

AMERICAN RANDONNEUR

Volume Eleven Issue #1

February 2008



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RUSA Executive Committee

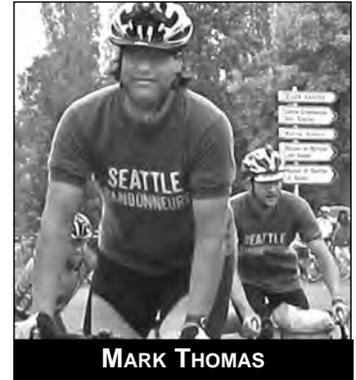
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Message from the President

Happy New Year and welcome to the 10th season of Randonneurs USA brevets. As we conclude RUSA's first decade, thanks are again appropriate to Jennifer Wise, John Wagner, and Johnny Bertrand and the others who worked to create RUSA in 1998. Their creation of a new democratic organization rejuvenated randonneuring in the United States and has, in many ways, been responsible for the growth of the sport here that led 600 US riders to the start line of the 2007 Paris-Brest-Paris in Saint-Quentin-en-Yvelines last August. Back home, US riders completed almost 8,700 randonneur events, a new record.



MARK THOMAS

Over the past 10 years, dedicated volunteers too numerous to mention have built a great organization, from those that have volunteered at the national level to the dozens of dedicated Regional Brevet Administrators that sponsor our incredible calendar of events to the helper manning a late night control in the middle of nowhere after the only store in town has closed. Like many of you, I have been both rider and volunteer and can attest to the rewards of volunteering and to the benefits riders derive from the volunteers' efforts. I encourage you to help. RUSA is a volunteer organization always looking for help to administer our various programs. The RBAs can always use help to organize a ride, scout a route, man a control, or do the many little things that contribute to strong local randonneur communities.

Simply taking the time to mentor new riders provides a great service.

In keeping with this same spirit of support that characterizes our sport, over 400 of our Paris-Brest-Paris riders took time to complete a survey on their experiences at PBP so future participants can benefit from their experience. We will have detailed results and analysis of that survey in our May newsletter. Thanks to all who participated.

As an organization, RUSA continues to grow and change in service of randonneuring in the US. A look at our website will reveal the increasing diversity of items for sale in the RUSA store and the growing variety of awards and medals available to riders. In 2008, we are introducing a new pin for finishers of RUSA Populaires and a new process for ACP brevet medal orders. We will have a simple online order page where riders who do not receive medals at the ride itself can order all the brevet medals they have earned. Stay tuned for full details which will be posted on the RUSA website.

Have a great year!

—Mark Thomas

• 25th Anniversary Furnace Creek 508 • October 4-6, 2008 • www.the508.com

• Applications accepted April 1-15, 2008 only • www.the508.com • 25th Anniversary Furnace Creek 508

• Applications accepted April 1-15, 2008 only • www.the508.com • 25th Anniversary Furnace Creek 508



Terry "Chesapeake Bay Retriever" Lentz at the finish line with the stainless steel fixed gear bike which he built himself, and then rode to a new fixed gear course record and third place overall in the 2007 Furnace Creek 508.

• 25th Anniversary Furnace Creek 508 • October 4-6, 2008 • www.the508.com

RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country		
4608	Cindi	Flerx	Ft Myers	FL	4657	Patrick A	Donovan	Orange Park	FL
4609	Yao-Yu	Chiang	New York	NY	4658	Jane	Machamer	Portland	OR
4610	Bailey	Browder	San Angelo	TX	4659	Markian J	Jaworsky	Hopewell	NJ
4611	Michael L	Matenaer	West Bend	WI	4660	Mimi	Boothby	Seattle	WA
4612	Steve	Petty	Frisco	TX	4661	Mark	Fiorino	Liberty	MO
4613	Peggy	Petty	Frisco	TX	4662	Ramsey	Elissa	Murphy	TX
4614	Donna	Martin	Argyle	TX	4663	Steve	Williamson	Seattle	WA
4615	Malcolm	Barrett	Lexington	KY	4664	Daniel	Blumenfeld	Pittsburgh	PA
4616	Jason	Beardsley	Los Angeles	CA	4665	Raymond	Polk	Dahlonega	GA
4617	Robin	Farrell	Seattle	WA	4666	Jim	Edgar	Corte Madera	CA
4618	Stacy	Munn	Seattle	WA	4667	John	Bovine	Whitsett	NC
4619	Crissy	Fuentes	Annapolis	MD	4668	Evans	Timothy A	Canoga Park	CA
4620	Bob	Hess	Knoxville	TN	4669	David	Freiboth	Mercer Island	WA
4621	Barry	Stevenson	Dapto NSW	Aus	4670	Judith	Longley	Deland	FL
4622	Bill	Phillips	Bristol	TN	4671	Mike	Tsoi	Irvine	CA
4623	Mike	Morris	Seattle	WA	4672	Bill	McAuley	Camarillo	CA
4624	Chris	Smedley	Kansas City	MO	4673	Lonnie	Johnson	Portland	OR
4625	Gene	Pierce	Clinton	MS	4674	Masayoshi	Kobayashi	Menlo Park	CA
4626	Jason	Karp	Belgrade	MT	4675	Eric	Ryback	Saint Louis	MO
4627	Timothy R	Halstead	Maple Valley	WA	4676	Sharon	Ryback	Saint Louis	MO
4628	Jens	Deichmann	Albuquerque	NM	4677	Harry	Hugel	Concord	CA
4629	Carol	Neckel	Holland	MI	4678	James	Johns	Bethlehem	GA
4630	Ed	Hirsch	Raleigh	NC	4679	Gabe	Ehler	San Francisco	CA
4631	John	Walker	San Diego	CA	4680	Gregory	Kanies	Oviedo	FL
4632	David L	Stevens	Meridian	MS	4681	Deb	Griffith	Lithopolis	OH
4633	Walter	Wilson	Augusta	GA	4682	Robert	Murray	Metuchen	NJ
4634	Rick	Lentz	Vineland	NJ	4683	Paul	Defeo	Huntington Beach	CA
4635	Mauricio	Sanchez	Miramar	FL	4684	Kathy	Twitchell	Pomona	CA
4636	Scott	Mlynarczyk	Germantown	MD	4685	Ed	Brady	Delaware	OH
4637	Greg	Jones	Rio Rancho	NM	4686	William	Meadows	Van Nuys	CA
4638	Richard	Stum	Mt Pleasant	UT	4687	Dana A	Thompson	Chester	MD
4639	Betsy	Thorpe	Tallahassee	FL	4688	Rachel	Bagley	Portland	OR
4640	Alex	Plumb	Alameda	CA	4689	Blair	Buckley	Shreveport	LA
4641	Noel	Hoffmann	Lake Forest	CA	4690	Gray	Marshall	Venice	CA
4642	Susan	Stokes	Phoenix	AZ	4691	Ted	Whately	Lake Worth	FL
4643	Julie	Brogio	Phoenix	AZ	4692	Alan J	Talbott	El Cajon	CA
4644	Alan	Schwartz	Memphis	TN	4693	Tim	Butts	Tampa	FL
4645	Jay Alan	Schwartz	Memphis	TN	4694	Russell	East	Redlands	CA
4646	Daryl	Estrine	Ossining	NY	4695	David	Marker	Santa Paula	CA
4647	John	Droese	Sherman	TX	4696	Dave	Carrington	Newport	RI
4648	Stephen	Duke	Murphy	TX	4697	George	Jarad	Clayton	MO
4649	John	Morris	Durham	NC	4698	Gregory T	Duncan	South Elgin	IL
4650	William	Charlton	Bridgeton	NJ	4699	Bill	Martin	Athens	TN
4651	William D	Wood	North Palm Beach	FL	4700	Anne Kelly	Fischer	Chesterfield	MO
4652	Robert E	Hoehn	Round Rock	TX	4701	Donald	Parsons	San Diego	CA
4653	Bob	Bruce	Greencastle	IN	4702	William	Fischer	Elmira	NY
4654	Robert J	McDonald	Panama City Beach	FL	4703	Richard	Ristau	Chicago	IL
4655	David	Berkstresser	Los Gatos	CA					
4656	Teny	Lentz	Templeton	CA					

■Continued on next page

Attention Members



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

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.

RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
4704	Evan	Griffing	Pomona CA	4723	Paul	Kobema	Boalsburg PA
4705	John Henry	Maurice	Keizer OR	4724	Thomas	Israel	Seattle WA
4706	Joanne	Heilinger	Keizer OR	4725	Michael E	Tobey	Pasadena CA
4707	Raj	Crow	Reno NV	4726	Steve	Edmunds	Lake in the Hills IL
4708	Matthew	Farrell	Wemersville PA	4727	Brad	Klafehn	Denver CO
4709	Ira	Kuchek	Newport Beach CA	4728	Peter W	Brunn	Zionsville IN
4710	Gustav	Moore	Seattle WA	4729	Lige	Hensley	Brownsburg IN
4711	Scott	Keeler	Peny FL	4730	Paul	Calewarts	Jacksonville FL
4712	Thomas J	Hutton	Cupertino CA	4731	Mark	Engebretson	San Jose CA
4713	Carlton	van Leuven	Chandler AZ	4732	Kate	Faulkner	Ventura CA
4714	Michael	Gamer	Scottsdale AZ	4733	Bill	Faulkner	Ventura CA
4715	Robert	Novick	Clifton NJ	4734	Elton	Pope-Lance	Sudbury MA
4716	Jim	Rice	Kingsport TN	4735	David	Pasciuti	Mercer Island WA
4717	Quas Daniel	Gandolfo	Seaville NJ	4736	Ross	Hansen	Surgar Land TX
4718	William A	Bennett	Apple Valley MN	4737	John H	Muir	Bridgeport AL
4719	Greg	Rozzell	Gilbert AZ	4738	Matt	Mikul	Seattle WA
4720	Augustin	Rivera Jr	Corpus Christi TX	4739	Clement	Abbondandolo	Houston TX
4721	Bobby G	Willett	Morganfield KY	4740	Anny	Beck	Bellflower CA
4722	Robert	Nytko	Knoxville TN	4741	Brian	Tetreault	Baltimore MD

PAID ADVERTISEMENT

Rolling in 2008 with a New Challenge!

By Terry Zmrhal – RAAM Race Director

Paris-Brest-Paris has passed and it's another four years until you can roll through the French countryside in one of the grand traditions of cycling. What about 2008? Are you chasing another 1200k? Perhaps you want a drier event after the 90 hour shower of PBP. Maybe you're after another challenge altogether.

RAAM is excited to present the Race Across the West, a 1000 mile race from Oceanside, CA, to Taos, NM, run in conjunction with the Race Across America. There are many 24 Hour events, dozens of brevets, and a half dozen 500 milers, but the 1000 mile distance is unique. Already 12 solos and 6 teams have entered and will race against those going all the way to the Atlantic. Will you be one of the first to finish the inaugural edition?

To counter the rain of PBP, I can pretty much assure you that

it will be dry in the Mojave Desert. It will probably be above 100 degrees though. That's why you have a crew to cool you off. You must have a crew of at least 3 people and one support vehicle. It is certainly a personal challenge to complete a brevet on your own, but having three people wait on you hand and foot for three days, now that's luxury. Unfortunately probably no French pastries, though the Mexican burritos are another sight altogether. All you have to do is ride!

And ride you must. PBP allows 90 hours for 750 miles, or just under 9 mph. The Race Across the West allows 92 hours for 1000 miles or about 11 mph. Once you remove the bags, the extra water bottles, and all the gear, you will feel like a light-weight rocket once again. All of that can go in your support vehicle that's always just a few minutes away. With more miles

and more climbing you need to keep moving and have some decent speed; if you were on the edge at PBP, this might not be the best event for you.

The cost is not that much different. One airfare to Europe is good for airfare for you and three crew within the US. You still have hotels at the start and finish. The entry fee is more and with that you get all the logistical support of RAAM as well as a finisher's jersey.

What is different is the logistics of the event. It will take more coordination to find several crew and make the arrangements. The RAAM website has material to help with your preparations and the RAAM staff, myself included, can help answer questions you have.

I can guarantee that the scenery will be spectacular and varied as you race across the American West and southwest. From the

Pacific Ocean you'll cross the Mojave Desert to the Arizona highlands up into Monument Valley to the amazing Rockies. You will finish in the old-west town of Taos.

While Taos isn't Paris, it has an old-world timeless charm of the southwest. Stay a day or two in Taos and explore the wonderful art and serenity of the local mountains while you relax and recover with a Mexican Hot Chocolate.

Is this your event for 2008? Come race this new and unique event and explore your limits and the American West at the same time. See you in Oceanside!

The full details are at the RAAM website – www.raceacrossamerica.org.

You can always email me (director@raceacrossamerica.org) or call (303-956-7226) as well.



PAC TOUR 2008 www.pactour.com

Lon Haldeman and Susan Notorangelo
 Call us @ 262-735-2453

MAY

Le PAC Provence The Mount Ventoux Challenge

\$3,000 based on double occupancy Single room \$1200 more
 Arrive Paris, France May 17th (fly over the night before)
 Depart Paris, France May 25th

The tour begins by traveling on the TGV (high speed train) to Avignon. During the next week of cycling you will ride a loop course that includes two days of climbing Mt Ventoux. One day you will have the option to ride three different ascents up and down this famous mountain. The Provence region of France is criss crossed with rural farm roads. The weather and terrain are similar to southern California with a drier climate and a good variety of mountains and hills. Most quaint villages are over 500 years old and are perfect places for hanging out at a bakery or sandwich shop. This tour is a good mix between the challenges of cycling and enjoying the benefits of French culture.

Alaska Tour - Ride the Circle

Experience the longest road bike tour being offered in Alaska. Both of the following tours follow the same route traveling on a majority of Alaska's paved highways and bike trails. Most of the roads are good to excellent but 28 mm tires are recommended for occasional road construction. This tour is filled with scenery overload with views only possible in Alaska.

JUNE

June Alaska Tour - Ride the Circle

\$3000 based on double occupancy Single Room \$800 more
 Fly In Anchorage June 21st Fly Home Anchorage July 3rd
 You get the opportunity to ride the roads of Alaska not spend it in a bus. The Alaska Marine Ferry from Whittier to Valdez is also included. **Stay over for the Fireweed 400 Race that starts on July 4th. Use the Circle Tour as your training.**

JULY

July Alaska Tour - Ride the Circle

\$3400 based on double occupancy Single Room \$1000 more
 Fly In Anchorage July 8th Fly Home Anchorage on July 22nd
 This is a longer tour staying 2 nights in Fairbanks and 3 nights in Denali. Aimed at riders that want to see more of the wilderness of Alaska. The Alaska Marine Ferry is included.

AUGUST

Ridge of the Rockies

\$3000 based on double occupancy \$850 single room more
 Fly into Kalispell, Montana on July 28th
 Fly home from El Paso, Texas on August 17th

19 riding days 2,000 miles 105 miles per day

Since 1990 this has been one of our most popular tours for all PAC Tour riders. If you like to cycle in the mountains, this tour is filled with impressive climbs and descents. Ride the major passes of the Continental Divide across six states between Canada and Mexico. The climate is drier at this time of year and perfect for cycling at higher elevations. There will be optional routes to visit Glacier National Park and Yellowstone National Park to ride on your own. Join this unique ride across the United States from north to south. You will be surrounded by towering peaks everyday.

SEPTEMBER

Southern Transcontinental

\$3,995 for 30 or more riders double occupancy
 \$4,495 less than 30 riders \$1000 Single Room more
 September 6th fly in San Diego, California
 October 3rd fly home from Savannah, Georgia

26 riding days 2,950 miles 113 miles per day

Our 2008 Transcontinental cycles 26 days over our favorite routes across the southern United States. The variety of scenery ranges from California deserts to Arizona canyons, New Mexico UFOs, Texas prairies, Oklahoma cowboys, Arkansas Ozarks, Mississippi catfish, Alabama forests and Georgia hospitality. We planned this tour to be full of local history and interesting highlights each day. In Winslow, Arizona you will be "Standin' on a Corner" in the afternoon and sleeping in the historic and luxurious Harvey House La Posado Hotel that night. This tour is full of memories you will always remember. It is more than just a long bike ride. It is your chance to ride your bicycle coast to coast and fulfill your lifetime dream of crossing America.

OCTOBER - NOVEMBER

Race Through the Jungle

60 miles from Nauta to Iquitos, Peru

October 29 to November 5 - Check dates with Lon
 Cost \$995 (airfares in Peru, hotels, guides, some meals)

This road race is organized by the fireman and bike clubs of Iquitos, Peru. The route is a recently paved excellent blacktop road between the town of Nauta and Iquitos located in the middle of the Amazon Rainforest. This road is so remote there is not another paved road within 300 miles. This race will be the annual championship between several racing clubs in the region. Over 300 local riders are expected to participate. Even if you are not a racer, this event will be a unique metric century tour for anyone wanting to see a new part of the world. A full week of festivities are planned including Amazon River boat tours, visits to Indian villages and participating in the opening ceremonies of the schools PAC Tour has built near Iquitos. Several other cycling days are available including a 200 KM and 100 KM training ride to help you get ready for the race.

Winners of RUSA Wind Vests Announced

PBP Survey Results To Be Released in May

Three members have won RUSA cycling vests for participating in the RUSA PBP 2007 Survey.

The winners are:

- RUSA #1146, PBP rider # 1484: John D'Elia of Middletown, Conn., who finished in 75:33.
- RUSA #84, PBP rider # 4806: Michael Kerrigan of Salem NH, who finished in 70:37.
- RUSA #1347 PBP rider # 4883, Todd Harmanson of Atlanta,GA who finished in 88:05.

The online survey, con-

ducted through Dec. 31., 2007, polled PBP participants about various aspects of the 1200K ride.

Of 617 RUSA riders, 404 participated in the survey, a phenomenal 65 percent response rate.

Winners of the vests were selected at random from the respondents.

Results of the survey will be published in the May 2008 issue of American Randonneur.

Vests are available through the RUSA store. See page 32.



Celebrate RUSA's 10th Birthday!

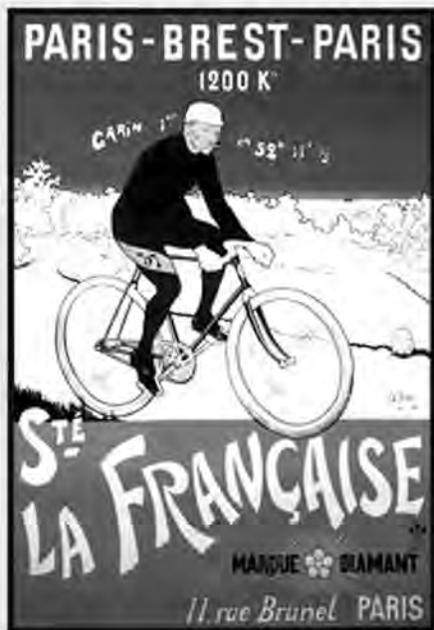
Randonneurs USA was founded on August 16, 1998. RUSA Regional Brevet Administrators will host 10th Anniversary Brevet Rides the weekend of August 16-17, 2008.

We invite all RUSA members nationwide to join the 10th Anniversary Celebration by putting on your RUSA jerseys, showing up on August 16

or 17 and participating in a RUSA sanctioned brevet.

There will be a special commemorative medal struck for participants of this special ride.

Participants in any RUSA 10th Anniversary Ride may order the special RUSA 10th Anniversary Ride medal from the ride RBAs after the event.



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2007 Ultra Randonneur Recipients Named

BY BILL BRYANT

During 2007 five more RUSA members earned the distinction of becoming an

“Ultra Randonneur” by completing their 10th Super Randonneur series of brevets.

They are: **John Lee**

Ellis of Colorado, **Christopher Kaiser** of Georgia, **John Kramer** of Washington, **Mark Metcalfe** of Texas and **Wayne Methner** of Washington.

In terms of longevity, Ellis began his string in 1991. Methner was a model of consistency and did one SR series per year for 10 consecutive years.

On the other hand, overachievers Metcalfe and Kramer both completed two seasons with two complete SR series of brevets and one season with *three* series.

And then there was the man who seems to be in a



tremendous hurry—incredibly, Chris Kaiser rode *three complete Super Randonneur series during the past three years!*

Randonneurs USA congratulates these audacious and determined riders and proudly adds their names to the list of Ultra Randonneur laureates. Congratulations, gentlemen!

US Clubs Honored at ACP Meeting

Several U.S. cycling clubs with impressive results at PBP 07—and an American who was the youngest female finisher—were honored in January at the ACP’s meeting in France.

• The **DC Randonneurs** were honored as the club with the most women finishers. The club had seven women riders who completed PBP.

• **Almaden Cycle Touring Club** had 10 finishers and no DNFs.

• **Boston Brevet Series** had 8 finishers and no DNFs.

• The **Davis Bike Club** was honored for the most tandem finishers, with four tandems.

• Boston rider **Emily O’Brien** was honored as the youngest female finisher.

R-12 Award Recipients

65	Jeremy Davis	North Richardson Hills, TX
66	Ellen Max Maxon	Seattle, WA
67	Bill Fox	Dallas, TX
68	Michael Sturgill	Phoenix, AZ
69	Dean McKenzie	Christoval, TX
70	James Gordon	San Francisco, CA
71	Jerry Austin	Arlington, TX
72	Mark Vinette	Bethesda, MD
73	William Arcieri	Rockville, MD
74	Brenda Barnell	Dallas, TX
75	Donald Boothby	Seattle, WA
76	John Preston	Plantation, FL
77	Ward Beebe	Oak Harbor, WA
78	William Thomas Reeder	Alexandria, VA
79	Michael Rowny	Chevy Chase, MD
80	Carol Bell	Baltimore, MD
81	Don Ellington	Coppell, TX
82	Brannon Oates	Pasadena, TX
83	Salvador Ortega	Salem, OR
84	Henrik Schroeder	Lighthouse Point, FL
85	Eric Vigoren	Bremerton, WA
86	Mike Richeson	Seattle, WA
87	Jon Zbasnik	Pleasanton, CA

RUSA Awards 23 R-12 Medals

Twenty-three hardy riders are the latest RUSA members to earn the R-12 award.

Eighty-seven R-12 medals have been awarded since the program’s launch in the fall of 2003.

The list includes seven riders from Texas, five from Washington, four from Maryland, two from California, two from Florida, and one each from Arizona, Oregon and Virginia.

Brenda Barnell, Dan Driscoll, Bill Fox and **Brannon Oates** each have three R-12s. All are from Texas, where riders have earned 40 of 87 R-12 awards.

The R-12 Award is earned by riding a 200K or longer randonneuring event for 12 consecutive months. The counting event sequence can begin in any month but must continue uninterrupted for another 11 months.

Events that count toward the R-12 Award include RUSA and ACP-sanctioned brevets and 24-hour team events, as well as RUSA permanents of 200K or longer.

Oregon rider **Albert Lutz** and **John Kramer** of Washington administer the program.

2007 AMERICAN RANDONNEUR AWARD

ROBERT FRY

In considering the 2007 American Randonneur award, the RUSA board had a field of worthy nominees to choose from. This year's honor goes to Iowa RBA Robert Fry.

Robert is the founder of RUSA's highly successful permanents program, which has literally transformed randonneuring in the U.S.

An import from the randonneuring scene in the United Kingdom, Robert once held the annual mileage record there with 21,200 km.

When Robert moved to the U.S. in 1994, his lengthy experience with populaires and permanents convinced him that a similar plan was needed here. Borrowing heavily from the rules of Audax UK, Robert launched the U.S. permanents program in the fall of 2003 and served as its coordinator for the first four years.

By Robert's own admission, things got off to a modest start, with only 37 routes on the books and 90 rides completed in 2004.

"I was actually worried for a time that the rides were not catching on," he said.

That concern evaporated in 2005 as the program gained traction, in part through Robert's promotional efforts in RUSA's newsletter.

A total of 282 rides were completed in 2005—triple the 2004 total—and the number of routes reached 107.

The explosive growth continued in

beyond the constraints of the events put on by each local RBA, and to credit these towards mileage and other RUSA awards," he said. "It has also given rank-

and-file RUSA members an opportunity to actively participate in the club's mission, in a way that is perhaps not always very easy under the RBA structure. Because of the regional nature of this enormous country, permanents may actually have turned out to be a more important supplement to brevets here than they are in the UK."

Said RUSA Board member Eric Vigoren, "Without Robert's efforts,

who knows where the RUSA permanents program would be today? In my experience, he has always been responsive, courteous and helpful. His rigidity for protocol is a welcome attribute that maintains order in what could easily be a chaotic environment. His historical perspective has been an added benefit for RUSA."

On behalf of every member who has ridden a permanent, the RUSA board is pleased to present Robert with the 2007 American Randonneur Award as a fitting and deserving "thank you" for his exemplary service to our sport.

'Because of the regional nature of this enormous country, permanents may actually have turned out to be a more important supplement to brevets here than they are in the UK.'



—Robert Fry

2006. By that year's end, 210 routes were available. With dozens of riders spurred on by RUSA's new R-12 award, the permanents program rapidly reached the historic milestone of 1,000 rides completed.

As RUSA launched its 2008 season, there were more than 300 permanent routes, and the number of rides completed approached the 3,000 mark.

Robert summed up the program's benefits in a November 2007 article for American Randonneur.

"It has given members the opportunity to participate in brevet style rides

PASSINGS

MARK DOUGLAS SACHNIK

Texas rider Mark Douglas “Allo” Sachnik, died in his sleep on Dec. 31, 2007. He was 51.

Born in Seminole, Texas, Mark was reared in New Orleans, La. He moved back to Texas in 1982.

Mark held a B.S. degree from the University of Texas in Dallas and worked there as a buyer at the time of his death.

He was an enthusiastic cyclist and a member and ride leader of the Plano Bicycle Association. He met a goal of riding 10,000 miles

in 2007, including more than 3,000 kilometers as a member of the Lone State Randonneurs.

In an online biography, Mark listed various interests, including bicycling, photography, military history, sports, dinosaurs and politics.

Mark was a member of the Knights of Columbus. He was also first vice president of the Autism Society of Collin County. In that role he helped facilitate teenage self advocacy groups. He also spoke to teachers, parents, and professionals about adolescent and adult issues related to autism.

In an online biography, Mark described his struggles with that disorder: “I am an adult with Autism/Asperger who was diagnosed at an early age (language delay and sensory issues led to the diagnosis). With a lot of help from family and friends, I became verbal and was ‘socialized’ to where I could start school and operate at or above grade level academically. I benefited from growing up in a very large (eight siblings) and sociable family. For the most part, I can ‘pass’ as NT although there are a few minor ‘oddities’ that from time to time will



get me into trouble.”

Fellow PBA riders praised Mark for his energy and enthusiasm and held a memorial ride in his honor.

Franklin Clair Jensen

Franklin Clair Jensen of Cedar City, Utah, died on Dec. 30 of a brain hemorrhage “after enjoying a beautiful day bicycling in St. George with his friends,” according to his published obituary, which described him as “67 years young.”

A native of Elsinore, Utah, Clair was born on Dec. 17, 1940. His family moved to Las Vegas, Nevada, where he graduated from high school.

Clair attended Brigham Young University where he met his wife, Sandra Lee Shupe. They enjoyed a 46-year marriage and had two children, Justin Clair and Kellie JaNell.

After graduation, Clair began work at the Division of Wildlife Resources, rising to the position of Regional Director of the DWR for

Southern Utah. He retired in 1999.

An outdoor enthusiast, “his desire for exercise stayed with him throughout life which, at retirement, evolved into the passion for biking he had until the last,” his obituary stated. “Outside of family duties if Clair had a free moment he was either covering cycling matters or he was on his bike. He became active with community leaders in promoting bicycling and was instrumental in establishing safe bike lanes on the streets of Cedar City.

“Saturday’s organized rides with members of the Color Country Cycling Club were among the many high-lights of his very active life, as well as the really big rides and races around the western states region,” the obituary stated.

“Then, [last] summer he

had absolutely the best time in France riding with a friend, sometimes through the rain, but what a great time they had!” the obituary stated.

In a blog entry, riding friend Lonnie Wolff offered these memories.

“I have been with him through thick and thin and literally through fire and flood. We rode in Death Valley when our tires were melting from the heat, and through vicious storms in Arizona where we fought off hypothermia,” Wolff said. “In all of those situations I



had never seen him down, never discouraged. In fact, it was quite the opposite. Even when pressed to our physical limits and beyond, he was a source of inspiration. You could draw strength from his fortitude in almost any situation. With Clair at your side you could overcome any hardship.”

Permanents News

2007 Annual Permanents Coordinator Report

BY ROBERT FRY

The numbers: 1,705 rides totaling 345,159 km, and 150 new routes.

Any way you slice it, the 2007 permanents statistics show clear evidence of a vibrant and still fast growing program.

Things have come a long way in just a few short years

from our tentative start back in 2004.

What has been the most heartening recently is to see a sharp increase in activity in so many new regions around the country, with a virtual explosion in the rate of both rides and new route applications after folks returned

from PBP.

I am very glad that Edward Robinson was able to step in and provide so much valuable assistance in the last three months of the year.

And finally of course, I must offer Edward my very best wishes as your new permanents coordinator in 2008.



Permanents Coordinator puts out call for newcomers and new routes in 2008

BY EDWARD ROBINSON

Thanks to everyone who has been in touch during the Permanents Coordinator transition! I'm looking forward to working with all of you—RUSA's Board of Directors, the club's officers and other volunteers, and our Permanent route owners and riders—to ensure that the Permanents program maintains the high standards now in place.

Speaking as a route owner and Permanent rider, I appreciate the untold work that Robert has done in establishing RUSA's Permanents program. The end result of that effort is

apparent in the program's success. I've also appreciated Robert's guidance on the program's operation, and his continued hard work through the end of our transition.

The Permanents program rests, of course, upon the volunteer efforts of the dozens of RUSA members who have stepped forward to establish Permanent routes. Their work has resulted in literally hundreds of additional cycling opportunities for RUSA members across the country. To those of you who have organized routes for the rest of us to enjoy:

Thank you!

As the year unfolds, I hope each of you will consider bringing new routes to the roster of available Permanents. I encourage and welcome new route applications from first-time applicants and experienced route owners alike—we simply can't have too many routes on offer for the RUSA membership.

Finally, I've established a dedicated e-mail address for Permanents-related communications: rusapermanents@gmail.com. If you have a question about any aspect of the Permanents program,



please don't hesitate to get in touch. I'll do my best to get back to you promptly.

To all, for the season ahead, safe riding.

—Edward Robinson
Permanents Coordinator

PETER WHITE CYCLES

The Schmidt SON dynohub is by far the most popular power source for lighting on brevets. It's extremely reliable, light weight, and has very low drag, lower than any other bicycle dynamo system. I stock a wide variety of LED and halogen headlights and LED taillights to work with the SON, and I build wheels with a wide variety of high quality rims. So you can get a complete lighting solution that will last for many years. Why worry about batteries when a dynamo hub can provide great lighting for the entire distance? And the SON hub is available in versions for small (16" & 20") rims, narrow axles for certain folding bikes like Brompton and Bike Friday, trikes and versions for disc brake. Here are a few sample wheels. I have many different rims to choose from 27", 700c, 650c, 650b, 559-26", 24", 20" (both 451 and 406) and even two 16" sizes!

Front wheel, SON hub, Velocity Aerohead rim, 32 Wheelsmith 14-17 butted spokes:	\$379.60
Front wheel, SON black anodized hub, 32 black Wheelsmith 14-16 spokes, black Aerohead rim:	\$415.80
Front wheel, SON hub, Mavic Open Pro Ceramic rim, 32 Wheelsmith 14-17 butted spokes:	\$425.55

I have a large selection of headlights and taillights that are powered by the dynohub. I have two general types of headlights; halogen and LED. The very brightest are still halogen, since the light from the tiny bulb filament can be more highly concentrated than from the larger LED. The Schmidt E6 headlight concentrates the light near the top edge of its beam, helping you see further into the distance than with most other headlights. But for putting a large patch of bright light on the road surface, a new LED headlight from Busch & Müller is unsurpassed. The B&M Lumotec IQ Fly N Plus has a new optical system that gives you a very large focused patch of light on the road. And unlike all of the US and Japanese made bicycle lights, the beam from both of these lights is brightest at the top, and gets progressively dimmer towards the bottom. When this beam is projected on the horizontal road surface, the result is a very evenly lit patch of pavement ahead of you. The road 150 feet ahead is just as bright as it is 50 feet ahead. In comparison, the E6 and the IQ Fly beams are quite similar, but the IQ Fly beam is much wider, while to my eyes, the E6 is perhaps a bit brighter right at the very top of its beam, which is helpful on a fast descent. You can use two Schmidt E6 headlights simultaneously, but only one IQ Fly. (Most people only need one!)

While some people worry about running a wire to a taillight, I highly recommend using a wired taillight. I now have very tough co-axial wire for connecting a taillight, and it's a relief to know that you will always have at least one functioning taillight at all times. For bikes with S&S couplers, I can make up heavy duty wiring with quick disconnects at the coupler point, making it easier to assemble your bike, even at the airport. I have taillights for mounting on either fender or a rear rack. And if you want a light on both a rack and a fender, you can have that too, but with most headlights, only one taillight can be dynamo powered.

Since you'll want at least one battery light, if only for fixing the occasional flat tire, consider the Busch & Müller Ixon, or the even brighter Ixon IQ. It's powered by four rechargeable NiMH AA batteries, and is a fine headlight by itself. And with the SON dynohub and the Busch & Müller "Ride & Charge", you can charge those AA batteries from the dynohub while riding during the day, so you'll never have to worry about the state of your Ixon batteries. And all this is done without ever taking the batteries out of the Ixon headlight.

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“Instead of randonneuring being a four-event-a-year sport it has become almost a way of life...”

The K Hounds

Nine Texas riders—including five women—racked up 10,000 km or more in 2007



Texas RBA Dan Driscoll: the Goalkeeper

Early in the interview, Texas RBA Dan Driscoll interrupts the conversation to make a point.

“I’m very sensitive about this being appearing to be a competitive thing,” Driscoll says. “I don’t want this to seem like a bunch of damn Texans bragging again.”

Fair enough. But it’s hard to ignore what has just happened in the Lone Star state, where nine riders topped 10,000 km in official miles during 2007. Two of those cyclists crossed the 20,000 km mark, averaging 400 km every week.

Five of the riders are women: Pam Wright, Shellene Foster, Brenda Barnell, Robin Phelps and Sharon Stevens.

“We have a saying down here—‘Ride like a girl,’” Driscoll says. “A lot of the guys hope they’ll be strong enough one day to do just that.”

The men include Driscoll, Mark Metcalfe, Val Phelps and Jerry Austin.

The group of nine is known as the “K-Hounds,”

Driscoll says, “with the ‘K’ standing for kilometers. We’re the barking dogs chasing down Ks.”

NICKNAMES

Many of the Texans have nicknames. For instance, there’s “Brenda Baby” Barnell, so named because she’s the youngest.

“She is also the one who rushes people through controls with ‘Choppie Choppie’ or ‘Do I need to get ya a mail box?’” Driscoll says. “Pam Wright is ‘Cream Puff,’” he says, “as in: ‘Slow it down, Cream Puff, you’re dropping them off the back.’”

Robin Phelps is “Cup Cake” and Shellene Foster is the “Shelacker.” For his part, Driscoll is known as “The Goalkeeper.”

“I’m always giving everybody goals,” he says. “The people down here are incredible athletes, and they don’t know how good they really are. So if you give them a goal, they can achieve it.”

Driscoll’s own goal for the year was to do not one

but four full super Randonneur series. His ultimate prize is the Ultra Randonneur award, which requires 10 series.

Other Texans were chasing that same honor in 2007, according to Driscoll, so they began racking up miles early in the season. The 10,000 km goal was almost an after-thought, he says.

“By the time we went to PBP in August, several of us already had quite a few kilometers, so it didn’t look like a very big leap to get to 10,000 km,” he says. “Then, once one person said out loud that’s what they were shooting for, the others joined right in.”

Another motivating factor: “We have riders who are chasing the R-12 award and other awards RUSA has put in place to get us up off the couch,” Driscoll says.

“Locally, the R-12 has gotten people into randonneuring and kept them there. They come out and do a 200 km one month, and a permanent the next month, and all of a sudden they’re two into

the R-12. I give Bill Bryant credit for that. To me, the R-12 and the Ultra Randonneur awards were pure genius.”

GROUP RIDING

Setting goals is only one part of the formula. Equally important is a support group that has your back, Driscoll says.

“We’re a nurturing club, and we encourage group riding,” he says. “We try not to leave anyone out in the middle of the night or the middle of nowhere to fend for themselves on a 400 km.”

RUSA’s permanent program made the 10,000 km goal easier to achieve. Besides a healthy brevet schedule, Texas has more than 12,000 kilometers of permanent routes.

“We have a permanent almost every single weekend,” Driscoll says.

“Sometimes we run two or three over a weekend. I think we have more permanent routes than any other state.

“A person could actually

■Continued on next page

K Hounds (continued)

earn a 10,000 km without ever doing a regular brevet," Driscoll says. "I give a lot of credit to Robert Fry, who worked his tail off for the permanents program (see related stories, pages 8 and 10.) They're a huge part of what has given us these Ks."

Also contributing to the K-Hounds' success is the region's mild winter weather.

"It's conducive to riding every weekend," Driscoll says. "And what has happened is that instead of randonneuring being a four-event-a-year sport it has become almost a way of life. All of our friends are out riding permanents. If you're out riding with your buddies every weekend, all of this stuff is easy."

A WORD TO THE WISE

"It's not about grinding out the miles for the simple purpose of grinding out the miles," Driscoll says. "These people are not riding for notoriety. It's what they do."

Driscoll has a bit of advice for would-be K Hounds.

"If I had to write one paragraph for this article, it would be, 'Kids, don't try this at home if you have a wife or friends, because you may not have them when you get done,'" he says. "Luckily for me, my girlfriend is Pam Wright, and she's as crazy about this as I am, and my friends are all Lone Star Randonneurs."



Texas women clown around on a birthday ride for Robin "Cupcake" Phelps. (l-r): Cheri Brown, Vicki Tyer, Sharon Stevens, Shellene Foster, Robin Phelps (partially hidden), Brenda Barnell and Pam Wright.

K Hounds: In their own words

Editor's note: American Randonneur coaxed the K Hounds off their bikes long enough to find out about their cycling backgrounds and 2007 accomplishments. Here's what they told us.

**JERRY AUSTIN
RUSA # 3239**

My first year of randonneuring was 2006. I had known about Lone Star Randonneurs for several years, but had no real desire to ride long distances. Near the end of 2005, I had done several 100-mile rides, so I decided

that I was ready for my first 200 km ride—the traditional LSR New Year's Day brevet I'd been hearing about. This was a difficult ride for me, but I finished successfully and earned my first brevet medal on Jan. 1, 2006. My next brevet was another 200 km, in March 2006. I knew nothing about the existence of permanents, and my schedule was such that I didn't make any more brevets that year. Near the end of 2006, I started riding a few perms and ended up with 2000 RUSA km for my

first year.

Starting 2007, my goals were to earn the R-12 award, and 5000 km for the year. Dan Driscoll told me all I had to do was ride a 200 km every other weekend for 50 weeks. That sounded easy enough. I began to really enjoy the 200 km rides every other Saturday. There was usually a good-sized group to ride with. I was making many new friends and became hooked on the "friendly camaraderie" and the

■ Continued on next page

K Hounds: In their own words (continued)

randonneuring style of riding. Soon, I was riding 200 km almost every Saturday, 300 km some Saturdays, and sometimes a shorter populaire on the following Sunday. Before I knew it, I already had 5000 km and it was only Sept. 1...obviously time to set a higher goal for the year.

Dan told me that he already had almost 10,000 km and was shooting for 15,000. So I thought, all I have to do is ride with him for the rest of the year, and I'll have 10,000 km! We began riding together, sometimes with larger groups, and other times, just the two of us. I don't think I would have ever reached the 10,000 km mark, had it not been for Dan and all my other great LSR riding buddies. So...many thanks to all of you who rode with me and helped me double my original 2007 goal. I'd also like to thank all the permanent owners and Robert Fry, for cranking out **31 new North Texas Permanents in 2007**. It's been total "PERMANENT MADNESS" around here, this past year! Attaining goals is great, but the most rewarding aspect of randonneuring is the great friendships that are born from it...friendships that are sure to last a lifetime.

**BRENDA BARNELL
RUSA # 2362**

A great year of riding! I never really had a goal of hitting the 10,000+ km mark. It was just a social ride with friends on the weekends, great weather to enjoy or various weather conditions that



Jerry Austin

were character builders along with planning, and a trip to PBP. My only thought was to achieve the 5,000 km medal again and to also maintain my R-12 award which I just achieved for the third year in November. In addition to my great rides with the LSR group and PBP, I was fortunate enough to be on a RAAM team again this year, set a course record at Furnace Creek 508 and the Texas Time Trials.

**SHELLENE FOSTER
RUSA # 4497**

How do you get started toward 10,000K? Well, for a rookie this was completely accidental. Before joining Randonneurs USA, I was terrified of riding the "impossible" distances that I knew all the randos were riding. The only reason I agreed to sign up was the R-12 award which seemed reasonable and yet still a substantial goal. When we began riding with the randonneurs, my riding buddy—George Elizondo—and I had worked our way up to riding 50 miles at a solid 14-15 mph pace, so we thought why not try this 100k populaire in

April? (rookies are so naive...) At the populaire, the group proceeded to ride 30 miles at about 18 mph and if that weren't enough, after a mechanical, Dan Driscoll pulled George and I back up to the rookie group at about 17 mph and I thought my heart was going to burst out of my chest. It was the hardest bike ride I had ever experienced, and I was hooked.

Past that it was all about training so that I could ride with these randonneurs. George and I put in a lot of training miles at our own pace, taking all the great advice we could from the randos who could drop us in a second but chose to stick with us— they are too numerous to thank by name. All this training and learning was helping us stay with the main peleton for longer and longer each ride. And once the group informed us that we could train on permanent routes instead of riding the same roads around home over and over, training became much more adventurous. Also, they were willing to teach us how to begin developing our own routes (thank you, George Evans).

Finally, I began to be able to hold my own on the rides. With Mark Metcalfe and Dan Driscoll seeking 15,000K, I figured I could ride a route with one of them any time and by doing so learn far more and greatly improve my riding abilities. Both of these gentlemen were very patient with me, putting up with stupid rookie mistakes and waiting on me

(or pulling me for miles) when I needed a rest, but continually pushing me to improve. Schedules worked out so that I began riding most of my permanents with Mark and the kilometers began to stack up. Just like Jerry, 10,000k was not a goal until late in the year when we realized that it was possible.

Overall, a lot of good things resulted from putting those miles in: learning the extremely giving and kind nature of the "Rando Way," preparation for completing my first series next year, experience with mapping new routes, and the greatest pleasure—riding with some of these absolutely wonderful randonneurs. I hope in the next year to meet many more.

**MARK METCALFE
RUSA # 1589**

Cycling has always been my sport of choice. I've been riding at what I call a serious level for over 35 years and more than 250,000 miles. I started out touring, went into racing, then long distance and even Race Across America. RUSA was an easy choice because LSR is based locally and many of the routes are close by. My joke is: "it takes a long time to get this crazy, and yes it helps."

As for how often you may need to ride to accumulate 20,000k of RUSA distance, it took me 81 ride completions and 2 DNFs. My suggestion is to make this a goal at the start of the year if it interests you. I did not start

■Continued on next page

K Hounds: In their own words (continued)

the year with this goal in mind and had to ride over 4,000k in December while working full time to reach it.

My motivation to ride this much comes from the love I have of riding and how it makes you feel when your fitness is at such a high level. Even with that said it would become monotonous if not for riding with all the other long distance nuts that join in on these RUSA events.

Riding too much, which is the definition of 20,000K, will take a toll on your other life (what other life?). My joke for this is: "I was still married when I left home for this ride."



Mark Metcalfe

I felt very fortunate to get through the 2007 season without any major mishap and enjoyed the rewards of riding PBP once again (even if it did rain some). There have been a few moments

when the upping of my own goals made me quite fatigued and thoughts of reducing them did occur. That's when you need to look at just the ride you are doing now (forget about yesterday and tomorrow); that makes it much easier.

One of the best things I ever did to my bike for riding repetitive long distance is to add aero bars in a raised and set-back position. This takes all the pressure off of your hands and relaxes your back, allowing you to float through all those miles over and over again.

Much credit goes to my wife Linda for her patience to

put up with this much riding, the RBAs and permanent route owners for accommodating all these ride requests, and Shellene Foster for riding many of the last few months worth of rides with me.

ROBIN PHELPS
RUSA # 1576

When Val and I lived in Durango we needed to travel eight to 10 hours just to do a 200k brevet. We never considered accumulating RUSA kilometers because just completing a brevet series was challenging enough. Our riding partners in Durango

■Continued on next page

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K Hounds: In their own words (continued)

needed encouragement to ride more than 60 miles. We completed most of our brevets alone unless we rode with Val's rando friends in Denver.

Here in Dallas we have brevets, permanents or populaires within two hours of our house almost every Saturday and Sunday. It was less challenging to do 10,000 RUSA kilometers in Dallas than 3,000 RUSA kilometers in Durango. We have discovered Lone Star Randonneurs like to ride their bikes as much as we do. The best thing about riding in Texas has been the great cycling partners that have adopted us.

**VAL PHELPS
RUSA # 2299**

The Lone Star Randonneurs have adopted the slogan "ride like a girl." We have so many outstanding females in our club it's sometimes hard to keep up. My wife Robin has been a stronger cyclist than me for the last several years and it's about all I can do to "ride like a girl." I'm proud to point out that five women from LSR reached the 10,000-kilometer plateau. In a sport dominated by men, that's an outstanding accomplishment.

Robin and I found our new riding group in what started as a rather unfortunate situation. On an early 600k in Mineral Wells I broke the crank on my bike. I was finished. I found a ride back



Val and Robin Phelps

to my car at the first control. Robin and I were in the car ready to leave when Dan Driscoll insisted Robin get out of the car and finish the ride with his group. Since then, we've become close friends and riding partners. Sometimes things happen for a reason. I'm really glad I broke that crank.

**SHARON STEVENS
RUSA # 3596**

Riding 10,000 km created adventures and lasting memories. We saw towns in Texas we had never heard of—from Tom Bean to Rice, Frognot to Princeton, Rockett to Venus, plus visits to Italy, Dublin, and Paris. We met kind, curious people along the way—control employees now welcome those "crazy bikers" like family. We rode to the middle of nowhere for a bakery or hole in the wall buffet—we do love to eat! We met true cowboys. We saw gazillions of Texas wildflowers, and savored the per-

fume of bluebonnet fields. It was not always easy, with ever-changing conditions such as summer heat, thunderstorms, snow or gale force winds. But like birds, somehow we soared from point A to point B. Why? To push one's own limits; for the personal challenge and perseverance.

**PAM WRIGHT
RUSA # 3205**

About 700 days ago, the thought of riding a 200k (much less PBP!) was complete science fiction to me! I was quite happy pedaling with my local Fort Worth Bicycle Association and extremely proud of my two centuries that year. That all changed in a hurry. I started dating this fella, Dan Driscoll, and he began slyly converting me into a randonneur! Within six months of first hearing words like randonneur and brevet, I had completed my first series, began building a cus-

tom brevet bike, brutalized every part of my body and had stopped keeping count of my century rides. I was hooked!

I really thought 2007 would be a ditto of 2006, just adding PBP, but all those miles kept coming and it seemed to make sense at the time! Then it happened. Instead of Dan always babysitting me, I was starting to hang with the "big kids!" Then I was contributing every once in a while. Then I started getting my own quirks on the rides. I felt like I was getting yet another family. Laughing, grunting, teasing, groaning. Funny how your definition of fun gets all twisted around!

My real life with the Fort Worth Stock Show & Rodeo now includes my co-workers rolling their eyes at my weekend activities. Going from hugely supportive to just plain ol' baffled this year! Finishing PBP was a personal highlight. I was determined to be the happiest finisher and I think I appeared to be the most demented, but oh what a thrill!

Nothing like having a personal challenge, plus a great cheerleader and coach all at the same time. Throw in getting to befriend some amazing people, and who wouldn't want to ride every weekend? It actually becomes the norm when you have great riding friends and wonderful routes. Or maybe it's just something about cold beer and ice cream?

Riding a Flèches-USA Team Event

BY BILL BRYANT /RUSA TEAM RANDONNÉE COORDINATOR

Spring will soon be here—that means it is flèche-time!

Virtually all our RUSA members will have ridden one or more brevets, but not so many have done a team event. These are frequently called a *flèche*. What is a flèche? Well, first, it is a French word pronounced somewhat like the stuff that covers your body—*flesh*. Second, a flèche is a randonneuring event strictly for teams; individuals are not allowed. A team is made up of three to five members, but note that a tandem or other multi-rider machine counts as a single member. So, a small team might have only three riders, while a large team with five tandems could have a many as 10 riders. The other basic characteristic of the flèche is that it lasts for 24 hours and each team will design its own route from a starting point of its own choice and then travel at least 360 kilometers during that 24-hour period to a designated finishing point set by the Regional Brevet Administrator for all the teams. The idea is that everyone will arrive at close to the same time and enjoy a post-event celebration together.

Perhaps to understand the flèche better, one needs to learn about its origins in France. Like the famous Paris-Brest-Paris *randonnée* held every four years, the *Flèche-Vélocio* is organized by the Audax Club Parisien, cre-

ators of our free-pace style of brevets back in 1921. Since we have closely copied their style of brevets, it makes sense we do the same with their team event. The first Flèche-Vélocio was ridden in the years just after World War II and they have steadily grown in popularity ever since. In France, the pattern is to assemble a team and then ride to the big cycling rally in Provence that opens the French cycling season each year. This rally is held in southern France on Easter weekend and it attracts tens of thousands of club cyclists from around the nation. For the randonneurs, arriving there after having ridden 24 hours straight gives them a certain status of being one of the “tough guys” of the sport. And with hundreds of teams doing the event yearly, this status is obviously a desirable thing to have.

One of the basic tenets of the flèche is that it is held at (or at least near) Easter. Not for religious reasons, but because this means the length of night and day are roughly equal. Doing it with the long days of late spring or early summer just wouldn't be the same. Each team will be spending a good bit of time cycling in the dark too—no rest stop can be longer than two hours in any one location. Add in some rough spring weather and the event is justifiably known as being a real challenge—

hence the pride that finishing one brings to the hardy randonneur. Sometimes snow is part of the story, but more often rain, wind, and cold temperatures will be encountered when riding at the end of March or in early April. Enduring the elements and long hours of darkness are all part of the flèche mystique. (Enduring, too, are the life-long friendships among teammates who did the 24-hour ride together. Brevets allow riders to choose their own pace but on the flèche

only the riders on a team who finish together will earn ride credit—one cannot “do their own thing” and finish alone. So, the Musketeer spirit of “all for one, one for all” is imperative for team success.)

A major component of the flèche events is that they normally use point-to-point routes. In French, the word *flèche* means *arrow*, and the title implies that the teams will ride from their various

■Continued on page 20



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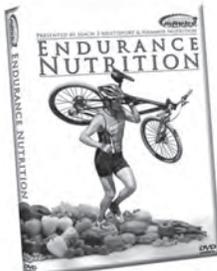
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Michael Emde
2007 Men's
Solo Champion
27:32:30

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Karen Armstrong
2007 Women's
Solo Champion
36:58:24

ABOVE : Michael raises his hand in victory upon winning his second consecutive Furnace Creek 508 title.

RIGHT : Karen Armstrong rides strong through the night on her way to winning the women's solo division.

Photos : Chris Kostman

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2008 Flèche (continued)

starting points more-or-less in one direction to the finish, just like a multitude of flying arrows that all converge on the bullseye. Sometimes, though, following traditions cannot be done due to the road network available in certain regions. The regulations do allow for differences in the overall route design since the Audax Club Parisien understands that not all regions or countries will have the countless good cycling roads as found in France. As much as arrows flying straight to the target, one might also think of a major turn that makes the route resemble an “L”, and this is perfectly acceptable. Or, a team could do a large “boomerang” loop that makes a 360 km or longer tour of a region. This non-traditional loop-style route has the advantage of beginning in (nearly) the same spot as the finish and lengthy pre- or post-event transportation is not required for the team. But do note that using the same road twice, as you have likely experienced on an out-and-back brevet, is simply not allowed in the flèche. (Here in the US, Randonneurs USA has adopted a team event rule that allows for a short segment of out-and-back riding in order to get supplies if none can be had along the basic route. Some of our roads, particularly out West, simply don't have the options for food and

drink like other regions.) And if doing a big loop, your starting and finishing towns cannot be the same, even if they are close by.

Another way a flèche is different from a brevet is that a brevet has exactly one starting time and date. This is not true for a Flèches-USA event—the teams can select their starting time between Thursday noon to Saturday at 10 a.m. of their region's flèche weekend. The vast majority will choose the weekend to ride since that is when they have time off from work, and (usually) the RBA hopes all the teams will arrive at once and enjoy the post-ride gathering on Sunday morning—but the choice is still up to the team. Perhaps they have religious considerations to balance against their cycling desires, and riding the event Thursday through Friday will allow them to do both.

Over the years a few teams have, alas, had various problems and not earned their ride credit despite covering 360 kms in 24 hours. I can't stress enough that it is essential to learn about the peculiarities of the flèche before the start—this event is a distinctly different critter than a brevet; riders cannot rely on what they know about brevets to somehow help make decisions during a flèche. It is vital that all the team members read the

flèche regulations, not just the team captain; smart teams will also carry a copy of the rules with them during the event. (One never knows if bad weather or a road closure will force an unexpected deviation from the planned route, or a control location will be found to be closed.) Also note that during a flèche, if a team was planning a route that, say, covered 400+ kms but became delayed by persistent headwinds, they could still earn ride credit so long as they covered at least 360 kms and got themselves controlled properly on their modified route—they do not have to actually reach the finish line set by the RBA so long as they make a good-faith effort to do so. So, unlike a brevet which always has a set distance and finish line, there is some flexibility during the flèche about how long the ride is (so long as certain conditions are met.)

Despite what my warnings and admonitions might seem to convey, riding a randonneuring team event really is a lot of fun and this is why we see so many “repeat offenders.” Year after year riders come back to do them again, even if they did the first one primarily to earn the Randonneur-5000 medal. The group camaraderie and memories of adventures that usually come from a flèche event stay with the partici-

pants a long time. (With this in mind, I strongly urge prospective riders to choose their teammates carefully. They should look for riders who finish brevets in a similar time and, more importantly, look for those individuals who have an upbeat attitude, even during the tough times that are usually part of long-distance cycling.)

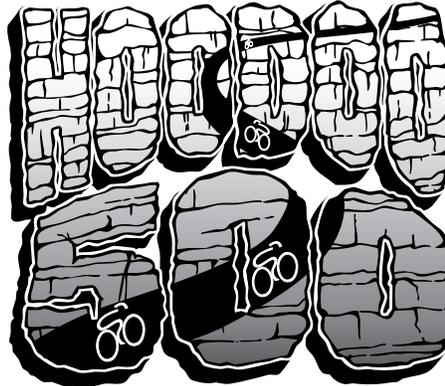
If you are tempted but don't know where to begin, first look at the RUSA calendar to see which regions are hosting a flèche event this spring. Then check out your RUSA member handbook; it has useful information about doing a successful Flèches-USA team event, as does the RUSA website. If you lack team members, the event organizer has probably heard from some riders in search of a team. He or she might be able to also suggest some possible route ideas that will get you started. When you begin forming a team and designing a route, you'll need to act swiftly; unlike with a brevet, the RBA has to check each team's route prior to the start and there is often an entry deadline well before Easter to allow this to happen.

All in all, being on a flèche team means more work before the ride compared to, say, riding a 400k brevet—but the rewards that result will make all the effort worthwhile. *Bonne Route!*

w w w . r u s a . o r g



PRESENTS



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2008 ACP Events

Region	200 km	300 km	400 km	600 km	1000 km	flèche
AK: Anchorage	26-Apr	10-May				
AR: Little Rock	15-Mar					
AZ: Casa Grande	12-Jan 19-Apr	16-Feb	15-Mar	26-Apr		
CA: Davis	8-Mar	29-Mar	26-Apr	30-May		
CA: Los Angeles	12-Jan	2-Feb				
CA: San Diego	5-Jan	19-Jan	23-Feb	26-Apr		27-Mar
CA: San Francisco	26-Jan	23-Feb				
CA: Santa Cruz	22-Mar 17-Aug	19-Apr				
CO: Boulder	03-May 20-Sep	17-May 09-Aug	07-Jun 21-Jun	07-Jun 21-Jun	07-Jun 21-Jun 10-Sep	8-May
DC: Washington	15-Mar 29-Mar	05-Apr 12-Apr	26-Apr 03-May	17-May 28-Jun		20-Mar
FL: Central	05-Jan 16-Aug	2-Feb	1-Mar			13-Mar
FL: Gainesville	12-Jan	9-Feb	8-Mar	5-Apr		
FL: Northwest	01-Jan 26-Jan 12-Oct	23-Feb	15-Mar	26-Apr	10-Oct	
GA: Atlanta	02-Feb 15-Mar	01-Mar 29-Mar	26-Apr	24-May		
IA: Cedar Valley	19-Apr	31-May	21-Jun	12-Jul		1-May
ID: Yellowstone-Tetons	24-May	31-May				
IL: Chicago	26-Apr	17-May	7-Jun	28-Jun		
KY: Louisville	1-Mar	5-Apr	26-Apr	31-May		
LA: New Orleans	2-Feb	12-Apr	20-Sep			
MA: Boston	10-May	31-May	28-Jun	26-Jul		
MA: Westfield	26-Apr	17-May	7-Jun	21-Jun		1-May
MN: Rochester	10-May	14-Jun				

2008 ACP Events

Region	200 km	300 km	400 km	600 km	1000 km	flèche
MO: Kansas City	08-Mar 05-Apr	26-Apr	10-May 07-Jun	24-May	7-Jun	20-Mar
MO: St. Louis	12-Apr	26-Apr	17-May	7-Jun		
NC: High Point	01-Jan 02-Feb	2-Feb				20-Mar
NC: Raleigh	05-Apr 16-Aug	26-Apr	17-May	7-Jun		
NE: Omaha	14-May	15-May	17-May	20-Sep		
NJ: NYC and Princeton	19-Apr 14-Sep	17-May 10-Aug	21-Jun	11-Jul		
NM: Cedar Crest	29-Mar	26-Apr	31-May	28-Jun		
NY: Central	12-Apr 17-May 16-Aug					
NY: Saratoga	30-Mar 27-Jul 21-Sep 11-Oct	27-Apr 08-Aug 10-Aug	10-May	7-Jun		
NY: Western	7-Jun					
OH: Columbus	29-Mar	19-Apr	31-May	21-Jun	30-Aug	10-Apr
OR: Portland	05-Apr 19-Jul	19-Apr 02-Aug	14-Jun 23-Aug	24-May 20-Sep	5-Jul	1-May
PA: Eastern	12-Apr	10-May	24-May	7-Jun	1-Aug	24-Apr
PR: San Juan	23-Feb	15-Mar	26-Apr	23-May		3-Apr
SC: Spartanburg	8-Mar	5-Apr				
TN: Nashville	8-Mar	22-Mar	12-Apr	17-May		
TX: Amarillo	17-Mar 21-Mar	17-Mar 21-Mar				
TX: Austin	2-Feb	5-Apr	3-May	17-May		
TX: Brownsville	12-Jan	23-Feb				
TX: Dallas	01-Jan 09-Feb	19-Jan 01-Mar	09-Feb 01-Mar 29-Mar	29-Mar 26-Apr	24-May	20-Mar
TX: Houston	05-Jan 26-Jan	26-Jan 16-Feb	8-Mar	5-Apr		
UT: Cedar City	12-Apr 19-Jul	10-May	7-Jun			
WA: Seattle	15-Mar 26-Jul	29-Mar 09-Aug	17-May 23-Aug	07-Jun 13-Sep	28-Jun 21-Aug	11-Apr

2008 U.S. 1200Ks

Location	Type	Date	Distance	Contact	Web Site
CO: Boulder	RM randonnée	9/10	1200K	John Lee Ellis (see page 26)	http://www.rmccrides.com/lastchance.htm
DC: Washington	RM randonnée	6/5	1200K	Matt Settle (see page 26)	http://www.dcrand.org/
WA: Seattle	RM randonnée	6/28	1240K	Mark Thomas (see page 27)	http://www.cascade1200.com/

Event Legend

Type	Code	Description
RM randonnée	RM	Events of 1200km or more which are sanctioned by <i>Randonneurs Mondiaux (RM)</i> . This category includes <i>Paris-Brest-Paris</i> .
ACP brevet	ACPB	Brevets of 200km, 300km, 400km, 600km, or 1000km, sanctioned by the <i>Audax Club Parisien (ACP)</i> . In Paris-Brest-Paris (PBP) years, ACP-sanctioned brevets act as PBP qualifiers. French brevet medals are available for these events. ACP brevets may be used to qualify for other awards such as the <i>Super Randonneur</i> and <i>Randonneur 5000</i> medals.
ACP flèche	ACPF	A 24-hour team ride patterned on the rules of the <i>Flèche Velocio</i> . Traditionally held at Easter, teams of 3-5 cycles strive to cover a distance of at least 360km. One of these events is required to qualify for the Randonneur 5000 award.
RUSA populaire	RUSAP	A domestically-sanctioned ride of any distance from 100km to 199km, run in a similar manner to a brevet. Credit is given toward RUSA medals only. Populaires may not be used as PBP qualifiers.
RUSA brevet	RUSAB	A domestically-sanctioned brevet of any distance from 200km to 1199km. Credit is given toward RUSA medals only. Domestically-sanctioned brevets may not be used as PBP qualifiers.
RUSA arrow	RUSAF	A domestically-sanctioned team ride run in the same manner as a flèche. The minimum-length arrow is 360km in 24 hours; however, arrows may be longer and may be held at any time of year. Credit is given toward RUSA medals only.
RUSA dart	RUSAF	A "short arrow": minimum of 180km in 12 hours. Credit is given toward RUSA medals only.
RUSA permanent	RUSAT	An established route of 200km or more that may be ridden by prior arrangement with the organizer. Credit is given toward RUSA medals only and a given route may only be counted once in any calendar year. Permanents may not be used as PBP qualifiers.
RUSA permanent populaire	RUSAT	A permanent of any distance from 100km to 199km.

2008 RUSA-Sanctioned Events

Region	Distance & Date
AR: Little Rock	(100 km) 03/15, 10/25 (200 km) 10/25 (300 km) 10/25
AZ: Desert Camp	(200 km) 03/05, 03/26, 04/09
CA: San Diego	(100 km) 03/08, 04/12 (109 km) 05/10 (150 km) 06/07 (200 km) 05/24, 07/19, 08/16, 09/20 (300 km) 06/21
CA: Santa Cruz	(154 km) 03/01
CO: Boulder	(106 km) 03/23 (116 km) 04/06 (121 km) 04/13 (200 km) 04/19, 04/20 (121 km) 04/26 (272 km) 06/28 (300 km) 08/02 (200 km) 08/17 (200 km) 09/13 (129 km) 10/05
FL: Northwest	(100 km) 01/01 (100 km) 01/26 (100 km) 02/23 (200 km) 02/23 (100 km) 03/15 (200 km) 03/15 (100 km) 04/26 (200 km) 04/26 (100 km) 05/24 (200 km) 05/24 (100 km) 06/14 (200 km) 06/14 (100 km) 07/19 (200 km) 07/19 (200 km) 08/16 (200 km) 08/17 (100 km) 09/13 (200 km) 09/13 (100 km) 10/12 (100 km) 11/08 (200 km) 11/08 (100 km) 12/13 (200 km) 12/13
GA: Atlanta	(200 km) 01/01 (200 km) 09/06
IA: Cedar Valley	(211 km) 08/16
IL: Chicago	(200 km) 08/16
LA: New Orleans	(200 km) 01/05 (200 km) 06/21 (180 km) 08/16 (200 km) 11/15
MA: Boston	(107 km) 04/12 (350 km) 08/16
MA: Westfield	(100 km) 08/23 (186 km) 08/23 (100 km) 10/12 (170 km) 10/12
MN: Rochester	(200 km) 05/17 (300 km) 06/28
MO: Kansas City	(400 km) 05/24 (600 km) 06/07 (200 km) 08/16 (200 km) 09/20
MO: St. Louis	(200 km) 04/26 (200 km) 05/17 (300 km) 05/17 (300 km) 06/07 (400 km) 06/07 (200 km) 08/16
MS: Jackson	(200 km) 01/12 (300 km) 03/29
NJ: NYC and Princeton	(191 km) 10/12
NM: Cedar Crest	(300 km) 10/25 (200 km) 12/06
NY: Saratoga	(200 km) 11/02
OH: Columbus	(200 km) 10/18
OR: Portland	(100 km) 03/08 (200 km) 08/16 (100 km) 11/01 (112 km) 11/22
PA: Eastern	(150 km) 10/18 (200 km) 10/18
TN: Nashville	(360 km) 08/16 (600 km) 09/13 (250 km) 09/27 (200 km) 10/18 (100 km) 11/29 (200 km) 11/29
TX: Amarillo	(200 km) 05/31 (300 km) 05/31 (200 km) 06/01 (200 km) 09/06 (300 km) 09/06 (200 km) 09/07
TX: Austin	(200 km) 08/17 (200 km) 12/06
TX: Brownsville	(100 km) 03/08 (125 km) 03/15 (150 km) 03/22
TX: Dallas	(200 km) 01/19 (300 km) 02/09 (171 km) 02/17 (200 km) 03/01 (200 km) 03/29 (300 km) 03/29 (200 km) 04/26 (300 km) 04/26 (400 km) 04/26 (200 km) 05/24 (300 km) 05/24 (400 km) 05/24 (600 km) 05/24 (200 km) 06/21 (300 km) 06/21 (400 km) 06/21 (100 km) 07/13 (150 km) 07/20 (200 km) 07/26 (200 km) 08/02 (300 km) 08/02 (200 km) 08/16 (200 km) 08/17 (200 km) 08/30 (300 km) 08/30 (200 km) 09/20 (300 km) 09/20 (400 km) 09/20 (200 km) 10/11 (300 km) 10/11 (400 km) 10/11 (600 km) 10/11 (200 km) 11/22 (300 km) 11/22
TX: Houston	(200 km) 02/16 (200 km) 05/10 (200 km) 08/16
WA: Seattle	(100 km) 03/02 (100 km) 07/12 (200 km) 08/16 (110 km) 09/07

2008 RBA DIRECTORY

Region	Organizer	Address	Tel. / Cell / Fax	E-mail
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2008 RBA DIRECTORY

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NJ: NYC and Princeton	Brian MAZUR	262 Washington Ave Clifton, NJ 07011	973-941-7045	brian.mazur@gmail.com
NM: Cedar Crest	John MAZZOLA	21 Woodbriar Lane Cedar Crest NM 87008	505-263-7090	nmnightrider@comcast.net
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What We Ride

ALEX MEADE'S PBP BIKE

One of the things I first learned about randonneuring is it's really not about the bike. Maybe more accurately, a fancy bike isn't needed and probably won't make you any more successful. In fact, I learned that fancy bikes that racers ride can even be a detriment. Maybe they don't fit well, are really uncomfortable for long distances or are made of lightweight stuff that can break easily and result in a long walk.

As a newcomer to this sport, I did what most beginners do: I rode what I had, and as the rides got longer, I learned what did and didn't work, and modified the bike accordingly. Starting with my go-fast road bike, the saddle got changed, the stem got shorter and higher, the lightweight wheels gained a few spokes and the gearing got a bit wider. But the basic bike and frame stayed the same, so when I wasn't doing randonneuring, I'd switch back to the go-fast parts. Here in Kentucky, we have lots of hills, so I like a bike that's reasonably light, climbs well and can handle the twisty descents on back roads. Maybe it's

because of when I came of age cycling-wise, but I also like lightweight steel bikes. I like the way they feel and I like the way they look, so not surprisingly my bike was a lugged steel frame, built to be as light as possible for my weight, while still having the responsiveness that makes it fun to ride, and a look that makes me happy when I see it.

For PBP 2007, also my first 1200K, I decided to make another bike. Since I'm a framebuilder, I can make whatever I want. First and foremost it had to look good. This was PBP, after all! I thought about S&S couplings, extra brake reach for fenders, downtube shifters, extra bottle mounts, built-in lighting bosses, integral racks and all sorts of other cool rando-specific stuff. But in the end, I couldn't bring myself to sacrifice anything for the look, ride and responsiveness of a super-light steel racing frame. So the geometry is nothing unusual, and the components are right off my previous bike. What's different is the detail in the lugs. I started with coarse stainless steel castings, and spent hours cutting,

drilling, filing, sanding and polishing the lugs until they shone like chrome. The tubing is mostly Columbus, with some True Temper in the mix. The double-tapered seatstays are a look I really like, svelte and classic. Light seatstays, chainstays and fork blades give it a wonderfully smooth ride, even with stiff rims and Conti 4000's at 100 psi.

I was grateful for the ride over sections of the road—remember the pavement between Mortagne au Perche and Villaines? Handling was flawless on the wet roads, and the look turned a few tired heads and even elicited a couple of smiles. Mission accomplished.

For those interested in the details, in randonneuring trim it carries a Brooks B17, 32 spoke Velocity wheels, and a nickel-plated stem of my own making. When it comes time for racing and fast club rides, the wheels get swapped for some spiffy lightweight racing hoops, the saddle becomes a Brooks Swift, and the stem becomes longer and lower. And the shiny lugs still turn heads.

—ALEX MEADE

“Lantiseptic stays on despite rain, sweat and friction!”



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wound care, it can actually help heal damaged skin. Plus, it has a high viscosity, so it stays on despite rain, sweat and friction. There are other products out there, but what I’ve found is most of them don’t last as long.”

- Jeff Bauer
Long-Distance Cyclist
Nashville, TN

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PBP... R.I.P.?

— BY BILL BRYANT —

A bare handful of riders have died during the various editions of Paris-Brest-Paris since the first one in 1891. Most were killed by motor vehicle drivers on the busy N-12 highway used before 1979, while more recently another died of natural causes. Any death during the event is lamentable and casts a somber shadow. Happily these incidents have been rare and for most randonneurs, PBP remains a cherished sporting experience that has been going strong for well over a century. The profound joy that is felt with a successful PBP finish is like few others.

But what if the event itself died? That is a very real possibility and came rather close to becoming reality following the most recent edition last August. It wasn't at all expected, but sometimes a small action by a single person can have a big effect on everyone else.

It probably shouldn't come as a surprise that some of the civic authorities along the route are not too keen about having the marathon pass through their region, at least compared to the cheering fans alongside the road or the randonneurs who ride it. There is always the safety aspect to consider—sleep

deprivation is part and parcel of every PBP and having a bunch of two-wheeled zombies wander through your region is not a comforting thought to the police and provincial government officials. Don't kid yourself, the hospitals along the route treat more patients and the police have more incidents to deal with during the four days and nights of PBP. Add in the intense traffic jams that take place around each checkpoint, both from the riders themselves and the vast armada of support cars, and one can readily see that however excited we randonneurs become about PBP, not everyone shares our enthusiasm. And since these same authorities grant the permits to allow the event to be held on public roads, this matters.

So what happened last August? On the Thursday of the ride, on the return to Paris, a group of randonneurs and randonneuses were halted by a railway crossing gate. At first everyone stopped as they should, but then a rider did the unthinkable—he ignored the warning bell and flashing lights and *started riding around the crossing gate!* As he made his way across the rails he was narrowly missed by a



A TGV train in France

TGV express hurtling past at about 250-300 kph! Had he been only a second slower it would have been a disaster of tragic proportions. The stunned randonneurs nearby were horrified by the near-miss, and then relieved that he wasn't killed. The train operator radioed the police and the errant rider was soon pulled over and sternly admonished by ACP ride officials (who had also been alerted by the witnesses at the crossing.) They told the rider in no uncertain terms that he would certainly be given a time penalty, if not outright disqualification from the ride. They also scolded him for what this would have done to PBP

itself—an event, paradoxically, that this fellow loves dearly. It was a truly a close shave and the cyclist could only hang his head in shame. Not only had he nearly committed suicide, but this type of stunt was exactly the type of thing that regional authorities would cite in the future when they turned down the application to let PBP pass through their area. These thoughts hung heavily and made the rest of his ride back to Paris a melancholy experience instead of the triumph it should have been.

Alas, the wayward randonneur was an American and my involvement as a RUSA representative was requested afterward. It was

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PBP: R.I.P? (continued)

clear to me that the officers of the Audax Club Parisien were horrified by this incident, even weeks after it took place. Normally they speak in respectful tones to, and about, their fellow randonneurs. But this time shock caused a frankness that I had never experienced with them before. Words like *stupid*, *idiotic*, and *thoughtless* were used; their astonishment was impossible to ignore. They were concerned about the rider's welfare, of course, but also made it clear that had he been hit by the train, they felt that 2003 might have seen the last edition of Paris-Brest-Paris. They told me, "This

must never, *ever* happen again." A careless action by an impatient rider could have ruined things for everyone.

Luckily, it turned out otherwise, but I share this story as a cautionary tale. Hopefully it will not be repeated and Paris-Brest-Paris will live on forever. In the end, the rider received only a one-hour time penalty for ignoring the highway laws—but it was also hoped that I would try to help educate other randonneurs about the importance of stopping at all railway crossings when the gates are closed, and especially during PBP. In any case, I don't feel

any benefit will come from revealing this fellow's identity; he was genuinely remorseful as soon as it happened and realized that what he had done might have had far-reaching effects beyond his own death.

More importantly, could it have been any one of us? I wonder... What if it were some exhausted randonneur or randonneuse in the dense fog of sleep-deprivation, struggling to stay inside the time limit? Or what about some of the fast riders whose competitive fires burn so brightly that they routinely ignore traffic laws at PBP in order to get the

fastest time possible? Does everyone always make smart decisions in these types of situations? Over the years I've seen too many examples of questionable decision-making by riders at PBP to be sanguine that it would never happen again. Sometimes the all-consuming goal of making the finish line of such an important event causes people to do things they would never do otherwise. In the future, if you are riding PBP and see some randonneur starting to ignore a railway barrier, do us all a favor and *stop* that rider before he can get past the crossing gate.

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RUSA SOUVENIRS CATALOGUE



Item: Randonneurs USA Windvest
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 Color: red, white & blue with Randonneurs USA logo on rear
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 Cost: \$55.00



Item: Randonneurs USA Cycling Socks
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 Fabric: 100% wook
 Color: Grey with with Randonneurs USA logo
 Sizes: S/M & L/XL
 Cost: \$10.00 per pair



Item: Randonneurs USA Coffee Mug
 Description: 10oz mug with RUSA logo front & back
 Fabric: Ceramic - microwave safe
 Color: White with color RUSA logo
 Sizes: One size fits all
 Cost:



Item: Randonneurs USA Insulated Travel Mug
 Description: 15oz mug with black RUSA logo
 Fabric: Stainless
 Color: Brushed silver with black trim
 Sizes: One size fits all
 Cost: \$8.00



Item: Randonneurs USA Long-Sleeved jersey
 Description: Long-sleeve version of the classic RUSA jersey
 Fabric: Microdry with long zipper
 Color: White with color RUSA logo
 Sizes: S-M-L-XL-XXL
 Cost: \$70.00



Item: Randonneurs USA Fleche T-shirt
 Description: Fleches USA flaming arrow short-sleeve shirt
 Fabric: 100% cotton
 Color: White with black collar band
 Sizes: S-M-L-XL-XXL
 Cost: \$12.00



Item: RUSA PBP 2007 Commemorative jersey
 Description: Short sleeve Special Edition PBP 2007 jersey
 Fabric: Microdry with long zipper
 Color: Blue-White-Red wheel graphic with Eiffel Tower
 Sizes: XXL Only
 Cost: \$65.00

RUSA SOUVENIRS CATALOGUE



Item: Randonneurs USA Sam Browne-Style Reflective Sash
Description: Sayre Reflective Sash
Fabric: Breathable Elastic. Features a quick-release belt buckle for easy use.
Colors: Reflective yellow with Randonneurs USA in black lettering.
Sizes: Adjusts to fit any size.
Cost: \$5.00



Item: Randonneurs USA Reflective Ankle Bands
Description: Sayre Reflective Ankle Bands
Fabric: Breathable Elastic
Colors: Reflective yellow with Randonneurs USA in black lettering
Sizes: Adjusts to fit any size.
Cost: \$2.00/pair



Item: RUSA Lapel Pin
Description: Roughly the size of a penny... 5/8" high x 7/8" wide with a gold backing, clutch attachment. Has a clear epoxy dome coating that is weatherproof, as befits randonneuring equipage
Cost: 1 Pin: \$2.00 2-9 Pins: \$1.75 10+ Pins: \$1.25



Item: Randonneurs USA Cycling Jersey
Description: Lightweight touring jersey with short sleeves
Zip: 15 inch long zip
Pockets: Three rear pockets with reflective strip across the top
Fabric: Microdry
Colors: RUSA logo in red, white, blue, and black; blue sleeves, white line, red trim
Sizes: S, M, L, XL, XXL (unisex)
Side Panels: Blue background with Randonneurs USA in white lettering
Sleeve: RUSA in white lettering around outside edge of blue background
Cost: \$65.00



Item: Randonneurs USA Cycling Shorts
Description: Lycra cycling shorts
Chamois: Synthetic antibacterial microfiber chamois
Fabric: 8.5 oz. nylon, Lycra, spandex blend
Colors: Black with Randonneurs USA in white lettering
Sizes: S, M, L, XL, XXL (unisex)
Cost: \$45.00



Item: Randonneurs USA Duffle Bag
Description: Lightweight duffel for PBP bag drop
Fabric: Nylon
Colors: White with Randonneurs USA in red lettering on both sides
Size: 10 in. x 20 in. (one size fits all)
Cost: \$10.00



Item: Randonneurs USA Waterbottle
Description: Plastic waterbottle
Colors: White with Randonneurs USA logo on both sides
Cap: Black, wide mouth, screw-on
Size: Large (one size fits all)
Cost: \$4.00



Item: Randonneurs USA Polo Shirt
Description: Short-sleeve polo shirt with RUSA logo
Fabric: Soft knit, two-ply cotton with banded cuffs, no pocket
Color: White with RUSA logo embroidered on left side
Size: S(34-36), M(38-40), L(42-44), XL(46-48)
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