

AMERICAN RANDONNEUR



Volume Thirteen Issue #2

Summer 2010

Message from the President

Cue Sheets or GPS? That is a very good question to ponder in today's high-tech world of fancy gizmos and gadgets. Our RBA Liaison, John Lee Ellis, regularly reviews the regional websites. He reports that RUSA RBAs offer a variety of materials online in addition to the Cue Sheets that RUSA requires. 48% of our RBAs provide maps, 22% provide elevation profiles and 6% provide GPS files.



I'm telling my age when I say that I remember riding without a cyclometer or cell phone. Imagine that! Now, along with my smart phone, I have a GPS device, and like some riders I find them to be quite entertaining as I can monitor my power output, heart rate, elevation gain, cadence, calories burned and global position on an ongoing basis. Of course, in addition to managing my own caloric power needs, I also have to mind the power needs of my gizmos, too, lest they also bonk and silence my social networking chirps. Sometimes the data is clearly too much information and other times I like it when it compares favorably to my previous efforts; surely all of my online friends and followers are hanging on my every word and mobile photo uploads.

Seriously, while RUSA does not require that RBAs provide GPS files, I do not anticipate a rule that prohibits GPS files either. RUSA gives guidance in the form of RBA Procedures for all of the organizers on Preparing Cue (Route) Sheets and Maps. With almost 50 regions, though, you'll find that there are style variations among our RBAs in terms of their websites (in addition to the different regional characteristics that we find with topography and climate.) This regional diversity adds to the enjoyment as some of our members travel widely to experience different brevets in many regions.

Some RBAs do provide GPS files, or more often their riders create and then share the data with the other entrants so they may program their gadgets with a "use at your own risk" disclaimer. As RBAs, we sometimes get those requests of "Got GPS?", especially from riders who might be travelling from elsewhere to do the ride, but in my experience, most riders do not use GPS nor do they really care much about it. It's easy to see how RBAs who provide route information in multiple formats could inadvertently introduce some discrepancies, especially if they don't have a large volunteer base. While I do expect the number of users to grow as these devices will continue to proliferate, the RBAs that do not provide GPS data files are doing just fine, too.

Cue sheets are still the simplest and most accessible standard that reaches the most people – riders and organizers alike. I'd like to see more folks volunteer to help our hardworking RBAs so that whatever information they are able to provide to the riders is as accurate as possible. Perhaps you could help your local RBA by doing a worker's pre-ride of the course to verify that the cue sheet is correct and then make yourself available to volunteer as needed on the day of the ride. If the RBA in your region would like to make GPS files available to riders, this presents another chance for a volunteer to help by making sure that the GPS files and the cue sheets agree as we all enjoy our 100-year old sport.

—Lois Springsteen

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RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
ALASKA				6144	Garrett Boetzer	San Diego	CA
5962	Tom Parker	Anchorage	AK	6148	Brooks D Wong	Alameda	CA
6164	Buffie Cubit	Anchorage	AK	6149	Andrew John Woolley	San Diego	CA
6165	Joel Geisendorfer	Anchorage	AK	6150	Ann Trason	Kensington	CA
6168	Kevin Passa	Anchorage	AK	6151	Carl Andersen	Kensington	CA
6196	Kevin P Wheeler	Wasilla	AK	6166	Dmitry Livdan	Berkeley	CA
6202	David Clemens	Fritz Creek	AK	6180	Jamie Wynne	Springfield	CA
6210	Dawn Groth	Anchorage	AK	6186	Marlo Hlawitschka	Davis	CA
6211	Jim Mayers	Anchorage	AK	6194	Nathan Shimek	San Francisco	CA
6220	Veronica Beagan	Anchorage	AK	COLORADO			
ARKANSAS				5967	Brett A Cook	Longmont	CO
6163	Kurt A Searovogel	Sheridan	AR	6026	Mark Lowe	Arvada	CO
ARIZONA				6171	Jere Paulmeno	Thornton	CO
6005	Ryan Guzy	Tempe	AZ	6192	Roger E Hedlund	Tabernash	CO
6012	Rebecca Clark	Tempe	AZ	6221	Joe Lansing	Fruta	CO
6022	Mark Dumas	Tucson	AZ	6222	Don Leyn	Englewood	CO
6023	Ben Andrews	Tucson	AZ	CONNECTICUT			
6036	Scott Walters	Tempe	AZ	6035	Tri Vinh	Enfield	CT
6132	Michael P O'Donnell	Flagstaff	AZ	6191	Liz West	Westport	CT
6157	Henry Brock	Tucson	AZ	DISTRICT OF COLUMBIA			
6200	Patrick Kehoe	Phoenix	AZ	6104	Joshua J Rymon	Washington	DC
CALIFORNIA				FLORIDA			
5963	Will Cronyn	San Diego	CA	5971	Terry Doty	Melbourne	FL
5972	Rick Schoephoerster	Redwood City	CA	5975	Robert Willcox	Merritt Island	FL
5978	Chris V Udarbe	Folsom	CA	6046	Rick Mottola	Ponte Vedra Beach	FL
5979	John Adams	San Francisco	CA	6098	David A Brelsford	Mt. Dora	FL
5980	Chris Elbo	Oakland	CA	GEORGIA			
5993	Peter Eade	West Hollywood	CA	5966	William G Howard	Lincolnton	GA
5994	John Bracco	San Jose	CA	5977	Cindy S Miller	Decatur	GA
6004	Eddy Kempkey	Napa	CA	5998	Jose L Rodriguez	Decatur	GA
6006	Martin A Jones	Madera	CA	6170	Larry Zadnikar Jr	Atlanta	GA
6009	William A Monsen	Richmond	CA	IOWA			
6011	David Elsberry	Laguna Niguel	CA	5991	Scott Rinehart	Sioux Rapids	IA
6013	Jules Freedman	Berkeley	CA	6091	Price Flanagan	Des Moines	IA
6014	Joseph Werth	Oakland	CA	6133	David Tigges	Ceder Rapids	IA
6017	Ian Kizu-Blair	San Francisco	CA	6198	Ron H Smith	Indianola	IA
6032	David Hoag	San Jose	CA	6224	Randal Foster	Ames	IA
6033	Deborah Hoag	San Jose	CA	6231	Alex Jones	Bettendorf	IA
6034	Barbara McQuinn	Oakland	CA	ILLINOIS			
6044	Andrea Symons	Fremont	CA	5964	Calvin Thorne	Oak Park	IL
6051	Michele Santilhan	Menlo Park	CA	5965	Amanda Braun	Oak Park	IL
6052	Bryan K Clarkson	Oakland	CA	6038	Chad Correll	Chicago	IL
6056	Heath Allen	San Francisco	CA	6039	Nancy Fudacz	Chicago	IL
6057	Anthony J Delellis	La Jolla	CA	6050	Andrew Griffin	Rock Island	IL
6065	Ernesto Montenero	Alameda	CA	6082	Joseph Hmieleski	Highland Park	IL
6068	Richard Kizu-Blair	Cazadero	CA	6093	Andrew Cohen	Highland Park	IL
6070	Richard W Hanke	Saratoga	CA	6094	Nicole Cohen	Highland Park	IL
6076	Peter D Glenn	Reseda	CA	6137	Alvin Wilkening	Hamel	IL
6078	Stephen Zavestoski	El Cerrito	CA	6138	Janet Wilkening	Hamel	IL
6080	Bertrand Morelle	Santo Rosa	CA	Continued on next page			
6096	Jade Laird	San Francisco	CA				
6097	Jill Allen	San Francisco	CA				
6102	Len Bourgeois	Sunnyvale	CA				
6103	Kaley McCumber	Sunnyvale	CA				
6108	Kelly Gregory	Oakland	CA				
6115	Mike Krynock	Morgan Hill	CA				
6130	David Walker	Fremont	CA				
6134	Ann Cook	Loomis	CA				
6143	Laura Green	San Diego	CA				

RUSA Welcomes Its New Members!

OHIO				6090	David Baxter	Austin	TX
5970	Ted Meisky	Columbus	OH	6112	Jeff Golmon	Richardson	TX
6000	Stewart Freedman	Akron	OH	6161	Craig Sainsott	Smithville	TX
6042	Rob Nofziger	Pettisville	OH	6183	John Pate	Sugar Land	TX
6043	Jacob Nofziger	Pettisville	OH	6184	Eugene M Mazzurana	Benbrook	TX
6077	Jacob L Murphy	Sheffield Village	OH	VIRGINIA			
6081	Elsa deCardenas	Hudson	OH	6084	Charles S Thomas	Arlington	VA
6099	Michael McClintock	Wooster	OH	6152	Sam Earl	Newport News	VA
6107	Bruce A Lash	Ravenna	OH	6201	Kevin Seavey	Virginia Beach	VA
6128	Russ Romocean	Ravenna	OH	6214	Robert Matz	Falls Church	VA
6146	Joseph Giampapa	Columbus	OH	6228	Christian McMillen	Charlottesville	VA
6147	Thomas Ollinger	West Milton	OH	VERMONT			
6155	Alexander Kaszynski	Dayton	OH	6131	Joshua D Landis	Norwich	VT
6215	Taylor Kruse	Columbus	OH	6159	John W Himmelsbach	Waitsfield	VT
6230	Douglas L Oda	Lewisburg	OH	WASHINGTON			
OREGON				5981	David Aiken	Woodinville	WA
5988	Theodore Roffe	Portland	OR	5984	Chris Willett	Lakewood	WA
6024	Edward K Groth	Portland	OR	5986	Rick Alway	Port Orchard	WA
6025	Steph Routh	Portland	OR	5989	Erik Hokanson	Bellingham	WA
6067	John Desmarais	Portland	OR	5990	Tim Riley	Bellevue	WA
6172	Jim Hinkley	Portland	OR	6007	Allen Fricke	Oakville	WA
6229	Jeffery Arasmith	Portland	OR	6008	Katy Cottingham	Kirkland	WA
PENNSYLVANIA				6031	Bradley Hawkins	Seattle	WA
5968	Lew Hershey	Lancaster	PA	6041	Jonathan Chambers	Redmond	WA
6030	Frank Briola	Pittsburgh	PA	6061	Sheryl McDevitt	Leavenworth	WA
PUERTO RICO				6062	Mick McDevitt	Leavenworth	WA
6116	Rebecca Lugo-Juan	San Juan	PR	6071	Martin Criminale	Seattle	WA
6117	Christopher McDowall	San Juan	PR	6086	Lillian Otani	Mercer Island	WA
6118	Hector M Torres	Aibonito	PR	6087	Horst Zeeb	Lake Forest Park	WA
6119	Juan Colon Luna	Aibonito	PR	6101	David Wills	Mukilteo	WA
6120	Angel G Colon Colon	Salinas	PR	6113	Michael McKenna	Bellevue	WA
6121	Jose A Lopez Rivera	Toa Baja	PR	6114	Bill Kennedy	Seattle	WA
6122	Jose Rivera	Guaynabo	PR	6129	Van Kantner	Seattle	WA
6123	Jorge A Otero	Vega Baja	PR	6173	Dany Joly	Seattle	WA
6124	Luis Barreto Flores	San Juan	PR	6174	Benjamin H Pitcher	Seattle	WA
6125	Rolando Colon Lopez	Arecibo	PR	6175	Andrew Zeigler	Seattle	WA
SOUTH CAROLINA				6195	Glenn D Soja	Seattle	WA
6002	Page Fletcher	West Columbia	SC	6208	Daniel Byrne	Seattle	WA
6003	Matthew Fletcher	West Columbia	SC	6209	Ben Miller	Seattle	WA
6213	Laurens Flanagan	Greenville	SC	6216	Carl Berton Paul	Lacey	WA
TENNESSEE				6217	Lynn Kuhlman	Kent	WA
6069	John L Hickman	Nashville	TN	WISCONSIN			
6073	Johnny Barnes	Ooltewah	TN	5987	Kurt Giesa	Whitefish Bay	WI
6189	Josh Caraccio	Harrison	TN	5997	Jerry Christensen	Eau Claire	WI
TEXAS				6145	Michael Hartmann	Madison	WI
5976	Tuula Persson	Arlington	TX	6156	Bruce Davey	Sheboygan	WI
5982	Stanley Ford	Crowley	TX	FOREIGN MEMBERS			
5983	Greg LaDoe	Spring	TX	5974	Ed Person	Coquitlam	BC Canada
6010	Christian Williams	Flower Mound	TX	6140	Ryan Golbeck	Vancouver	BC Canada
6040	Shoaib Hasan	Irving	TX	6203	Gary Sparks	Bowen Island	BC Canada
6045	Teresa Newman	Midland	TX	6204	Bob Koen	Vancouver	BC Canada
				6205	Leonard Glass	North Vancouver	BC Canada
				6206	Michel Richard	Chilliwack	BC Canada
				6064	Goncal Fernandez Mills	Barcelona	Spain

Six Ultra Randonneur Awards Presented

The Ultra Randonneur Award is for RUSA members who have ridden ten (10) Super Randonneur series. The Super Randonneur (SR) series of brevets (200km, 300km, 400km and 600km in a calendar year) that are used to qualify for the Ultra Randonneur Award need not be in consecutive years, nor is there a time limit on how long it takes to accumulate the ten SR series. Note that it is possible to earn more than one SR series per year, making it possible to earn this award in fewer than ten seasons.

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

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

Year	RUSA #	Name	City & State
2009	342	Melanie H Ashby (F)	Miami, FL
2009	2817	Brannon Oates	Pasadena, TX
2010	2565	Gary Gottlieb [2]	Aledo, TX
2010	2796	Christopher Hanson	Redondo Beach, CA
2010	1589	Mark Metcalfe [2]	Duncanville, TX
2010	64	Mark Thomas [2]	Redmond, WA

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

List of Latest R-12 Recipients

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

must continue uninterrupted for another 11 months.

Events that count toward the R-12 Award are:

- Any event on the RUSA calendar of 200 km or longer.
- Foreign ACP-sanctioned brevets and team events (flèches), Paris-Brest-Paris, and RM-sanctioned events of 1200km or longer.

once during the twelve-month period for R-12 credit.

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

RUSA congratulates the latest honorees, listed below.

Barday, RobertGolden, CO
 Beck, William [4]Woodbine, MD
 Carpenter, Richard G [3]Reading, PA
 Counts, DonSan Diego, CA
 Dean, GarySilver Spring, MD
 Dingsor, AndyDurham, NC
 Driscoll, Dan [6]Arlington, TX
 Durkin, TomPortland, OR
 Estes, SandraWhitewright, TX
 Foster, ShelleneWylie, TX
 Grainger, Michelle (F)Boulder, CO
 Hanson, Christopher [2]Redondo Beach, CA
 Kratovil, JoeHillsborough, NJ
 LeGoff, SteveBoulder, CO
 Lentz, Rick [2]Vineland, NJ
 Longley, JudithDeland, FL
 Loomis, JeffSeattle, WA
 McKenney, Bryan [2]Wylie, TX
 Myers, MikeBaxter Springs, KS
 Myers, NancyBaxter Springs, KS
 Neel, Maile (F) [3]University Park, MD

Nethercott, PaulDallas, TX
 Newman, Christine (F)Skillman, NJ
 Nguyen, Thai [3]Bothell, WA
 Norman, MichaelMountlake Terrace, WA
 Oates, BrannonPasadena, TX
 OConnor, MichaelDurham, NC
 Olsen, William [3]Califon, NJ
 Osborne, LindleyRaleigh, NC
 Phelps, Jerry [4]Chapel Hill, NC
 Prince, Gary [2]Seattle, WA
 Sammons, Jeff [3]Brentwood, TN
 Sarine, DannyDenton, TX
 Shopland, Ian [2]Olympia, WA
 Stevens, Sharon (F) [4]Richardson, TX
 Sturgill, Michael RPhoenix, AZ
 Sutton, Leslie (F) [2]Boulder, CO
 Thompson, W DavidNew Smyrna Beach, FL
 Vigoren, EricBremerton, WA
 White, CharlesMarysville, WA
 Woods, AlanPortland, OR
 Wright, Pamela (F) [4]Fort Worth, TX

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

PASSINGS

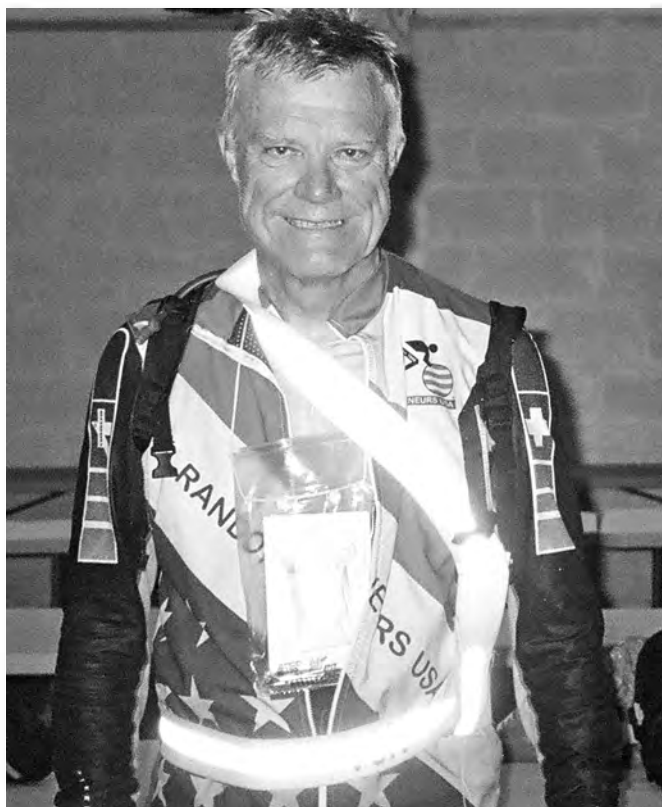
Bruce Taylor

Our cycling community suffered a loss when RUSA member Bruce Taylor died on February 6, 2010 from injuries suffered from a bike accident the week before.

Bruce was an accomplished cyclist whose palmares included Paris-Brest-Paris in 2007 and the Shenandoah 1200 in 2008. In addition to completing many other brevets, Bruce also completed 32 double centuries in the California Triple Crown series and was a regular on local century rides in Southern California.

Fellow rider Chris Hanson, when learning of Bruce's death commented on the passion and desire for endurance cycling that makes up our community — a passion that Bruce shared and passed onto others.

Bruce started cycling after spending many years in the outdoors, backpacking, camping and cross-country skiing. This love of the outdoors was a reason that he enjoyed cycling. Bruce did not get pleasure from just riding the event but also from experiencing the scenery and the people along the way, none more so than PBP in 2007. Rather than talking about the difficulty of the ride and how the weather made it a tough four days in the saddle, Bruce was enthusiastic about the wonderful people throughout the ride and



how much he enjoyed the French countryside.

The following year Bruce successfully completed the inaugural Shenandoah 1200. Afterwards Bruce submitted a ride report that explained why he enjoyed cycling so much. He spoke of the beauty of the course and enjoying the historical landmarks and countryside that he rode along. As a history buff he especially enjoyed riding through the Gettysburg and Antietam battlefields and viewing the monuments.

Bruce's conclusion to his ride report also explains why he enjoyed endurance riding. He wrote: "The

Shenandoah is truly a remarkable event. The roads except for the wind debris (from a storm the day before the ride) were excellent and at times breathtaking. The support was fantastic.... And don't forget your camera, for you will be riding in paradise. John Denver, in one of his songs, calls the Blue Ridge and Shenandoah Valley a touch of Heaven. I must say that I was surely touched by the beauty and enchantment of this area. I just never thought Heaven would be so hot."

I had the pleasure of riding with Bruce for much of the ride, which took place during a record heat

wave. On the third day with temperatures over 100 degrees, we continued after the control in Buchanan, Virginia onto a series of rollers but were not making too much progress. We decided to stop at a motel at 4:00 in the afternoon and found the Relax Inn. I will never forget the look on the motel manager's face when two middle age men asked to rent a room for two hours.

Bruce embraced randonneuring with enthusiasm. He progressively became a stronger rider yet he was always willing to share his thoughts and offer encouragement to others. He invariably rode with a wide smile. Last year, on one of the few occasions when he could not finish a brevet, he went back onto the course to provide assistance at the controls.

Chuck Bramwell, in an e-mail after learning of Bruce's death, succinctly summarized Bruce when he said, "He was always so helpful, thankful, and just plain nice ... both on the bike and off."

Bruce you will be missed by all of us in your cycling community.

Bruce is survived by his wife, Jeanne, his three children, Scott, Brian and Laurie, his grandchildren Matt and Ashley, and his parents Bruce and Marjorie.

—Tim Sullivan

PASSINGS

Tom Milton

Tom Milton, RUSA # 2664, died April 24 of an apparent heart attack while participating in California's Devil Mountain Double Century. He was 56.

A member of the Davis Cycling Club, Milton was an active cyclist who participated in PBP 07 and had also ridden scores of California Triple Crown events. He was inducted into the California Triple Crown Hall of Fame in 2009 in recognition of completing 50 Double Centuries in the California Triple Crown Series.

On his website, Milton described himself as a third generation engineer, as well as a designer, patent holder and entrepreneurial businessman.

Milton was one of the principal investors in Selle An-Atomica, a company that made leather bicycle saddles with an innovative slotted seat that is favored by many randonneurs.

Remembrance

In an note sent out to various randonneuring listservs, San Francisco RBA Rob Hawks shared his memories of Tom Milton:

At the beginning of the year, a few days before our brevet season kicked off, I got mail from Tom asking if there was still space for him. I had very briefly met Tom in San Quentin at registration

for PBP in 2007, and then even more briefly on one or another of the various double centuries in Northern California. Tom attended

our first brevet and had a great time riding with us. He thought so much of the experience that he wrote me a rather lengthy note to tell me how much he enjoyed the ride, the route, and especially the club. He was taken by all the new faces that came out for our first brevet, riders that he knew were brand new to randonneuring. Those riders struck him as not quite like the usual riders we see, and he thought that was fantastic. To him it signaled a broadening appeal to a kind of riding he loved. I really appreciated his feedback.

Tom came out for our second early 200km as well, and joked about not waiting to the last minute to sign up this time, but then hilariously locked his keys in his car and had to scramble to catch up with the group that departed 15 minutes ahead of him. Instead of being upset, he laughed it off, thanked the volunteers on his way out into the rain and had a great ride. By this time he was so



impressed with the riders and volunteers of SFR that he signed up for several more of our rides, doing our 300km and later our 400km.

Tom and Deb joined a flèche team and one week after our 400km he was riding through the night with his team, having a great time. After each ride he would send something to me describing how much he enjoyed the ride, or something to our e-mail list with the same theme. As RBA it is hard to describe how great it was to get his feedback. It was always appreciative, always insightful and always helpful.

We recently finally found ourselves on the same brevet when we participated in the Davis Bike Club's 400km. Freed of my responsibilities by riding someone else's brevet, I could just concentrate on riding. Tom and Deb played leapfrog with my group all day long, and for a long stretch we rode together through the Alexander Valley. Tom and Deb were really riding well that day, and you could tell they were also enjoying all the company on the ride. Tom's group left the penultimate control on that brevet just after my group

arrived. A few miles down the road, our group had ice chunks and later eggs thrown at us in two separate incidents. Upon hearing this Tom sent me mail saying how sorry he was to hear of our experience, and closed with this:

"On a kinder gentler note, it was a pleasure for Deb and I to ride with you and Charlie at times Saturday. It is always nice to see and have time to talk with folks we know more so for their volunteering and organizing than for their riding! Thanks again for these things you guys do for us."

On a recent Saturday, I was again volunteering at the first rest stop on a particularly difficult double century. I saw Tom there and when I came over to say hello, Tom shook my hand and thanked me for supporting the ride.

Tom was signed up for our 600km in May. I will certainly miss his presence on the ride, and certainly also miss the expected follow-up message he would send with insightful, and sometimes wry comments, consistently sent with appreciation for the efforts of our volunteers.

On your next big ride, share a little of Tom's spirit, and enjoy the heck out of the ride, the work of the volunteers, and all the riders you ride with. And then tell someone about it, don't keep it to yourself.

— Rob Hawks

Survey Says.... the RBA Website Tour

BY JOHN LEE ELLIS

As RBA Liaison, I recently wrapped up a “virtual tour” of our 48 regions via their websites. Now that I’ve unpacked my bags and done laundry, here’s what I found ...

A Web presence doesn’t tell you everything (even some very important things) about a region’s success, rider enthusiasm, quality and challenge of the events, etc. But increasingly you can tell a lot, especially from sites that include community features such as blogging, chatlists, and photo albums. As a rider,

visiting the websites gave me great vignettes into places I might visit, events I might ride, and folks I might like to ride with. And the more informative, lively, and, yes, organized, the website, the more confidence I have that the events will be great, too.

There are many “right” ways to design and maintain a brevet website, just as there are many flavors of successful brevets. You do expect a few core components: ride schedule and event details; results; contact and registration info. Beyond that, I found a wide variety of great features. Most every site had

the basics. No site had every feature; the best sites had a rich subset. All of us as RBAs can benefit from sampling others’ sites, and maybe get some good ideas.

I’ve tried to catalog *features* rather than presentation (style), organization, navigation, etc. That said, we all know that clean, effective style and organization are more important than lots of features and gizmos. Riders want to be able find the essentials (e.g., the ride schedule!) quickly and have it presented in a coherent fashion. The best sites show you clearly how to get to important information, and make navigation easy (shallower rather than “deep” – i.e., lots of clicks through multiple links).

Finally, the best websites reflect the Web maxim that “dynamic” and “participatory” attract eyes. Up-to-date news (on the homepage or via a blog) and rider contributions lend a sense of currency and build a community, both valuable goals for any RBA. We want the riders interested in our events, and to feel a sense of community with each other. (Having said that, this is admittedly more valuable for regions with longer seasons.)

Just a few of the websites I especially like:

• **Alaska Randonneurs** (alaskarandonneurs.blogspot.com) – Uses a blog framework, which has its challenges. But a succession of interesting, well-written news items not just on the

local events but about other aspects of randonneuring.

• **Santa Cruz Randonneurs** (www.santacruzrandonneurs.org) – A clean, clear organization, with sidebar menu that carries over (like the RUSA site) to other pages. Schedule on the homepage. Good intro to randonneuring principles.

• **Colorado Brevets** (Rocky Mountain Cycling Club - www.rmccrides.com/brevets.htm) – As you might expect, I like certain things about my own pages. Extensive index on the homepage to schedule, results, other info. Extensive results history. Local awardees recognized. Associated blog with RBA and rider contributions.

• **Ohio Randonneurs** (www.ohiorand.org) – Nicely organized with lots of menu bar offerings and a roomy homepage devoted to the latest news.

• **Pennsylvania Randonneurs** (<http://users.rcn.com/trosenbauer/>) – Routes, awardee recognition, news and many other features nicely organized on the homepage. Calendar-layout schedule.

• **Seattle International Randonneurs** (www.seattlerandonneur.org) – A rich, lively site, reflecting the large, successful rando club that SIR is. Lots of news items (upcoming events, photos). A great and expansive list of blogposts from all

■ Continued on next page

RBA Websites (continued)



over. With all this content, the site succeeds by being very well organized.

Here's a rundown of features found on these sites – what each feature means and how many sites include it. (I had to keep expanding the list as I visited successive sites!)

• **No known website** (1 = 2%) – An anomaly these days, and yet that wouldn't have been uncommon when RUSA was founded.

• **Out-of-Date Website** (4 = 8%) – “Out-of-date” meaning not a week or two behind, but dormant since last season, that type of thing. Perhaps the local Web guru got tired or moved away. As the Web is a prime avenue for communication nowadays, site dormancy has an impact.

• **Current Year Event Schedule** (44 = 92%) – Most sites also include route narratives, tips for what to expect on this and other events, how

to get to the ride start, parking and other services. (Odd that it's not 100%. Listing events and supporting details would seem primary.)

• **Registration Form** (37 = 77%) – Most sites give you a way to register your interest (and some require pre-registration; see below). Helps the organizer judge how many riders will show up and prepare accordingly. Some put registrants on an interest list for reminders and announcements.

• **Online Registration** (12 = 25%) – A third of regions offering registration now offer an online option (some with fee, most free).

• **Pre-Registration Required** (3 = 6%) – A few series require pre-registration, to obviate handling forms and money on event day, and to accurately assess the quantity of cards, cue-sheets, etc.

• **Pre-Registered Rider List** (9 = 19%) – A pre-regis-

tered rider list is good PR as it shows that others (maybe including your riding friends) are interested.

• **Waiver** (22 = 46%) – Waivers are posted either as their own page, or as part of the printed or online registration form. It's good policy.

• **Own Rules** (14 = 29%) – Some sites list a set of rules separate from the Rules for Riders on the RUSA site. Usually they overlap the Rules for Riders, while adding a few specific points or local procedures that the organizer finds important. Most sites simply link to the

RUSA Rules for Riders.

• **Route Cue Sheets** (32 = 67%) – Most sites post cue sheets for upcoming rides. This lets riders study and visualize the route in detail, enter the route into their GPS unit, or reformat the sheet for easier reading.

• **Route Maps** (22 = 46%) – Fewer sites, but still almost half, post maps, produced via online tools such as Google Maps, or by some other means.

• **Route Profile** (11 = 22%) – A subset (half) of

■Continued on next page

RBA Websites (continued)

those posting maps post elevation profile, usually produced by the mapping tool. It is another important way to visualize how to ride the route, though even flat routes can look alarmingly steep using typical profile tools.

• **Route GPS** (3 = 6%) – Publishing GPS files for routes can be helpful to the GPS aficionadi. The downside is that it adds to the work (and error potential) of maintaining another route data source, as routes are constructed and tweaked.

• **Route Archive** (6 = 13%) – A few sites explicitly post their catalog of routes, including those not in use this season. Once the route has been developed and posted, there is little added effort in moving it to the archive area on the site.

• **Results – Current Season** (26 = 54%) – Surprisingly many (to me, at least) do not publish rider results.

• **Results per Event** (18 = 38%) – Most sites that publish results break them out per event, often accompanied by the event report.

• **Consolidated Year's Results** (15 = 31%) – Slightly fewer post a consolidated table of riders x events. (Some sites do both.) The consolidated table gives a picture of who finished lots of events, and generally what a rider's season looked like.

• **Results Archive** (27 = 55%) – Most every site that posts results keeps previous years' results around – as you might expect. This is an easy way to build a sense of histo-

ry and continuity.

• **Permanents Page** (17 = 35%) – Many regions that have active permanents nearby publicize them in some fashion. This can be anything from fairly arm's-length – “Here is a list of local permanents – contact the listed permanent owner to ride them.” ... to “These are the <clubname> permanents: click this link to apply for one; contact the club's Permanents Coordinator for more info.”

However this is couched, it's a service to the local randonneuring community, which is part of the RBA's mission. Most perm riders are brevet riders – not a distinct group – so it makes sense to enhance perm visibility for the brevet series' audience.



• **Permanent Results** (1 = 2%) – One site that publicizes local permanents also compiles rider results. This is more tedious and time-consuming than posting brevet results, as there are more individual rides and more people (permanent owners) to get the results from. But it does build an added sense of

community. It lets people know, “Who's riding permanents, and when? Maybe I could join in.” The site does not publish finishing times, in contrast to brevet results.

• **Ride Photos** (9 = 19%) – Contributed by event organizers and/or riders, either posted on the website, or as links to galleries and slideshows on photo-sharing sites such as Flickr and Picasa.

• **Rider Stories** (9 = 19%) – This is beyond a brief organizer's ride report – contributions from riders regarding these events or others outside the region (e.g., PBP). Either posted directly within the site or links to others' blogs, etc.

• **Chatlist/Forum** (12 = 25%) – A good way to build community, let riders coordinate riding plans, and recall shared fun and misery

■ Continued on next page



RBA Websites (continued)

from the events.

- **Blog** (7 = 15%) – A few sites are implemented using a blog engine – everything is integrated into a blog format. What we’re talking about here, however, is a true blog with one or more contributors (e.g., the RBA and select riders or volunteers) offering news, opinions, stories, and the like. The blog format offers an attractive way to post stories with photos, and get some reader response. Generally these posts are about local events (upcoming plans) and ride stories afterwards, but they can also highlight new developments at RUSA and across the Rando world, or feature brevets that local riders have done elsewhere.

- **Volunteers** (2 = 4%) – A number of sites recognize volunteers by listing them. A couple provide an automated way for volunteers to step forward and volunteer for events or duties – which are then listed on the website.

- **Club Membership** (2 = 4%) – A streamlined way to verify your membership and see who else is a member.

- **Links to Other Series** (13 = 27%) – Most sites link to the RUSA site. A number link to brevet series from nearby regions (“nearby” being a variable concept depending on the geographic region!).

- **Jerseys** (7 = 15%) – A few sites offer brevet jerseys for sale. (A couple more, not included in the total, are part of larger non-rando clubs which offer club jerseys.)

- **Weather** (4 = 8%) – Less important nowadays with ubiquitous Web-based weather sites, a few sites include a link to local weather conditions.

- **Website Text Search** (1 = 2%) – Becoming more common on the Web, a way to search within the site for a word or phrase, e.g., “PBP.” The bigger the site, especially with more history, reports, blog material, the more valuable.

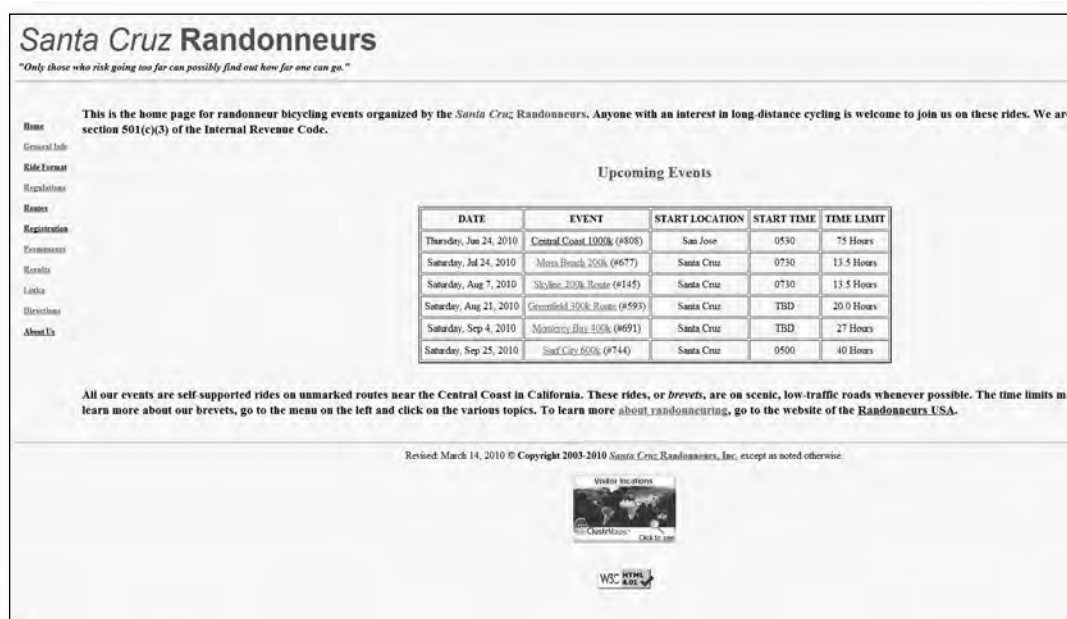
- **Part of Non-Rando Club** (15 = 30%) – This in contrast to a club set up expressly to organize randonnées. The non-rando sponsoring club can be (a) a “general purpose” club offering club rides and a variety of events, or (b) an



endurance/ultra club with a very specific focus, e.g., competitive ultra events in addition to randonnées. In terms of the website, the randonneuring pages often form a distinct “sub-site” with their own menuing and style. In other cases, the brevet series is represented by a single page, e.g., if it is a relatively small part of the club’s offerings. Or the rando pages may be on

a completely different website, if there is only a loose association between the brevet region and the sponsoring club.

- **Part of “Ultra” Program** (4 = 8%) – When the sponsoring club is not strictly rando, it may segment endurance events into an ultra program, of which the brevet series becomes a part. This segmentation is reflected in the website.



2010 ACP Events

Region	200 km	300 km	400 km	600 km	1000 km	Flèche
AK: Anchorage	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	08/21	05/08	03/27			
CA: Los Angeles	05/22	06/12	09/11	10/09		
CA: San Diego	06/05 07/10	06/19 08/07				
CA: San Francisco	06/12 10/09			05/22		
CA: Santa Cruz	07/24 08/07	08/21	09/04	09/25	06/24	
CA: Santa Rosa			05/08	06/05		
CO: Boulder	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	09/18				10/15	
GA: Atlanta			05/01 05/08	05/29		
IA: Cedar Valley	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		05/01	06/26	07/17		
KY: Louisville	05/22 06/26	07/17	05/08	06/05		
LA: New Orleans	08/07	09/11	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		05/08 08/28 09/18	05/29	06/26		
MD: Capital Region	08/14 09/18	05/08	05/22	06/05		
MN: Rochester	05/01 10/02	06/12 09/18	06/26 08/21	07/24 09/11		05/14
MO: Kansas City	05/08 05/22 05/29 05/31 07/10 08/21 09/04	05/30 06/01	05/08	05/22	06/12	
MO: St. Louis	05/08 05/15 05/29 06/26 07/17 08/21	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
MT: Bozeman	06/19	07/10				
NC: High Point	06/05 06/06 07/03 07/04 08/07 09/03 09/04 09/05 09/06 10/09 10/10	07/03 07/04 08/07 09/03 09/04 09/05 10/09 10/10	06/05 07/03 08/07 09/03 09/04 09/05 10/09	07/03 09/04 10/09	09/03	
NC: Raleigh	08/14 10/02		05/08	05/22		
NE: Omaha	09/09 09/10 09/11 09/12	09/09				
NJ: NYC and Princeton	07/18	05/08 09/05	05/29	06/25		
NM: Cedar Crest	05/15		05/29	06/26		
NY: Central/Western	05/08	05/22	06/05	06/19	07/08	05/14
NY: Saratoga			05/08			
OH: Columbus	08/28		05/15	06/12		
OR: Portland	06/15 07/10 08/14 09/18 10/02	07/24	05/01 08/07	05/22 08/24	06/12	
PA: Eastern	05/15 06/05 07/31 08/14 09/11 09/26 09/27 09/28 09/29 09/30 10/01		05/01	05/22	08/26	
PA: Pittsburgh	06/19 08/21 08/22 09/12	07/10	07/31			
PR: San Juan				05/28		
TN: Nashville		07/10	08/28	05/22	09/23	
TX: Austin			05/08	05/08		
TX: Dallas	05/01 05/29 06/26 09/04 09/18	05/01 05/29 06/26 09/04 09/18	05/01 05/29 09/04 09/18	05/01 05/29 09/04	05/29	
TX: Houston	05/15 06/05 07/17 08/07 09/11 10/02	09/11	05/15 10/02		10/02	
UT: Cedar City	07/17 09/04	05/22	06/19			
VA: Northern	08/07	08/14	05/01 05/08 09/11	05/29 09/25	10/09	
WA: Seattle	07/24 09/12	08/07	05/15 08/21 09/24	06/05 09/11 09/25	06/26 08/19 09/24	



**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.



***Don't
Forget...***

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

Memberships run from January through December. Use the convenient form in the inside back cover or download the form at www.RUSA.org.

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
CO: Boulder	(129 km) 10/09
GA: Atlanta	(300 km) 06/19 (200 km) 09/11
IA: Cedar Valley	(103 km) 06/05 (206 km) 06/05
IL: Chicago	(100 km) 07/17
LA: New Orleans	(200 km) 06/26 (107 km) 06/05 (200 km) 07/03 (200 km) 11/06 (200 km) 12/04
MA: Boston	(100 km) 06/13 (350 km) 08/07
MA: Westfield	(100 km) 10/10 (170 km) 10/10
MD: Capital Region	(200 km) 10/16 (200 km) 11/13 (200 km) 12/11
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	(200 km) 07/31 (205 km) 09/06 (211 km) 10/09 (305 km) 10/09 (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	(307 km) 05/15 (314 km) 07/17 (300 km) 08/07 (200 km) 11/13 (600 km) 11/13
UT: Cedar City	(200 km) 07/31
WA: Seattle	(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

Ask Bill | French 101

Can you help me understand the correct French term for a bicycle made specifically for randonneuring? I've seen several versions and I'm confused.

As you probably know, the French language, unlike English, assigns a male or female sense to nouns. For example, to do a *randonnée* is to go on a hike, bicycle ride, or cross-country ski run. Note that it is *une randonnée*; the “une” indicates it is a feminine noun. On the other hand, to do a *brevet* (in our long-distance bicycling usage) is different. One would go on, or earn *un brevet* since it is a masculine noun for “certificate” or “diploma.” Note the lack of an “e” after the “un”. Also, the articles used with the two different words would be *la* for the feminine noun versus *le* for the masculine one. Or another example, while we might just say “a rider” in English, in French you would have *un cycliste* for a male bike rider, or *une cycliste* to show a female bike rider. And more specific to our sport, a male participant is a *randonneur*, while a female is a *randonneuse*.

Okay, to your question about the bicycle these folks might be using. For example, if I wanted to buy a new machine specifically made for randonneuring (with integrated lights, fenders, racks, and bags, etc.), I would be buying a *randonneuse*. This is because the word for “bicycle” in



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.

French is *bicyclette* and it is female. If you look at the old advertisements from the classic randonneuring bike builders like Singer, Herse, or Routens, they called their machines for our sport *randonneuses*. And today, this still takes place. Perusing the personal want ads in the back of the FFCT's monthly *Cyclotourisme* magazine or on ebay, you commonly see used *randonneuses* for sale.

However, and it is a big caveat, if the word being used is an adjective, then it is different. Why? The often-used French word for “bike” is *vélo* and it is masculine. So, if one sees an advertisement for a *vélo de randonneur* (or more simply, *vélo randonneur*), then note that the “randonneuring bike” is being described differently from, say, a *vélo de course*, which is to say, a “racing bike”, or from a *vélo de ville*, which is a “town bike” for commuting or running errands.

So, how you elect to use the seemingly similar nouns “bicycle” or “bike” is what will influence the answer to your question; the former is

female and the latter is male. Maybe on your next brevet you will be riding a *randonneuse*, or a *vélo de randonneur*. Either phrase works fine, and either bicycle/bike is the same thing, but the wording is a little different; one is a female noun and the other is an adjective modifying a male noun and thus must be male also.

To sum up, we all know that most languages are usually in a state of change since they reflect the people who speak them. French is evolving as younger people drop some its formality, and wanting to be sure I was still using the words correctly, I checked in with my friend Jean-Gualbert Faburel in France. Jean-Gualbert is a Vice-President of the Audax Club Parisien, and the hard-working fellow in Paris who homologates all the ACP brevets done outside France each year. Jean-Gualbert comes from a long line of ACP randonneurs who have been riding brevets for several generations. He is a speedy rider himself and a veteran of several PBP's,

numerous Flèche-Vélocio team rides, and countless brevets. (At the last PBP he and wife Geneviève cranked out a 56h41m time on their solo bikes, so they make quite a couple; if their young children eventually take up the sport, look out!) Simply put, the entire Faburel family eats, sleeps, and breathes randonneuring; if anyone is in touch with the French randonneuring scene and the words they use, it is Jean-Gualbert. I asked him if my usage was still accurate, or had there been a shift in usage among the French riders? After reading a preliminary draft of this article he wrote back, “It is absolutely perfect.” So, I feel confident that the explanation should serve you well.

Here in the States, nowadays I note that some folks are using the noun “randonneur” in place of “randonneuse” to describe a purpose-built machine for our sport. Beyond wondering if they are being influenced by ingrained gender-neutral English language habits and don't like using the different forms in French, I can't explain why this is—but I suppose it doesn't matter all that much either. Despite the (minor) linguistic gaffe, we all understand that the term is about a special type of bicycle made for randonneuring. But to be precise, after I'm finished writing this article, I'll go for a ride on my new *randonneuse*.

Permanents Program Reaches 10,000-Rider Mark

RUSA's Permanents Program reached a historic milestone when Texas rider Susan Pogue received certification No. 10,000 for an April 12 ride.

Launched in 2004, the Permanents Program began with only nine routes but has steadily grown to become one of RUSA's key offerings, with nearly 900 available routes. Many permanents are easy-paced social rides ridden by members pursuing RUSA mileage awards or the coveted R-12 medal.

The program was proposed by Robert Fry, who imported the idea from his former club, Audax UK. Fry served as the head of the program until 2008, when he turned over the reins to Edward Robinson. Crista Borrás is currently the chair of the three-member Permanents Committee, which also includes George Evans of Texas and Susan Plonsky of Arizona.

American Randonneur asked Fry, Edwards and Borrás for their perspective on the 10,000-rider mark.

• **Robert Fry:** "It is great to see the 10,000th validation of a Permanent ride by RUSA, and is a great tribute to the hard work put in by Edward, Crista, and the other volunteers of the Permanents team, not forgetting all those miles cranked out by the riders themselves! I was very pleased to see us reach our 1,000th validation in 2007, our 3rd season of operation. To reach 10,000 in only the 7th season is truly amazing! Congratulations to Susan on



LSR tandem partners John and Susan Pogue.

Event Type	2004	2005	2006	2007	2008	2009	2010
ACPB	2723	3334	3901	6845	3374	4279	3293
ACPF	142	142	153	216	237	188	269
RM	99	209	186	412	102	156	
RUSAB	37	253	860	874	1786	1534	41
RUSAF			33	17	62	39	30
RUSAP	363	387	670	743	941	599	217
RUSAT	90	282	775	1705	2144	3584	1287
Yearly Total	3454	4607	6578	10812	8646	10379	5137
Permanent %	3%	6%	12%	16%	25%	35%	25%

Chart shows event totals and yearly permanents percentage.

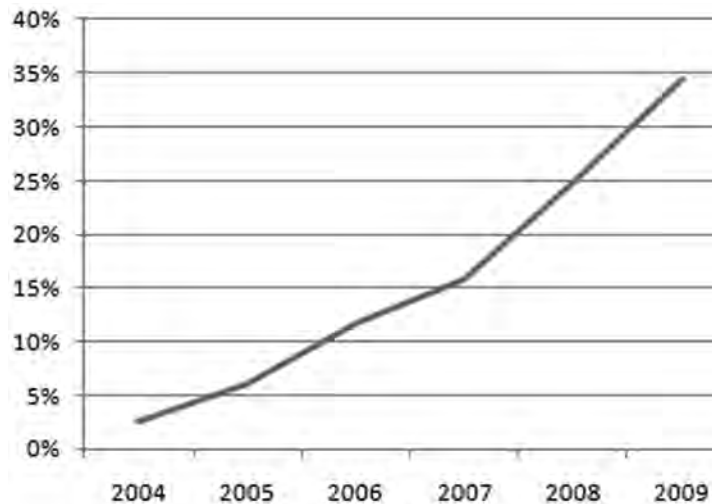


Chart shows percentage growth of Permanents Program.

being the lucky recipient. I might have guessed it would go to someone from the Lone Star Randonneurs!"

• **Edward Robinson:**

Certificate number 10,000 – wow! It's such a joy to see how RUSA's Permanents program has continued to grow in every category, whether one looks at ridership, routes, or route organizers. Looking back, I recall that the 1,000th ride certificate went to Dallas RBA Dan Driscoll in November 2006. It was only two years later in December 2008 that the 5,000th certificate was awarded (serendipitously to a certain John Pogue, RUSA #3697). Current figures show the RUSA database churning out 1,000 Permanent ride certificates every three to four months. At the same time, we're approaching 900 routes on the books – simply amazing. Congratulations to Susan Pogue, RUSA #3698, on receiving certificate T10000. Congratulations, too, to all of RUSA's Permanent

■ Continued on next page

Nominations to the Board

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

Nominee # 1 _____ RUSA # _____

Nominee # 2 _____ RUSA # _____

Your Name _____ RUSA # _____

Please send this form to:

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

or e-mail: edward.e.robinson@gmail.com

All nomination forms must be postmarked by July 15.

Permanents (continued)

organizers and riders. Looking ahead now to T25000!"

• **Crista Borrás:** "The growth of the Permanents Program since its inception in 2003 is truly impressive. The percentage of all RUSA results that are Permanents has risen steadily, from only 3% in 2004 to 35% in 2009! (see charts, page 22). As of April 30, 2010, there are 871 RUSA Permanent routes and, at the current rate of submission, we should easily have 1,000 permanents by the end of this year. There are Permanents originating in 38 states, those not represented being Connecticut, Delaware, Hawaii, Indiana, New

Hampshire, New Mexico, North Dakota, Rhode Island, South Dakota, Vermont, West Virginia and Wyoming. I'd like to personally challenge RUSA members in those deprived states to develop at least one permanent originating in their state by the end of 2010. As I note that there are no current RUSA members residing in West Virginia, I'll even accept my own challenge to establish a Permanent originating in Harpers Ferry or Shepherdstown, WV, since I ride in that area on a fairly regular basis. Please come walk with me into the enchanted land of Permanentdom!

Nominations for RBA Representative to the RUSA Board

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

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

Nominee _____ RUSA # _____

Please send this form to:

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

or e-mail: edward.e.robinson@gmail.com

All nomination forms must be postmarked by July 15.

Volunteers | ERIC VIGOREN, RUSA TREASURER

In 2006, Seattle rider Eric Vigoren was one of two RUSA riders to top 10,000K in a single year (the other rider was Brannon Oates of Texas). In recent years, Vigoren has cut back on the miles he logs, in part because his volunteer activities take a big bite out of his free time. He devotes up to 10 hours a week as treasurer for RUSA and the Seattle International Randonneurs, the country's largest randonneuring club. Vigoren also serves on RUSA's board.

"When I signed on as RUSA's treasurer, I knew it

was going to cut into my time on the bike," he says. "I knew I'd give up at least half of my riding time. But I elected to do this, because it's all time devoted to randonneuring. Riding is more fun, but volunteering is also rewarding. So I'm not complaining."

Vigoren, a statistician in his day job, recently traveled to North Carolina for work and managed to squeeze in a 200K at the Raleigh brevet series. After the ride, American Randonneur sat down with Vigoren to find out more about his role as

RUSA's bookkeeper.

"One of the first questions I get asked by anybody is, 'Why does it take so long for my checks to clear?'" he says. "The answer is simple. We're a 100 percent volunteer organization. To spread the work around, lots of different volunteers process lots of different checks. For example, your membership check first goes to the membership office, and then to me, and then to the bank.

Since the checks are passing through so many hands, inevitably there's a delay."

One of the biggest challenges of the treasurer's job, Vigoren says, is the flood of membership checks that arrive throughout the year, but especially at the start of the year, when most members renew their annual memberships.

"I will occasionally get 300 to 400 checks from the membership office in a priority mail envelope, sent to me from Membership Committee Chair Don Hamilton," Vigoren says. "Every single renewal comes through me for deposit. We have 2,400 active members. The largest number of checks I've ever received for deposit is 750."

Vigoren enters information about each check into a spreadsheet then supplies a printout for the bank in



Rhode Island that handles RUSA's account.

"I try to make it as easy as possible for the bank," he says. "I enter what is needed for the deposit slip, which is the bank identifier number, the check number, the date and the amount. If there's ever a question about a particular check, among those four items, I can usually identify it."

The pile of paperwork could soon be a thing of the past, Vigoren says. One of RUSA's goals is to create an online system for electronic renewals.

RUSA members should also see fewer delays in award processing, Vigoren says. Much of the awards processing is now centralized in RUSA's store, and members can now pay through PayPal, rather than using a

■ Continued on next page

RUSA Treasurer (continued)

check, Vigoren says.

Vigoren says his role as treasurer also involves a variety of annual, quarterly and monthly tasks. Among them:

Insurance. “We have insurance that RUSA offers RBAs for their rides,” he says. “We need to file quarterly reports for that. Also, there is a very short window of time in January for renewing our policy and there is paperwork involved with that. Then we have officers and directors liability insurance that comes up for renewal.”

Tax forms. RUSA must complete IRS Form 990, which is filed by tax-exempt organizations. “It’s more complicated than a 1040, but if you have good records for the year it’s not that bad,” Vigoren says.

RUSA Store Purchases. “I or

RUSA’s president [Lois Springsteen] must approve every store purchase, and then I make the payments,” Vigoren says. “For instance, Jennifer [Wise] may put in an order, then we’ll discuss exactly what we need.”

RBA reimbursements. “One of RUSA’s key programs is the RBA reimbursement program,” he says. It’s a cost-share plan, based on the number of RUSA points a region has in a year. All RBAs are eligible to receive this.”

Other volunteer reimbursements. Vigoren reimburses any RUSA volunteer who incurs expenses, such as mailing costs. “There are a lot of people doing things behind the scenes for RUSA, and we cover the expenses they incur related to the organization.”

Basic accounting. Vigoren also keeps RUSA’s ledger. “Money sits in two different accounts — a Bank of America account for depositing foreign checks and wire transfers, and the Rhode Island bank. I pay attention and try to be prudent with RUSA’s money, moving it into a CD or money market when appropriate.”

Vigoren says RUSA is on firm financial footing.

“The best evidence of that is that we have money in the bank and have not had to raise membership dues for 11 years now,” he says. “We have enough members now that our expenses are covered. And we get thousands of dollars in free services from all of our volunteers, starting with the RBAs.”

Drinking from the fire hose

BY PAUL JOHNSON

The brevet season has started; in fact it is fair to say that it is in full swing. I always think that we are ‘in the thick of it’ once the Flèche has come and gone. I’ve increased the frequency and intensity of my riding but I still take time to read about other folk’s adventures via the blogs, club newsletters, and discussion lists that I keep track of. Speaking of the Flèche, reading your notes always reminds me that the Flèche is a different breed of cat. Some of the better quotes I have come across include:

“As it turns out, beer and an oversized pastrami sandwich are the perfect thing to start a ride out with, even when you have to climb several hundred feet to get out of Portland.”

Or this: “I was sleeping on the floor when I was awakened by an apparition; rimmed in frost, shining his ghastly headlamp on me, he beckoned at the window. The Ghost of Randonneurs Past had come to enforce the 2-hour rule!”

Or: “The waitress was one of the most wonderful people I’ve met out there in a long time. She kept filling me with more excellent hot coffee, asking questions about what we were doing, “enjoying” the odd group of cyclists who have filled her restaurant at the slowest time of her day, and even



offering to let us use the back room where there were bigger benches, promising to wake us up at the right time.”

And finally: “I’ve ridden a Flèche four times. My first in 2004 was easily one of the best and most memorable rides I’ve ever done. Each one since has been better still, I’m already looking forward to next year.”

In preparing for the Flèche, I got a few really entertaining “What if” questions from Flèche organizers. Fodder for a column another time. By the way, if the Flèche seems just a bit over the top for you, consider riding a Dart, the runty stepchild of the Flèche. You can organize a RUSA certified Dart this fall that can help you get the feel for group events *and* you can now organize it as a 200K event which will keep you on track for that pesky R-12 goal. Check out the rules at the RUSA website.

I have to say what you are doing is nothing short of amazing. While my personal efforts are increasing, some of you are just off the charts. From January through April you’ve ridden almost 140 ACP brevets, not counting the 19 Flèches. Fabulous! Stop for just a moment, get off your bike, and take a bow.

Last winter when the “new” rules were announced I made a little projection of what our (RUSA) participation rate would be at the end of this year. I have some numbers in mind, but I’ll hold those cards for a few more rounds of betting. I will say this, however: if the trends to date are any indication, the year end numbers are going to be orders of magnitude higher than what I was thinking.

Given this surge in riding it can only be assumed that we are also seeing a jump in volunteer efforts; these events don’t put themselves on. Not to belabor the point, but if you have not yet pitched in on a brevet or other rando event, get out your calendar right now and figure out which of the events you plan to ride that you could reasonably help out with. Don’t rely on the “usual suspects.” Our event numbers and participation are increasing and we need more volunteers. Nuff said.

In my last column I

dropped a few hints about “off-bike” preparation for PBP. I’m not going to beat you up with more of the same. This go-round I’ll just suggest that you continue to ride, but ride within your abilities. As I mentioned earlier I’ve ramped up my miles, but as I write this I am suffering a cold, and my head feels like that tire the newbie has over inflated to about 135 psi. To take my “drinking from the fire hose” metaphor one step too far, I feel like I got a little water down my wind pipe. This, of course, is nothing serious but could be an indication that I am trying to get a little more riding onto the calendar than these old bones are ready for.

Thus my suggestion to you: Go hard while you are going but be sure to give yourself time to adequately recover between hard efforts. It’s in your own best interest. I have a selfish motivation as well. Remember, all those ACP Kms you ride increase my chances of getting a PBP ticket and likewise my riding will benefit you as well. Plus, I’ll want to buy you a café au lait at that bistro in Sizun as a gesture of appreciation.

Ride hard, ride safe, volunteer, and take a well-deserved break between efforts.

—Yr Pal, Dr Codfish

RIDE REPORT

Flèche for Fantasy

BY ROBERT A. HENDRY

As the day came grayly on, the handsome man shifted his bicycle into a higher gear and stood up, leaving his teammates behind as he cruised up yet another short hill. His lean calves glistened in the steamy morning, coated with road grime from the last hours of rain, and his bulging quadriceps rippled from the strain. After 220 hard miles of cycling, could any man find the strength for this one last effort?

Cresting the hill, his *matinée-idol* features set in a frighteningly determined stare, he shifted into his highest gear and began pedaling furiously on the descent, rooster-tails of rain sluicing in his wake as he continued to attack the Chattanooga streets. A fever-wracked demon, he hit the bottom and kept churning the pedals, his powerful gluteals pumping perfect circles as the bicycle strained toward the finish. He could feel the rear wheel getting soft again from the slow leak, and knew that he had scant minutes before it would fail.

Would he get to the end in time?

Tennessee had a *flèche* the last weekend in April, with three teams converging from points around the globe — albeit a very small globe — arriving in Chattanooga by Sunday morning. Two teams came from Nashville, and one came from Georgia.

When Jeff Sammons, the Tennessee Regional Brevet

Administrator (RBA) announced this in the fall, I immediately thought about reforming my old Heart of the South team: Jeff Bauer, Vida Greer, and Alan Gosart. We all got along very well then, and have similar cycling abilities.

When I asked each of them, they were all up for it, and we again made a great team. We decided on a fun name ...*Flèche for Fantasy*.

We started from Vida and Lynn's house, following a huge breakfast of pancakes. I rolled up a couple of extra pancakes with some peanut butter and put them in a zip-lock baggie — this ride was all about the food.

The wind was fairly stiff out of the south-southwest as we worked our way down, stopping briefly at Henpeck Market to get a receipt (and a cookie) before turning towards Bethesda. From there, our course shifted slightly east, and the wind helped us along for most of the rest of the day. We cruised up over Pulltight Hill, through Allisona, on to Eagleville, and from there to our first stop at Bell Buckle, 71 miles in.

At Henpeck, I pulled out my camera to get a picture of the baked goods, only to discover that I had left the mem-

ory card for this camera at home. Fortunately, I am an excellent writer, so you can easily visualize things from my flowery prose. Just squint a little harder.

From Bell Buckle, we took a new series of roads up through Noah, picking up the winter 200K route on into McMinnville. My original plan had us hitting the Hardee's control here about dinner time, but we were over an hour early and instead opted for a quick malted and a break. We were now about halfway — 110 miles in — but all felt pretty good. We hung out for about half an hour, talking with the folks coming in for an early dinner/late lunch/just a snack. Everyone was interested in what we were doing, as usual, evincing equal parts admiration and doubt regarding our sanity. They were all very nice about it, though, and wished us a good trip.

Leaving McMinnville, we wound our way through a bit

of traffic to Hwy 127, and from there to Hwy 30. Soon, we were climbing Baker Mountain Road — which we had renamed Baxter Mountain Road (you get a little loopy out there) — fighting the headwind again as we got up to the chilly plateau.

Our water bottles were all pretty empty by then, so we stopped at the store before Fall Creek Falls State Park, bought some water, and took another short break. One of my teammates was a couple of weeks away from a 50th birthday, so we would sing "Happy Birthday to You" every 50 miles. As we entered the park, dusk was coming on as we sang "Happy Birthday" for the third time that day.

Our next control was A&H Market, just past the park. We use this market as a control on the Green Acres permanent, and twice on the old Tennessee 600K course, so

■ Continued on next page



Tennessee flèche riders.
(l-r): Alan Gosart, Jeff Sammons, Steve Phillips, Bill Glass, Vida Greer, Robert Hendry and Jeff Bauer.

Flèche for Fantasy (continued)

they are used to us. We paused just long enough to get our brevet cards signed, put on night-riding gear, and top off our bottles.

Rolling out, it seemed as if we woke up every dog in middle Tennessee. A few of them came out after us, and since we were now rolling through a very dark night over a really rough road, they had no trouble catching us. We yelled at a number of them, squirted one or two, and I began cursing them all. After 150 miles, ending your ride by bouncing over a pit bull is not what you want.

Soon, we were doing the steep winding descent into Pikeville — a great way to test your brakes and get a good upper-body workout (isometric tension — Charles Atlas would approve). We regrouped at the bottom, and then headed over to dinner at McDonald's. This may have been the only restaurant ... well, "business that sells food" is probably a more appropriate appellation ... in the area, which would explain why it was teeming with teens. For some reason, most of them seemed spattered with gray mud. This, and the preponderance of killer monster trucks parked outside, led us to believe that there must have been some kind of "bogging" event in the area ... or they just like to play in the mud around there.

After two Angus steak burgers and a large fries, my tank was topped off again. We tried to nap a bit, but the hubbub of the adolescent mating ritual made that all but impossible. About 9:30 p.m., we rolled out into the dark night.

It was a long climb up out

of the valley on Hwy. 30, and the wind had picked up considerably. Sometimes it was behind us, and sometimes it was in our face, but mostly it was blowing the last remaining bits of pollen around in a sinus-stiffling maelstrom. Jeff had been suffering more than most of us from the high pollen count that day, and this onslaught of yellow powder made the next few miles really hard on him.

Fortunately, it was less than 30 miles to the Dayton control, and traffic was fairly light, particularly for the long descent back down off this plateau. We were at the Huddle House control before midnight, where we again got the kind of looks that you just have to ride a brevet through the middle of the night in the middle of nowhere to really appreciate.

Despite her obvious questions regarding our intelligence, our waitress soon had us big cups of hot chocolate as she took our order. There were some other patrons for whom this seemed to be their standard late-evening hangout (I kept expecting a fat guy to walk in and have everybody yell out, "Norm!"), and they all had questions about what we were doing, why, and what our route was. Most seemed to agree that we had chosen good roads, although they suggested some alternatives that would be shorter and/or less hilly.

Generally, in a place like a Huddle House, you can get all kinds of information from the locals regarding how to go somewhere, what you can see on the way (not much at 2 a.m.), and what used to be over that ways. Everyone was

friendly and helpful, and seemed like the kind of folks that, when they passed you on the road later that night, would give you the full lane and wave at you. They're what my momma always called "good country folks."

We again tried to nap — with a little more success than we'd had in the Pikeville McDonald's — but the restaurant was closing at 2 a.m. (we had now crossed into the Eastern time zone) and we soon had to roll out. It had started to rain, and as we crossed Hwy. 27 and started up the very steep Providence Road we had to carefully balance between standing — which would un-weight your rear wheel so that it slipped on the slick pavement — or staying seated in such a way as to keep your front wheel from lifting up.

Oh, what fun.

The next 15 miles were a roller-coaster ride through the hills near the Tennessee River, and I'm pretty sure that we all wore out some brake pads there. The road was a little rough, littered with detritus, and the rain made for some slick spots and hidden holes. We plunged down into little valleys, brakes squealing, then pumped up the steep incline on the other side. By the time we reached Old Dayton Road — a lovely, flat, calm two-lane that took us into Soddy-Daisy, we were ready for another break.

Pulling into the Huddle House, I noticed that my rear wheel felt spongy. The winter must have been very hard on the area roads, and we were bouncing off a barrage of heaved and cracked asphalt, so I assumed that the culprit was

a pinch-flat. However, as Alan and I changed the tube in the light rain next to the restaurant, the small hole in the tube seemed to be on the rim side, and lacked the classic "snake-bite" pattern (two small holes right next to one another) that you get with a pinch-flat.

I checked the rim and tire as best I could, but couldn't find any thing that would have caused the puncture. Slightly uneasy, I inserted a new tube, pumped the tire up to full, and went inside to get some breakfast.

Vida had ridden over to the WalMart next door, where she managed to buy some dry clothes *and* borrow one of their industrial-sized space heaters to dry herself off ... mostly. She arrived soon after I finished the tire repair wearing a \$3.00 jacket and a couple of \$2.00 t-shirts, nice and toasty warm. We were all soon digging into our second breakfast of the morning (fourth breakfast of the ride), washing groceries down our necks with fresh steaming coffee like all-night truckers.

If there was a good side to the rain, it was that it had washed the pollen out of the air, and Jeff was no longer suffering. In Dayton, he had been forced to put wet paper towels over his eyes to take some of the swelling down. The hour of riding in the rain also cleared out everybody's sinuses.

Since this Huddle House was the "22-Hour Control," we could not leave before 5 a.m. Central time (6 a.m. there) — or 22 hours after we had started our ride. We again lay down in booths to nap, and finally roused ourselves

■ Continued on next page

Flèche for Fantasy (continued)

about 4:50 a.m., getting ready to sally forth once again.

My tire had not lost any air, so that whatever had caused the flat must have come out ... or so I thought. We headed out into a light drizzle, rolling down Old Dayton Road for another 10 miles before crossing into a series of side streets heading towards Hixson Pike.

Just before we reached the mall there, I noticed that the rear tire was again going flat. I pulled over and quickly pumped it up, thinking that whatever was causing the slow leak should let us get another 10 miles, and thus to the finish, before I was flat again.

No such luck. Less than two miles later, we pulled over again. This time, I felt around

again to try to find the offending puncturer in the growing daylight, but couldn't find anything. I slapped in another spare tube, used Jeff's inflater to fill it (I only carry a frame pump), and we rolled on again. Another two miles, and it was flatting again, so I borrowed Jeff's inflater again and filled it.

Thus began a series of sprints to put mileage beneath our wheels — particularly my mysteriously deflating rear one. Finally, with about 25 minutes before we ran out of time and less than two miles from the end, I borrowed a spare tube from Vida while Jeff cut up the flat one and inserted it in the tire as back-up rim tape. We popped in another CO2

cartridge, inflated, and were climbing the penultimate hill to our destination. We had 15 minutes to finish, or we would be disqualified.

Furiously, we pedaled towards Frazier Avenue and the Walton Street Bridge. I was weaving across all the lanes in the early morning traffic trying to avoid any bump in the road, since I was pretty certain by now that the problem was a spoke that only poked through the rim tape when I hit one of the omnipresent ad hoc speed bumps littering the Chattanooga streets. We crossed the Tennessee River, turned right, and got to the Tennessee Aquarium at exactly 6:59 a.m. Central time. We had made it.

Jeff Sammons's team,

which included Steve Phillips and Bill Glass, was there.

Kevin Bullock had ridden with them from Sewanee, TN, and he took a picture of us standing around looking goofy and wet.

The tire held out from here to our hotel, where we all got cleaned up and had yet another breakfast. RandoGirl drove down from Nashville and brought Vida, Jeff, Alan, and me back — everybody but she and Jeff napped some more on I-24. I finally got to bed at 4 pm, and slept until midnight when I got up and cleaned my bike until 3 am. Although it was still holding up, I put fresh rim tape and a new tire on the wheel.

Then, finally, I deflated.

A Conversation With Avery Juhring

By JENNIFER WISE AND BILL BRYANT

One of the best things about randonneuring is that it is a global sport and participants from different countries ride together and form friendships that last long after the brevet is done. Such a person is Avery Juhring. Avery is a long-time randonneur from France, yet he is also one of the original members of Randonneurs USA. In fact, Avery was at the founding meeting of RUSA and was our liaison with the Audax Club Parisien. His help getting us established was important and we owe him a debt of gratitude for his work on our behalf.

Over the years Avery has ridden both the randonneur and audax PBP events, other long randonnées, and countless French brevets and flèche team rides. Further, he has always been a big supporter of American randonneuring and often helps our members when they are in France. Born and raised in the US, Avery speaks fluent French and has also translated the bilingual meetings of the Randonneurs Mondiaux the day after PBP is completed. Along with being a very good long-distance cyclist, Avery is a great guy and well-liked by all who know him on either side of the Atlantic. Anyone lucky enough to do a brevet with him in their peloton will come home with memories of his out-going personality and help to others, his never-say-die determination to finish the ride, and his hearty laughter that makes those long hours in saddle seem like a breeze.

Avery, where and when were you born? New York City, New York in 1937.

What was your childhood like? I grew up in the suburbs, Dobbs Ferry, NY with one brother and one sister. My parents divorced and I was raised by my mother. I went to Choate Prep School and then to Washington & Lee University in Virginia. I was interested in photography, specifically a pin-hole camera that I made myself. At a mock Democratic convention at W&L in 1956, I was photographing the keynote address by politician Alben Barkley, when he had a heart attack. Uttering the words “I would rather be a servant in the House of the Lord than sit in the seat of the mighty,” he collapsed and died. The photo that I took was in all the papers, because I was the only photographer there. It was quite a moment. I graduated from W&L in 1958 and went to the Université de Grenoble to study their Civilization de Française program, then traveled to Spain, Portugal and then to Tangiers.

What is your profession? Entrepreneur. Professional photographer. I was an officer in the U.S. Army and then just started to travel the world. Took a steam ship to Europe in the early 1960s and went from Amsterdam to France and to Austria, where I found work on the ski slopes.



Jennifer Wise and Avery Juhring

Came back to France and learned French through the Alliance Française. I did a four-month unpaid internship with Singer, the sewing machine company that was introducing its “White Product” to France — washing machines and other appliances. I did door-to-door sales in Toulouse and Bordeaux and then went back to NYC working in sales. I did more sales and marketing for Singer in Belgium. I got my MBA in 1967 from INSEAD—the European School of Business Administration, which is aligned with the Wharton School of Business in the U.S. I left Singer and went to work for Hallmark doing sales and marketing all over Europe. I saw an opportunity to go into business for myself in France as a Midas Muffler franchise owner, with many shops throughout the Île-de-France region around Paris. I also invested in Paris

real estate and rental properties.

Have you always been a cyclist? Not growing up, but after I moved to France.

When did you ride your first brevet? I took up cycling in 1981. In 1983, I was riding with a Belgian friend who was a cyclist and did the ACP rides. In 1984 he invited me to do a brevet. It was from Paris to Briançon.

How did it go? I suffered! It was very hard. We rode up the Col de Telegraph and then the Galibier. Unbelievable! It was over 600 kilometers with extremely challenging climbing through the Alps. I barely finished—but I was determined not to fail. It is one of my most valued cycling triumphs. That was a memorable ride.

What is it that you like so much about randonneuring? The beautiful French countryside and the camaraderie.

■ Continued on next page

A Conversation with Avery (continued)

Do you prefer the Audax style or the randonneur style of riding? Randonneuring.

What are the chief differences that you notice between the two? The Audax format is too restrictive, too organized, and too regulated. Randonneuring is relaxed, friendly, and unrestricted.

How many PBP's have you ridden? I have entered 3, and finished 3. I have worked at every PBP since 1983.

Any other distinctive events that you'd like to mention? The Flèche Vélocio at Easter and the Flèches de France (permanent) rides are excellent. The BMB Quads

event was very enjoyable because we turned it into a restaurant tour. I have done a few of the Boston brevets which were fun and because I got to ride with my pal Pierce Gafgen (husband of Jennifer Wise.) In the 1990s I was part of a small gourmet cycling club of ten riders here in France. The Gruppetto Gastronomique would plan a weekend tour, of 100km-to-200km per day and eat at three-star restaurants. It was delicious and very enjoyable.

Besides PBP, what is your next favorite brevet in France?

That very first one up Col de Telegraph.

If some of our members wanted to travel and experience some real French randonneuring, are there any special events or regional brevet series that you'd recommend we try? The ACP's Tour of Corsica, a one-week tour in spring. It's beautiful there, excellent riding, wonderful food and friendly people.

Right now you're battling some health issues, but when you are better, are there any more randonneuring events you want to try? I would sign up for the Tour de Corsica.

Any past rides you want to

enjoy again? I would do that Paris-to-Briançon 600km brevet again. And another Flèche Vélocio. I would love to do another La Toque Blanche Cycling Club Tour with the Chefs de France. (kisses his fingers).

Note: It is with great personal sadness that we pass along the news of the passing of Avery Juhring. He died March 12 at a hospital outside Paris.

Many thanks, Avery, for for all you've done for our sport, and particularly for American randonneurs. Bonne route!

RIDE REPORT | Perfection

Riding the Border Patrol Permanent on 3/29/2010

By KEITH GATES

Sometimes you don't really need to travel to exotic destinations to take a "vacation." Sometimes it's enough just to schedule a day off from the stresses of the office and head out for a nice, long day in the saddle. After missing a particularly rainy and windy 200k brevet the weekend before, I decided to take just such a day off to get out and clear my head. It was a little bit of a risk being so close to the end of the month, but I'd manage to get my 2nd ride requirement in the books for my 2nd R-12 run.

Further, have you ever gotten "news" or had a "test" run on yourself — like at the doctor's office — and you had to wait to hear back on the results? Were those results potentially life-changing? Well, that was me at the onset of this particular ride, further reinforcing my need to get out and rest my brain. There is nothing quite like a long day on the bike to help that effort. By day's end I'd received positive news, but at the time I didn't know — and that's why

Editor's note: This article originally appeared on Gates' blog at www.commuterDude.com
Photos by Randy Rasa, RUSA #5948, courtesy of www.theDirtBum.com and www.KansasCyclist.com.



The steam plume from the La Cygne power generating station was going straight up and stalling at a few hundred feet, backlit by the eastern twilight; confirmation of the lack of wind. Before the ride was officially in the record books, Gates would be treated to the "ultra-rare, super-special, double-tailwind."

this ride was special, and why it will be held up as one of the best rides I've had in a long while.

Why was the ride so good?

The ultra-rare, super-special, double-tailwind, that's why! We started the day with a very slight northwest wind, which — at about the halfway — flipped to become a southwest wind later in the day. Living and riding in eastern Kansas, I'd been victim to the reverse of that scenario on many occasions. It's character-building, that's for sure — and I'm quite a character because of it. Getting a reward like a

double-tailwind? I was so happy I didn't quite know what to do with myself.

Another reason: sunshine. Finally! It was a cool start in Olathe, KS; about 37 degrees F, which is all right in my book considering it was 30 full degrees colder last month when I rode this route. Factoring in the slight tailwind, it was downright balmy by comparison. However, I always forget about the weather once I ride out of "town" into the more rural section of the route, closer to the river crossing near La Cygne, KS. Along K-152 highway, I was sure that I was feeling that

"change" in the air hitting my face, as the moisture contained therein wasn't quite the same... like it was frozen. Sure enough, the bank thermometer in La Cygne confirmed that it was indeed below freezing... but even then I was still smiling, because the sun was coming up. After the long, dull-grey winter we've had here in eastern Kansas, I was simply overjoyed to at least see my shadow for once. It'd been a really, really long time. Temperatures moderated quickly once the morning aged, and I got to feel bare

■ Continued on next page

Perfection (continued)

handlebar tape under my fingers, and got the season's first whiff of sunscreen in my nostrils. Bliss. The only unfortunate part was getting back on the bike after the first control, putting a slightly sweaty cyclist right back into that sub-freezing air. Shudders. Later, however, it was short-sleeves and smiles all around!

The pace was pretty good; I actually managed to get off of Jingo Road and most of the way to the first control at La Cygne before the sun even peeked above the eastern horizon. Not bad! I might have gone out a little hard, sure... but it didn't feel forced this time around, compared to the February edition. In fact, I clicked my helmet

light on at one point to check the time and speed and was surprised, almost shocked... didn't seem like we were going THAT fast, but sure enough, there it was, the number! Cool! Ok... now slow down a little. I guess the additional training shake-up was working out, and the addition of the Monday night rides for that critical "chase-someone" speed training, a little more active rest and recovery, and more careful dietary choices between rides had made things go far better this time.

Good Company! Again this time, I had two riders along with me; Randy of [Kansas Cyclist](#) fame came out

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The author enjoying a brisk but sunny morning.

Perfection (continued)

(a RUSA member, but not riding for credit) for part of the route, and soon-to-be-RUSA-member (after I prod her some more) “DiNewt” as well. Them coming along was fairly last-minute, but it made for a good day — occasionally riding alongside someone for conversation is always nice. Riding an R-12 on my schedule usually finds me alone on these routes, but I’ve been lucky enough recently to have at least one other person along for the ride. This is good in a lot of ways: I don’t end up talking to myself as much — I’m already nuts, but holding conversations with myself puts me into another category altogether! — and it means that more people around here are

curious about riding longer distances and joining RUSA. I like that. Thinking back a month, having “DMar” and “LMar”, new RUSA members 6059 and 6060, along for the “fun” was probably the *only* thing good about the February permanent ride! Headwinds, freezing temps, and my lack of training... if not for someone to ride along with, I wouldn’t have finished. Riding with a little company is always good.

Food, drink, and effort.

The big hills between La Cygne and Pleasanton, KS, were a smidge easier this time around. Upon riding back north, where the grades are a bit steeper in the 12-18% range, I actually felt pretty solid where last month I’d

almost — forget “*considered walking*” — been *forced* to walk up the hills. Improvement is good!

I think energy was on the mark this time, maybe 5-10% down... the stem bag I picked up to get munchies right in front of me and easy to ingest worked like a charm. No more back-pocket fumbling, or forgetting to eat. I had munchies right there in front of me, and I ate more often as a result, keeping the tank topped off. I still might have to consider a small tube-style handlebar bag, as the stem bag makes climbing out of the saddle kinda “weird” feeling, as the bag brushes against my legs, alternately with each pedal stroke. Not a big deal, not painful or terribly noisy, but I found myself trying to compensate by moving my knees out of kilter, which can’t be good.

Hydration? Still going well, but still maybe about 5%-10% short... some cramping near the end with about 12 miles to go, probably due to sweating more than I expected to with the new-found warmth of the days now... so, that notion of “drink more than you think you need to, and before you’re thirsty” guideline is still true. Electrolytes, and fast intake of fluids, and the problems ceased quickly. I just don’t like that pre-cramp feeling when it happens, whether I know the fix or not, and I need to get it sorted before it gets really hot outside in a few months.

Perfection! The sky was brilliant blue, clear for miles up... bright contrails of white as we rode under the

skyway. The moon-set was magnificent... a big orange ball in the west as we came off US-69 highway and onto 359th Street on the way to the first control. Awesome... breath-taking. Later on that night, long after the ride had wrapped, I got to see the moon-rise, which rounded out the day nicely.

The sunrise! The colors! The steam plume from the La Cygne power generating station was going straight up and stalling at a few hundred feet, backlit by the eastern twilight; confirmation of the lack of wind, and quite surreal looking. Did I mention the lack of headwinds? VERY nice not to have to ride head-down into a gale for a change and it helped, mentally and physically.

Birds in song! Heck, even the “attack dogs” seemed to be in a better mood; and without the heavy weight of cold on our bodies we were in better stead to outrun them. The smells of spring waking up; the first hints of green in the fields, buds on the trees, the first tiny smack of a bug against my arm. Compared to the browns and grays of 30-days prior, the scenery along the Border Patrol (permanent route #386) was brilliant and exciting.

Warmth! After months of rides that began and ended with every stitch of extra layers, warmers, jackets still on my body in the exactly the same places as when I’d started, if maybe only unzipped a little, THIS time my knees

■ Continued on next page

Perfection (continued)

eventually felt full sunshine and warm air rushing past. Extra layers removed and bundled on the rear rack, finally! Ahhhh.... from the upper 20s at the lowest, to the 40s, then 50s... the temperature rose fast! I shed two layers on the leg from Pleasanton back to La Cygne alone, and finally ended up with just shorts, a base layer and my trusty RUSA wool jersey by the end of the day... it'd been a long time since I'd been dressed so lightly for a ride! Pure enjoyment, and lots of moments where I'd be spinning along, low effort, cruising, smiling, just taking in the warmth, the sun and our "new" surroundings, quite literally seeing things for the first time with Randy's help — I learn something new every time I ride with Randy, about local history and landmarks, and today was no exception. When riding alone, I'm far too "heads-down"... things I've passed more than a dozen times if you consider the out-n-back nature of this route, I'd simply missed them before. Today, I saw things like I was on a brand new route.

All in all, everything about the day was truly a blessing from above. I have no illusions about luck or timing; I needed a good day out, and it was provided. I was thankful, VERY thankful. My phone rang with the "news" I'd been waiting for at about 14 miles to go, but I simply put it back into my pocket and kept riding... not knowing what to expect, just relishing

the moment, the day, the ride; knowing whatever the news on the message was — good or bad — that I'd had a per-

fect day on the bike; no sense spoiling the last few miles. Any of the challenges I did happen to experience — the

cramps near the end, too much of this, not enough of that — I'm just tossing all of that away. It was a perfect day.

WHAT WE RIDE | COHO BICYCLES

Coho Bicycles
Framebuilder Charles Lathe
Franklinville, NC
<http://cohobicycles.com/>

Here in North Carolina, we're fortunate to have a randonneur, Chuck Lathe, who is also a framebuilder. Show up at the start of our local brevets and you're likely to see one of his Cohos.

Chuck works in steel, and his

frames, usually lugged, evoke the classic look of bikes from the 1960s and 1970s.

The randonneuring touches on my Coho include an integrated rack for the front bag (Chuck fabricates his own racks), a pump peg mounted on the rear of the seat tube, and braze-ons for rear lights.

—Mike Dayton

Specifications

Frame: Coho / 60 cm, black.

Drive Train: Shimano 10 speed with bar end shifters; front & rear Dura Ace derailleurs; Ultegra 11-27 cassette; Shimano chain.

Crankset: FSA Energy Compact 50/34 with MegaExo BB.

Wheels: Front—Schmidt hub, Rear hub—Dura Ace; Mavic Open Pro rims.

Tires: Michelin Pro Race 2, 700 x 25 (no longer made).

Saddle: Terry "Cite Y" Men's seat (no longer made).

Seatpost: Nitto

Brakes: Shimano Ultegra sidepulls

Handlebars: Nitto

Stem: Ritchie

Lighting: Front—Schmidt Edelex; rear—dual Cateye battery LEDs on seatstays; Cateye LED on rear tool bag.

Fenders: Berthoud stainless.

Bags: Front—Berthoud canvas bag; Rear—generic tool bag with reflective strip; Top Tube—Kinesis Top Tube Brevet bag.

Tape: Double-wrapped cork tape.



Coho in Scotland; LEL 2009.



The decal for the front bag features a bell fitting.



Braze-ons for dual tail lights.

PHOTO GALLERY



PHOTOGRAPHER | MAILE NEEL

The recent DC flèche finished on a Sunday morning at the Key Bridge Marriott in Arlington, VA, just across from Georgetown, setting up this striking contrast between randonneur Stan Miller of Team Rouge and another hotel guest.



PHOTOGRAPHER | SPENCER KLAASSEN

“You never know when a routine ride (“Chasing the R-12”) can turn into an adventure,” says Missouri randonneur Spencer Klaassen. An adventure, indeed. He continues, “I broke the top tube with 50 miles to go of a 200 km permanent. Not being able to reschedule a brevet in January, I fashioned an internal splint with a stick and secured an outer splint (Topeak pump) with zip ties. I covered it with a Brooks seat cover and finished the ride.” In the picture, Klaassen’s son Henry holds the severed Gaansari frame, with the stick still wedged in the top tube. That look of amazement? Harry still can’t believe Dad did LEL on a fixed gear. Apparently, Spencer’s R-12 chase is going well — he now has four to his credit.

American Randonneur

Randonneurs USA Souvenirs 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: M - 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	WIND FRONT/JERSEY BACK: SIZES: S-M-L-XL-XXL	\$70.00				
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	\$75.00				
RUSA LAPEL PIN	SINGLE PIN	\$2.00				
RUSA LAPEL PINS	2-9 PINS	\$1.75				
RUSA LAPEL PINS	10 OR MORE PINS	\$1.25				
RUSA REFLECTIVE SASH	SAYRE Sash: Yellow: Limit 2 pp	\$5.00				
RUSA REFLECTIVE ANKLE BANDS	SAYRE: Yellow Velcro: Sold in pairs: Limit: 2 pr pp	\$2.00pr				
REFLECTIVE SCOTCHLITE TAPE	9" Strip of 1-inch wide 3M Reflective Adhesive Tape	50¢				
REFLECTIVE SCOTCHLITE TAPE	9" Strip of 2-inch wide 3M Reflective Adhesive Tape	\$1.00				
RUSA REFLECTIVE YIELD SIGN	YELLOW & ORANGE REFLECTIVE TRIANGLE: Limit 2 pp	\$5.00				
RUSA SOCKS	SNUG FITTING CYCLING SOCKS: S/M or L/XL	\$10.00pr				
RUSA COTTON CAP	WHITE-BLUE-RED CAP WITH RUSA LOGO: S/M or L/XL	\$16.50				
RUSA WOOL CAP	WHITE-BLUE-RED CAP WITH RUSA LOGO: S/M or L/XL	\$27.50				
RUSA WOOL CAP w/ EAR-FLAPS	WHITE-BLUE-RED CAP WITH RUSA LOGO: S/M or L/XL	\$31.50				
RUSA DUFFEL BAG	WHITE LIGHTWEIGHT NYLON WITH RED TRIM	\$10.00				
RUSA CERAMIC MUG	WHITE 10oz MUG WITH RUSA LOGO	\$8.00				
PBP 1999 YEARBOOK	PBP 1999 STORIES & RESULTS	\$7.00				
RUSA HANDBOOK	MEMBER RULES, REGULATIONS & ADVICE	\$7.00				
RUSA LOGO DECAL	3" x 5" REMOVABLE VINYL COLOR LOGO DECAL	\$1.00				
RUSA TOP TUBE DECAL	5" x 1" REMOVABLE (BLUE & WHITE LETTERING)	\$0.25				
PBP 2007 DECAL	3" x 5" REMOVABLE VINYL COLOR LOGO DECAL	\$1.00				

Number of Items

SHIPPING & HANDLING (USA):

\$5.00 for first item. Add \$1.00 for each additional item
(add 47-cents for each decal, 3M strip or lapel pin)

To order online, visit the RUSA Store at www.rusa.org

Subtotal	
S & H	
Total	

NAME _____ RUSA MEMBER # _____
 ADDRESS _____
 CITY _____ STATE _____ ZIP _____ TELEPHONE _____ EMAIL _____
 DATE _____

PAYMENT METHODS: **PAYPAL:** www.paypal.com and send payment to souvenirs@rusa.org
 CHECK: payable to Randonneurs USA; send to RUSA Souvenirs, 10 Bliss Mine Rd, Middletown, RI 02842

Questions? Email us: souvenirs@rusa.org

Summer 2010

American Randonneur



Randonneurs USA Membership Form

PLEASE PRINT CLEARLY!

Renewal New Member

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

Randonneurs USA keeps personal member information private.

Membership Types and Terms: Please Check One

Individual Membership

One Year \$20.00 Two Years \$40.00 Three Years \$60.00

Foreign Membership (if residence and mailing address is outside the United States)

One Year \$30.00 Two Years \$60.00 Three Years \$90.00

Household Membership (limit two names; please add the second person's information below)

One Year \$30.00 Two Years \$60.00 Three Years \$90.00

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

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

If RUSA publishes a RUSA Membership Directory, may we list your name and mailing address?

Yes No

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

Send this form and payment to:

Don Hamilton
RUSA Membership Office
3078 Wakeshire Drive
Dublin Ohio 43017

Please allow two weeks for processing.