this rule would be the Sheetz control in Mt. Union (mile 517), where we were warned to keep a close eye on our bikes. It appeared to be in a

sketchy neighborhood. The clerk refused to sign our brevet cards, so we obtained receipts in lieu of a signature.

I rode out of Mt. Union with Henk Bouhuyzen from Ontario. He was having sleep deprivation issues and we were to encounter some of the most difficult weather conditions of the ride. As night fell, the rain increased, making visibility poor. I pushed my glasses to the bridge of my nose, so I could peer over them, protected by my long cap brim. The traffic and descents were nerve-wracking. I chatted with Henk when possible to keep us both alert.

Although the weather was difficult, the temperature remained above 50F, so I wasn't miserable. Or at least not as miserable as Henk. When we arrived at the Tom's mini mart in Mifflintown (mile 561), Henk's girlfriend and some support people were waiting for us.

We looked like drowned rats. The plastic bags I'd wrapped around my socks had been collecting water and my toes appeared to float in water. I punched a few holes in the bags so the water could drain, but my feet were wrinkled and uncomfortable from the soaking. The straps of my sandals had abraded the tops of my feet which now appeared weirdly bloated.

Henk wanted me to wait for him, but after 15 minutes I was visibly shivering. Another rider had shown up, so I suggested that they

could ride together and I could move on. In the meanwhile some other riders had been picked up in the rain.

We were starting to hear rumors of large numbers of abandons due to the weather, with a possible DNF rate of 50 percent. This spurred me on, thinking with my 36 bonus miles, I couldn't afford to slack off. There was no guarantee I wouldn't make further mistakes due to sleep-deprived errors in judgment, and I had 98 miles remaining to reach the overnight control.

The next 40 miles was another blur. The rain had eased up, but the roads were still wet. As long as I kept moving, I stayed warm, though temperatures were dropping. I don't recall any particularly difficult climbing, but I was still moving at a sluggish pace. And I still had to stop about every 15 minutes to empty my bladder. When I thought I'd finally gotten my mojo working, I'd look down to see my computer register 15 mph.

About four miles from the control I started looking for Old Colony Road. The GPS indicated a turn coming up and I found the "EM" mark, but the road looked like a driveway. So I pedaled up ahead. No road ahead, so I went back. Could this actually be Old Colony Road? A wet, unpaved road? Maybe the road would improve, so I rode up a quarter mile through sketchy gravel until I was convinced that I was off

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Endless Mountains (continued)

route. I rode back to the intersection. Sure enough there was a visible sign: Old Colony Road. Sigh. I was riding about 5-8 mph with the rear tire constantly sliding out from under me. After 1.7 miles of this nonsense I was soon in the final stretch toward the Denny's control in Selingsgrove (mile 601). I arrived just as the rain began to pick up again.

There were several riders slumping over their booths, with the detritus of half-eaten plates crowding the counters. The sole waitress was overwhelmed and I explained to the control staff that I just wanted my card signed and would ride over to the market across the street. One of them convinced me to stay and order a meal, but I wasted a good 30-40 minutes when I could have been moving down the road.

I had 58 miles to the Hampton Inn in Pine Grove (mile 659). I was unlikely to make it before daybreak and I was not certain if I could remain awake until I arrived. The replacement taillight had also stopped working, so I was again reduced to a single LED powered by a couple of quarter-sized lithium cells. I was not a happy Planet Bike customer.

We were supposed to walk our bikes across the Susquehanna River walkway, but it's a long bridge and nobody at either end and I was in a hurry. Upon leaving the bridge, the cue sheet advised riders to keep the river on the right, so we



Riders at the Lamar Overnight Control. L-R: Bill Beck, Randy Mouri, Greg Conderacci, Rob Welsh and Chris Gaughan. Photo by Maile Neel.

would not travel 14 miles in the wrong direction. Sound advice.

Rolling roads followed the river with good fog lines. When I was not under a tree canopy the full moon permitted fast descents even with a weak light. The infrequent motorists who inevitably turned up their bright lights were an occasional annoyance, causing me to lose my night vision and slow down. A fair number of large trucks lumbered past me as I hugged tightly to the right side of my lane.

I was somewhere around the town of Gratz when I started to get punchy and knew it was time to get off the bike. There's a wooden pavilion nearby which would

provide cover if the rain should return. I noted the time then got myself into a deep meditative state, relaxing my muscles. Random images flashed through my brain, but I focused on breathing and I was an impartial observer to the show. After about 15 minutes, the random activity started to die down and the neurons were firing normally. I got up, a little stiff, but alert. I never know for sure if this will work, but it usually buys me some time. Once I made it to Pine Grove, I could get some sleep if necessary.

I stopped for another nature break and I was passed by another rider, either Scott Gator or John

Fessenden. I'll call him Scott. I caught up with him and we started chatting. I made it clear that I didn't want him to wait up for me, but if it worked out we could ride together for a while. We were mostly compatible. Later we passed by Jud Hand who was stopped by the road. He asked if we were in a hurry and we were — we were too close to the end of our mental tethers. Soon Scott and I encountered John Fessenden and we more or less rode together as the sun rose. We eventually arrived at the Hampton Inn control in a dense fog.

It was a major relief to arrive at the Pine Grove Hampton Inn (mile 659). We

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Endless Mountains (continued)

had a mere 200K of relatively easy terrain to ride on our final day. I took a quick meal and shower. Laurent Chambard generously loaned me a spare taillight. The sun was shining, and for the first time I actually felt warm while I was out on the road. My feet were still swollen, so I was gingerly pedaling in a low gear as three riders passed me within the first few miles.

One of the riders, Dan Clinkinbeard, turned around and joined me as the other two were going too hard for him to follow. We were soon joined by another rider, Dan Barbasch. Both Dans had already DNF'd, but decided to ride the final 200K portion of the route that day.

We wandered through the gently rolling Amish countryside for a couple hours, then saw Andrew Mead in a SAG van waiting for us with food and water. I grabbed a banana and gratefully accepted an ice cold Coke. The temperatures were now hot enough that I removed another upper layer. While we were stopped, Dan Blumenfeld arrived on his recumbent. We joked about just calling everyone around here Dan.

Just before arriving at the control in New Holland (mile 716), we stopped at Weavers Bike Shop. It is run by and caters to the Amish community, with an emphasis on practical versus stylish cycling accouterments. I pur-

chased a can of spray lube and generously coated my squeaking drive train.

After a long break in the Sheetz control, we headed out for our final leg of the ride with John Fuoco. John was concerned about his brother Dan who'd fractured a hip while crossing wet railroad tracks earlier. Soon afterward, we picked up Jim Solanick, who'd taken a brief afternoon nap. The five of us proceeded at a leisurely conversational pace for the last 59 miles.

The terrain got steeper. Around mile 744 we hit an incredibly twisty two-mile run of a descent, the kind that makes you say "Wheeee!" out loud. An hour later we donned our night gear, and

wound down the final miles to a satisfying ride conclusion. My long-distance tandem partner, Mary Crawley, was waiting at the finish, along with Maile Neel and Tom Rosenbauer. Smiles and congratulations all around.

Conclusion: The ride and the support were incredible. It is unfortunate that the weather incurred such a high 55 percent failure rate among riders, but I would definitely come back to ride it again. Major kudos to the staff volunteers for marking such an extensive course, painting 18 pages of cue sheet directions on 775 miles of roads. Many thanks to everyone who planned, assisted or participated in this event. Bon route!

Endless Mountains 1240K | Rider Results

Rider	Result
Michael Anderson	94:14
Dan Barbasch	DNF
Jeff Bauer	88:46
William Beck	86:52
Rogério Bernardes	DNF
Daniel Blumenfeld	88:10
Henk Bouhuyzen	91:46
Nicholas Bull	DNF
Henrique Caldas	DNF
Richard G Carpenter	DNF
Dan Clinkinbeard	DNF
Greg Conderacci	DNF
Paul H Donaldson	DNF
Michelle Dulieu	DNF
John Fessenden	91:21
Micah Fritzingier	86:15

Rider	Result
Scott Gater	91:21
John Fuoco	88:46
Dan Fuoco	DNF
Christopher L Gaughan	DNF
Alan Gosart	DNF
Larry Grabiak	DNF
Judson L Hand	91:21
Guy Harris	90:16
Geoffrey Hastings	90:16
Noel Howes	DNF
Albert Kong	91:46
Martin Lavoie	DNF
Jim Logan	91:44
Judith Longley	DNF
Kate Marshall	DNF
Craig Martek	89:18
Joseph Maurer	DNF

Rider	Result
Randy Mouri	83:24
Vincent Muoneke	86:14
William Olsen	91:31
Mark W Olsen	91:31
Henrik Olsen	86:34
Jerry Phelps	DNF
Henrik Schroeder	DNF
Patrick Shank	DNF
Vincent Sikorski	86:27
Raymond L Skinner	DNF
Jim Solanick	88:46
Glen Steen	DNF
Michael R Sturgill	DNF
Victor Urvantsev	DNF
Rob Welsh	86:15

Is a 1200K the Right Event for You?

BY KEN KNUTSON

Editor's note: Long distance cyclists approach randonneuring in many different ways. Some are speedy; some are methodical. Some eat powder; others eat cheeseburgers. Some carry enough tools for Tour de France support, enough food for an Arctic expedition, and enough clothes to fill a teenager's closet; others carry an allen wrench and a tube. Common to all randonneurs is a willingness to help other riders and to explain their approaches to the sport. From the wealth of varying advice offered, new randonneurs can craft their own styles. In that spirit, we offer the thoughts of one of our most experienced 1200km riders.

The enjoyment of bicycling differs from person to person. Some people enjoy touring while others enjoy racing. Some people love mountain biking while others stick strictly to paved roads. Even within the RUSA community, there are those that enjoy the shorter brevets and those that love longer ones. As you start to think about the coming year and potentially about PBP in 2011, you might be considering doing one of the 1200K events. You might also be wondering whether a 1200K event is right for you.

Your decision to tackle an epic ride requires more than deciding whether you have enough physical fitness. The fastest, most physically fit randonneur may not be the most successful. Other elements come into play as ride distances get longer. Getting in physical shape may be the easiest piece of the puzzle. This article addresses the other elements. A few elements you

might be able to improve during the next few months. Some others are just ingrained in our personality makeup. Unless you can minimize their impact, they may make the difference between finishing and not finishing.

Ultimately, you are the only one to decide if you want to tackle the longest randonneuring event. However, there are some basic questions you can ask yourself to guide you in your decision. What follows are some basic questions I've developed, along with rating guidelines. Rate yourself on a scale of 1 to 10 as to where you fall within the extremes. After completing this questionnaire, you should have a good understanding of what it is like to do a 1200K and be able to answer the ultimate question: "Is a 1200K the right event for me?"

1. What is your goal: to finish first or finish on your bike?

This is the most important question of them all. As such, it is worth twice the points (20). I cannot emphasize the importance of knowing your ultimate goal. You have 90 hours to complete a 1200K event and you've dedicated months of preparation. How do you think you will feel if half-way through the event you find your pace is five or 10 hours ahead of the cut-off times, but you are in the slowest 25 percent of the riders? What if you are within two hours of the cutoff? Will your desire to continue be there?

At every 1200K I've met someone that just "couldn't keep pace." As one rider told me this year, he decided to quit because we were getting

further and further behind. It didn't make any difference that we still had plenty of time to spare. We just weren't going to be among the leaders.

If your goal is to finish on your bike, then most likely you will. If you are worried about your placement, then there is a big chance you will fail.

Give yourself one point if your goal is to finish first, five if you want to finish in the top 10 percent, 15 if you want to finish in 90 hours and 20 if you plan to finish on your bike regardless of how long it takes.

2. What's more important: interacting with others or the scenery?

People are social animals. For some, beyond exercise, interacting with other riders is an important aspect of their cycling enjoyment. For others, the joy of being outdoors and enjoying nature makes their day.

Randonneuring events can be a lonely sport. Other than PBP, most 1200Ks have less than 100 people. There is a high probability that at some point you will be riding by yourself.

Even if you start with the idea of riding with a friend, there is a chance they will not finish. At that point, you will be on your own.

Typically, you will meet up with someone and ride together for a few miles and then part ways. It's not unusual to spend the whole ride with the same handful of riders, but only spend short periods with them throughout the ride.

So how do you react to riding alone? Do you need the company of others to keep going? If so, give yourself 1

point. If riding alone is only appealing during the day give yourself 5 points. If you prefer riding alone, give yourself 10 points.

3. Are you like MacGyver or NASCAR's Tony Stewart when it comes to bike repairs?

There are a lot of super fit and super fast riders that if all goes well, can blow through a randonneuring event like Tony Stewart can tear up a NASCAR race course. What happens when something mechanically does not go right? Tony has a pit crew within 2 miles at all times. How will you deal with a mechanical issue possibly 50 miles from civilization? Do you need a pit crew?

I don't want to sound insulting, but I have met riders on the side of the road who could not fix a stiff chain link or change a flat tire. Twice I have met riders that had their lights fall off and did not know how to remount them.

I've also met riders that can improvise bike repairs like MacGyver in the 1980s TV show.

Examples are converting a multi-speed bike to a single speed when a rear derailleur broke and finding a junk mountain bike shifter to use as a replacement for their road shifter.

What is your bike maintenance skill level? If you rely on others then give yourself 1 point. If you can tackle anything then give yourself 10 points.

4. Do you search for a bike shop or is one on board your bike?

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1200K—Right For You? (continued)

There is some rationale for believing that if your bike has had a tune-up just prior to a ride and you have new tires and cables, not much can go wrong. That is probably correct, but 1200K is a long distance. An unexpected pothole or rockslide can wipe out a new tire in an instant, leaving you stranded unless you have a spare. Chains do break and it is usually a new one where the connecting link wasn't aligned correctly. Even if you are an expert bike mechanic, do you have the tools and parts to fix your bike? Are you the type of rider that believes you won't need spare parts and can borrow tools to fix your bike (1 point), is it your style to carry the basic tools and parts to fix most common bike issues (7 points), or is your bag loaded with enough stuff to completely rebuild a bike (10 points)?

5. Is your fuel tank half-full or overflowing?

Most likely, there will be plenty of food and water available at the next control. However, what do you do if it happens to take you longer than expected to get here? What will you do if the control is at a remote spot and for some reason the food runs out? Do you carry just enough food and water to get to the next route sheet-identified food source (1 point), enough to make it to the next control (5 points) or have a reserve for at least an additional 60 miles just in case (10 points)?

6. Clothing optional or formal wear?

For a day ride like a century, the weather is easy to predict and it is easy to decide what clothing to take. That is not the case for a 1200K. A

classic example was the 2004 Last Chance 1200K. It was described as the hottest, coldest, wettest, and windiest year. The first day of the ride was over 100 degrees. Midway through the ride a weather front went through resulting in a night of heavy rain, hail, and tornadoes. After the storm passed, the nighttime temperatures were in the low 30s. Without proper clothing, it would have been a miserable ride. Are you a clothing minimalist, carrying a light jacket (1 point), do you pick up and drop off clothes at controls to adjust to the weather conditions (5 points) or do you pack enough clothing to survive any possible situation (10 points)?

7. Support group or self-support?

Obviously, the easiest and quickest way to complete a randonneuring event is to have a support group. With a support group, you can minimize the amount of food, parts, tools, and clothing carried. The support group can have a hotel room ready and a hot meal available when you arrive at the control. The down side is they can encourage you to get more sleep, or recommend you drop out if they think you are too tired. There is also the chance a well-meaning personal support person could get you disqualified by coming to your assistance outside the control area. As defined on the RUSA website, "randonneuring is long-distance unsupported endurance cycling." Do you need personal support to make it through the ride (1 point) or are you willing to be self-supporting (10 points)?

8. Looking for a mod-

ern restroom with running water or will any bush meet your need?

Sometime during a 1200K event you are going to have to take a nature break. At some point, every animal seeks relief. As we cycle down country roads, we see cows, horses, and other animals freely going about their business. In our culture, this is a private matter. However, facilities are limited outside city limits. So the question is what is your comfort level? Do you wait until you can find a modern restroom (1 point), will you most likely wait until you find a restroom (5) or when nature calls, do you head for the nearest bush (10 points)?

9. Is your ride diet scientifically calculated or do you rely on road kill?

There are numerous books and articles discussing nutrition for optimal performance. It doesn't take much searching to come up with a plan for how many calories and how much liquid one needs to consume per hour. These plans are great in an ideal environment. However, outside of specialized stores, the energy bars and drinks that you might be used to using aren't available.

Even at controls, your favorite choices might not be available. In the "outback," the ride organizers may have arranged for a local civic group to provide support. These well-meaning folks maybe surprised and overwhelmed by how much you eat, resulting in temporary food shortages. In addition, the food selection may seem inappropriate for a randonneuring event.

Another common prob-

lem might be the water. While the local water may be agreeable with the locals, it might not taste right to you.

So how do you react to this situation? Do you find it upsetting that they don't have the food and drink to meet your needs (1 point), rely on fuel supplies out of your drop bags (5) or do you go with the flow taking what is offered and if need be seek out other food sources along the route (10 points)?

10. Do you need a GPS (1), play follow the leader (2) or enjoy orienteering (10)?

A good friend of mine, who is a three-time PBP finisher, told me he has never looked at the route sheet. He follows other riders and uses the arrows posted along the route. That philosophy works pretty well for PBP since the route is well marked and there are over 5,000 riders strung out along the route. PBP is the exception. Most other routes are not marked and have less than 100 riders.

Counting on finding someone to follow might not be possible at most events because of the small number of participants. In addition, the "follow the leader" technique is only as good as the navigation skills of the leader. If you are using this technique, make sure rider roles are well-defined. Often times the leader is setting the pace and relying on one of the followers to verify the route. From my own personal experience, I am usually following someone else when I have gotten off course.

The new tool gaining popularity is the GPS. I won't

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1200K—Right For You? (continued)

get into a discussion about whether they should be used, but I will say at this time they are not a replacement for a route sheet. The main usage issues are the limited battery life as well as programming errors that can take riders on an alternative route.

What is your riding style? Do you use a GPS in place of the route sheet (1 point), mostly play follow the leader (2 points), or really enjoy orienteering (10 points)?

11. Is your approach to weather “Good Day Sunshine” or “Singing in the Rain”?

My most memorable “rain memory” occurred during the first PBP night in 2007. I was wet from the constant rain, and for a brief period the rain was intermixed with sleet and I was out of the saddle climbing a hill. As I climbed, I felt extremely happy and singing out loud. At the same time, other riders were already deciding to call it quits. Everyone deals with adverse weather conditions differently. I’ve met folks that have showed up for brevets and then elected to turn around and go home versus spend the day in the elements. Then there are those that have the attitude that the more difficult the conditions, the more they will have to brag about afterwards. Over my 11 1200K rides, I’ve experienced three with temperatures over 100 degrees, two with temperatures in the 30s, five with rain, including three with thunderstorms. In addition, there has been hail, sleet, and tornadoes. My point is over 90 hours you are most likely going to run into less-than-ideal weather. So how are you at coping with less than desirable weather?

Does adverse weather cause you to head for home (1 point) or do you find yourself “singing in the rain” (10 points)?

12. A day trekker (1) or night rider (10)?

Many excellent bicyclists live by one motto, “be home by dark.” It is possible, yet highly unlikely that you can finish a 1200K without spending several hours night riding. If you are uncomfortable riding, potentially alone in the dark, then this isn’t the sport for you. If you are comfortable, then this can be a very enjoyable experience. One moonless night in 2001, I entered one of several tunnels on the Gold Rush Randonnée route. Inside the tunnel, it was pitch black. When I came out, the difference between the absolute dark tunnel and the star laden sky was spectacular! What is your comfort level? Do you feel a need to stick to the comfort of daylight (1 point) or are you a creature of the night (10 points)?

13. Full night’s sleep or power nap?

I first noticed power naps when I was about 8 years old. My grandmother would take a few 15-minute naps and then be ready to go for several hours. She rarely slept at night, except for short naps. Many people, including myself, live most of their life in this manner. At the other end of the spectrum are folks that require a full night’s sleep to function. That isn’t an issue with normal daily living, but is a potential issue with randonneuring events. Unless you are super fast, there isn’t enough time to sleep more than a couple hours at a time. Can you function on limited sleep?

If you feel you need more than two hours at a time, then give yourself 1 point. If you can get by with one 90-minute break every 24 hours give yourself 5 points. If you can function for at least 6 hours on a 15-minute power nap, then give yourself 10 points.

14. When it comes to sleep, do you need a hotel room or would you be comfortable in a chaotic bus station environment?

A typical 1200K sleep facility is more like a bus station than a hotel room. They are usually in a gymnasium with mats on the floor. Often, the sleep area is in the same room as rider check-in and food service. Therefore, there is a lot of commotion as people are eating, talking, and heading in and out. Depending on where the control is located, there may or may not be hotels close by. For me, sleep breaks are mostly about resting the eyes and stopping motion. However, everyone has his or her own requirements. What is your comfort level? Do you feel you need a hotel room (1 point), or can you get along in the bus station environment (10 points)?

15. Private bath or communal showers?

One last point to consider is personal hygiene. This varies as much by individual as does our bicycle equipment. Everyone has his or her own tolerance. Some complete the whole event in the same clothes without freshening up along the way. The majority tend to freshen up about every 400k. The question is how much privacy do you need? For the most part, the shower facilities are typical

gym class, mass showers. On three events, there was at least one control where the showers were unisex! In addition, most likely there will only be cold water. Not exactly the Ritz-Carlton, is it? If you need a private, hot shower, give yourself 1 point. If your philosophy is, we are all riders and you just want to knock the road dust off, give yourself the full 10 points.

Now that you have graded yourself, how did you do? If you got the maximum 160 points, then you not only have the right personality traits to complete a 1200K, but might be looking for a more challenging adventure. If you scored less than 50, this might not be right for you. If you are uncertain, then I suggest you think about each of these questions while you are doing your qualifying rides or think back to how you have handled the situations described. It is possible to complete a 1200K with a low score, but in my opinion, the higher the score, the greater probability that you will succeed.

This article is intended to give you insight on what you will experience. These are my opinions, not hard-and-fast rules, but they will give you some idea on what it takes to succeed on one of these epic events. If you decide to try one, look around and if I’m there say hi!

Ken Knutson is an accomplished randonneur. A RUSA member since 2001, he has completed more than 40,000 kilometers of brevets, including 11 1200K events. He is a two-time Randonneur 5000 recipient, an Ultra Randonneur Award recipient and a two-time R-12 Award recipient.

2009 Can-Am Pin Awarded To 17 Riders



Can-Am recipients. L-R: Ken Bonner; John Morris, Gregory Courtney; Mark Olsen; Henk Bouhuyzen; Dick Felton; Bill Olsen; unidentified; Hans Dusink; Carol Bell; Jeff Mudrakoff; Gary Baker. Not pictured: Barry Chase and Dan Clinkinbeard. Rob Welsh earned his Can-Am pin at the Endless Mountains1240. Photo by Linda Bradley.

BY KEN BONNER

Long ago in North American randonneur history, there were only two sanctioned 1200k brevets in existence in North America. The first on the scene was the classic Boston-Montreal-Boston 1200; and then later, the Canadian Rocky Mountain 1200 was created. Jennifer Wise, Director of the BMB and Real Prefontaine, President, British Columbia Randonneurs Cycling Club (Jennifer was also President of Randonneurs USA; and Real was also President of Randonneurs Mondiaux) reportedly had a difference of opinion as to whether or not a randonneur could complete

two 1200k brevets in one season. Real Prefontaine solved the issue by successfully completing both the BMB 1200 and the Rocky Mountain 1200 in one season. According to legend, Real also collected a case of beer from Jennifer!!

Since then, the Can-Am pin has become a much sought-after award. Some randonneurs have several Can-Am pins! In 2008, 11 randonneurs earned the Can-Am pin, using the Cascade 1240, the Colorado Last Chance 1200 and the British Columbia Rocky Mountain 1200 to achieve their award.

In 2009, 17 folks earned their Can-Am pin, using one or more U.S.A. 1200s plus the inaugural Ontario Granite

1200 to achieve their award. They are: Henk Bouhuyzen; Hans Dusink; Gary Baker; Jeff Mudrakoff; Bill Olsen; Mark Olsen; Carol Bell; Dan Clinkinbeard; John Morris; Barry Chase; Gregg Courtney; Dick Felton; David Thompson; Bob Koen; Ken Knutson; Rob Welsh; and Ken Bonner.

How Can I Earn My Can-Am Pin?

Within the period from January 1 to December 31, inclusive, successfully complete at least one Randonneurs Mondiaux/ACP sanctioned brevet of at least 1200 km. in length in each of Canada and the U.S.

Advise the organizer of the final qualifying brevet that

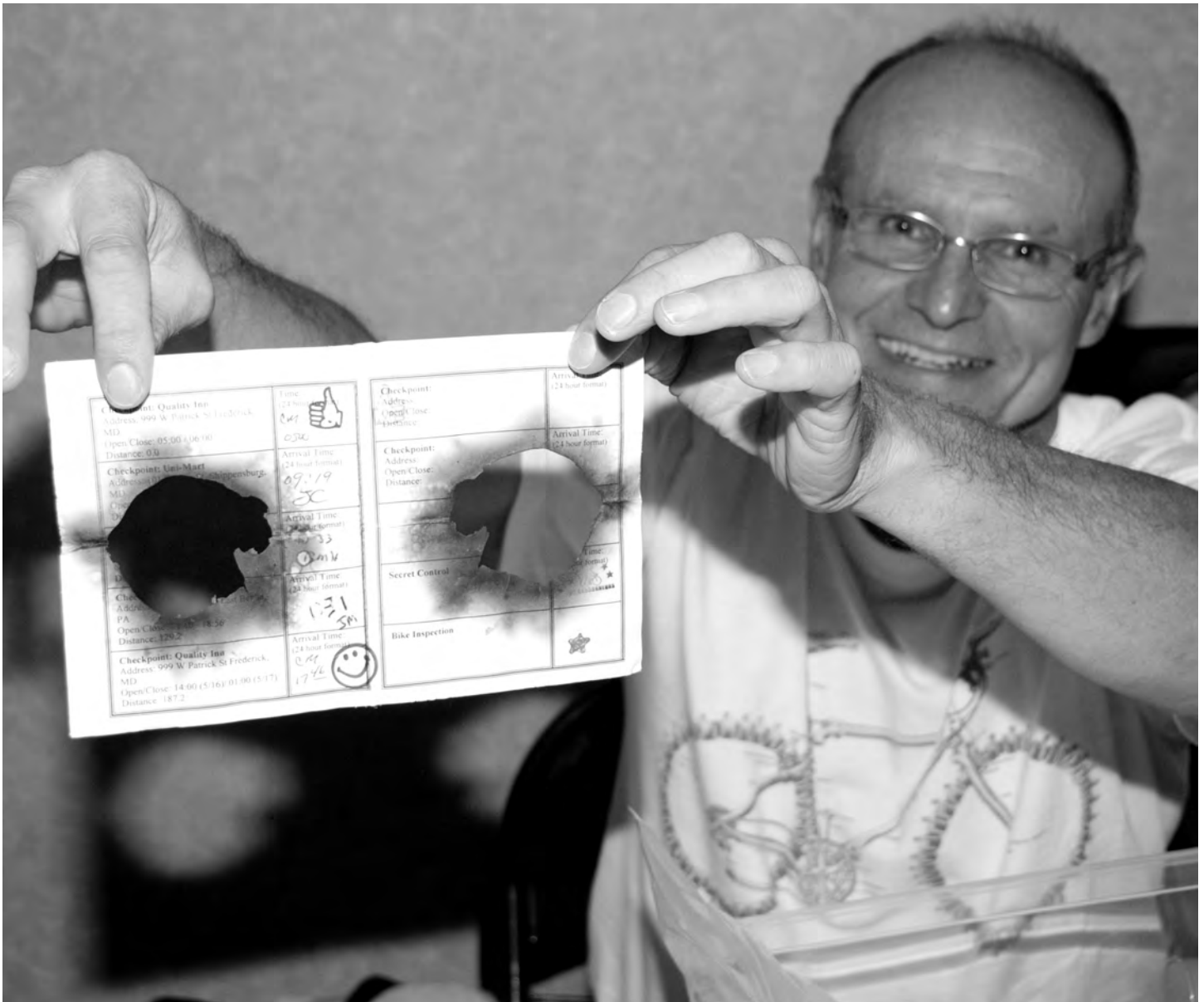
you will be attempting to earn the much coveted Can-Am pin, so the organizer can have an appropriate number of Can-Am pins available at the finish of the brevet.

A Can-Am pin can be earned multiple times, but only once per calendar year.

Currently, 1200+ km brevet organizers can obtain Can-Am pins from Ken Bonner (kenbonner@telus.net), British Columbia Randonneurs Cycling Club.

Questions regarding the Can-Am pin can be directed to John Lee Ellis (jeel-lisx7@juno.com), Randonneurs USA or Ken Bonner kenbonner@telus.net British Columbia Randonneurs Cycling Club.

PHOTO GALLERY



The weather and normal wear and tear can take their toll on a brevet card. But this is something else. RBA and photographer Bill Beck explains: "Of course they get wet. I've also seen blood and other stains that I prefer not to identify. But the most unusual was definitely this card. It had gotten wet, so the owner had tried to dry it in the hotel microwave oven. The thing caught fire and about half of the card was destroyed. But fortunately for the owner, all of the control times and initials were intact. So it was accepted for an official finish. I still have the card, at least until I mail it back at the end of the year." The picture shows ride organizer Chris Mento holding up John Guth's card.

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				
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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				
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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
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Randonneurs USA Membership Form

PLEASE PRINT CLEARLY!

Renewal *New Member*

Name : _____ RUSA # _____
 Address : _____
 City : _____ State: _____ ZIP: _____
 Country : _____ Tel: (_____) _____
 Email: _____
 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 -----

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 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.