

AMERICAN RANDONNEUR

Volume Eleven Issue #4

November 2008



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Message from the President

From time to time, I've found myself on a brevet or Permanent so magical that I hated to see it come to an end. But with the distance covered and the time elapsed, it's off to the next adventure. So it has been with my time on the RUSA board. I ran for the board in 2002 after learning more about it from Jennifer Wise at Boston-Montreal-Boston that year. I joined the board at the beginning of 2003, starting the clock on the six year time limit for RUSA board members.



In that time, two great delegations have represented us well at Paris-Brest-Paris. Our membership continues to grow. Ridership is strong. Our calendar offers a wonderful selection of events all over the country. In 2007, I had the opportunity to ride with quite a few different regions and saw the strength of the local randonneur communities.

It has been a wonderful ride. We like to say that friendly camaraderie is the hallmark of randonneuring. Nowhere is that more evident than among the many volunteers that produce our rides. It's been a privilege to draft behind a great group of national RUSA volunteers and to work with the RBAs and the local volunteers that create our events and grow our sport. Randonneurs USA should be viewed as a co-op, an organization run by its members for their own benefit. As always, I encourage all members to help out.

Thanks for the opportunity to serve and see you on the road.

—Mark Thomas

RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
5070	Phillip Goglia	Santa Monica	CA	5114	Irwin Grossman	Winter Garden	FL
5071	Shari Nicholls	Ventura	CA	5115	Tracy Larson	Omaha	NE
5072	Jack Moore	Tampa	FL	5116	Steven Linari	Everett	WA
5073	Eric D Anderson	Anaheim	CA	5117	Catherine Monro	Seattle	WA
5074	Chris Thomas	Mountain View	CA	5118	Jack Moran	Kennesaw	GA
5075	Jason C Cary	Frisco	TX	5119	Paul M Roy	Middlebury	CT
5076	Lisa Senecal	Exeter	NH	5120	Greg Merritt	Berkeley	CA
5077	Lane Giardina	Alexandria	VA	5121	Gary L Bakke	Nw Richmond	WI
5078	Trudy Frantz	Seattle	WA	5122	Brian Campbell	Devon	PA
5079	Arnold Betancourt	St Johns	FL	5123	Bill Taylor	Denver	CO
5080	Julianne Whitney	Richland	WA	5124	Sophie Matter	Carces	France
5081	David Whitney	Richland	WA	5125	Barry D Chase	Vancouver BC	Canada
5082	Harper VanSteenhouse	San Diego	CA	5126	Michael Grundy	Wichita Falls	TX
5083	Jamie F Dahl	Knoxville	TN	5127	Jim Simone	Kankakee	IL
5084	Robert Ressler	Lutz	FL	5128	Jakab Huyser	Oskaloosa	IA
5085	Buddy Amoroso	Baton Rouge	LA	5129	Kelly Knapp	Jacksonville	FL
5086	Keith Eddy	Exeter	CA	5130	Destiny Williams	Seattle	WA
5087	Thomas Leacock	Tampa	FL	5131	Tim Blachowicz	Pleasant Prairie	WI
5088	Mark Drake	Overland Park	KS	5132	Brian McElwain	Big Pine	CA
5089	David Ripton	Ashburn	VA	5133	Rick Isham	Fort Collins	CO
5090	Roland Bevan	Ben Lomond	CA	5134	Norman Ehrentreich	Minneapolis	MN
5091	Michael Staples	Versailles	KY	5135	Brad Webb	Cedar City	UT
5092	Glenn E Lindley	Sedalia	CO	5136	Jim Lingenfelter	Indianapolis	IN
5093	Stan Boyer	Dallas Center	IA	5137	Michael Connolly	Fairfield	CA
5094	Rozalyn Boyer	Dallas Center	IA	5138	Eric Brandhorst	Carlisle	MA
5095	Kristen Boyer	Dallas Center	IA	5139	Irene M Takahashi	Boulder	CO
5096	Chris Gospodnetich	San Francisco	CA	5140	Shannon Dukes	Gresham	OR
5097	Susan Moore	Tampa	FL	5141	Stephen George	Los Angeles	CA
5098	Jon Omiatek	Cincinnati	OH	5142	Daniel Fallon	Chicago	IL
5099	Stephen Gitchell	Portland	OR	5143	Ivan M Umble	Christiana	PA
5100	Francisco AS Fernandes	Zephyrhills	FL	5144	Dennis Tanona	Whitinsville	MA
5101	Don Mitchell	Napa	CA	5145	Justin Crawford	Apex	NC
5102	John Pertalion	Boone	NC	5146	Paula Brunetto	West Cornwall	CT
5103	Curtis Schwartz	Ambler	PA	5147	Jim Webb	Draper	UT
5104	Gary Frings	Sarasota	FL	5148	Janet Bull	Arlington	VA
5105	Paul Rose	Dublin	OH	5149	Anthony H Blauer	Manti	UT
5106	Christopher Heg	Seattle	WA	5150	Mary Hurley	Orlando	FL
5107	Ned Williams	Columbus	OH	5151	Jeffrey Buchholz	Whittier	CA
5108	Hall Sanders	Minneapolis	MN	5152	Mike Achor	Rochester	MN
5109	Laura Zotter	Lago Vista	TX	5153	Milagros Valdes	Los Angeles	CA
5110	Lynn Wyatt	Lago Vista	TX	5154	Daniel George	Merrimack	NH
5111	Daryl Muir	Lees Summit	MO	5155	Jeffrey Foes	Alton	MO
5112	Ann Thomas	Redmond	WA	5156	Jerry Baughn	Azle	TX
5113	Mark Reuter	Fort Worth	TX	5157	Douglas John Carlson	St Paul	MN

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.

Robinson, Vigoren, Win RUSA Board Seats

Ellis Elected As RBA-Liaison

Edward Robinson and Eric Vigoren have been elected to the RUSA Board for three-year terms from 1/1/2009 to 12/31/2011.

Robinson will fill the seat of retiring board member Mark Thomas, who was not eligible for reelection. Vigoren has been on the board since January 1, 2008, serving out the remainder of the term (1/1/2008-12/31/2008) vacated by Terry Zmrhal's resignation.

John Lee Ellis, a former board member and RUSA Vice President, rejoins the

board following his election as RBA Liaison.

Edward and John Lee join continuing board members Don Hamilton, Lois Springsteen, Jennifer Wise, Eric Vigoren and Mike Dayton.

Thanks to Mark Thomas (current RUSA President) for his years of service to U.S. randonneurs and his leadership of RUSA. His presence on the board will be missed and his counsel will continue to be sought.

Ultra Randonneur Laureates Named 5 New Medals Awarded in Prestigious Group

BY BILL BRYANT

Five more RUSA members have earned the prestigious title of "Ultra Randonneur" by riding 10 Super Randonneur series of brevets.

Dave Read of Tumwater, WA; **Paul Vlasveld** of San Jose, CA; **Peg Winczewski** of Tacoma, WA; and **Brenda Barnell** of Dallas, TX have joined this select society of long-distance cyclists. Incredibly, Dallas RBA **Dan Driscoll** has now

earned his second Ultra Randonneur medal by riding 10 more SR series since getting his first one in 2005!

As has been the trend in recent times, few of these riders took 10 years to accomplish this feat; all but Mr. Vlasveld did multiple SR series per season instead. Randonneurs USA sends sincere congratulations to all five of these iron-bottomed randonneurs and randonneuses. Bravo!

RUSA Awards 27 R-12 Medals

148	Mike Butler	Houston, TX
149	Daniel Schaaf	Rowlett, TX
150	Sharon Stevens (F) (2)	Richardson, TX
151	Joe Llona	Lynnwood, WA
152	Donald Sincebaugh	Greenville, TX
153	Mark Roberts	Seattle, WA
154	Richard Whittenberg (2)	Arlington, TX
155	Thomas Russell	Alamo, CA
156	Lowell Grubbs	Springfield, VA
157	Narayan Krishnamoorthy	Kirkland, WA
158	John Rhodes (2)	Greenville, TX
159	Patrick Horchoff	River Ridge, LA
160	Steven T Graves	Gretna, LA

161	Andrea Koenig (F)	Denver, CO
162	Dion Dyer	San Diego, CA
163	Tom Jordan	Melbourne, FL
164	George Winkert (2)	Highland, MD
165	Bryan Gibbon	Waco, TX
166	Phillip Magallanes	Santa Cruz, CA
167	Byron Morton	Raleigh, NC
168	Leon Beeler	Cocoa Beach, FL
169	Shan Perera	Seattle, WA
170	Jeff Winter	Kansas City, MO
171	Robert Riggs (3)	Houston, TX
172	David Nakai	Fallbrook, CA
173	Paul Pavlides	Wake Forest, NC
174	Dale Eldridge	Kansas City, MO

(F) = Female; (#) = # of R-12 medals earned

Super Randonneur Jersey Design Contest!

RUSA is seeking a Super Randonneur jersey design from our members. The member with the winning design will get the honor of seeing his or her jersey fabricated and made available for all RUSA members who have completed a Super-Randonneur series of RUSA brevets in a single year.

The winner will also receive a complimentary jersey (SR jersey if SR-qualified; otherwise, a RUSA jersey). Entries must show the front and back of the jersey in color.

Entries must be emailed to souvenirs@rusa.org in a PDF, JPG or TIFF format. Designs must be submitted by February 1 2009. The entries will be reviewed by the board, and the winner will be chosen by the board and announced in the May 2009 newsletter.



RUSA 10th Anniversary Rides

RUSA celebrated its 10th anniversary in August with a series of rides around the country. Following are selected reports from that festive weekend.

Santa Cruz

The Santa Cruz Randonneurs ran its Chualar 200k brevet yesterday and in so doing also celebrated RUSA's 10th Anniversary. It was a good day overall; we enjoyed greeting many familiar faces, and welcomed some new riders to their first brevet as well. Overall, there were 35 entrants, 29 starters, and zero DNFs, so it was a hardy group of riders. Most of the participants were from northern California, but three randonneurs and one randonneuse traveled hundreds of miles from southern California to join us. (Most of them were in search of their final kms to wrap up their Randonneur-5000 campaigns, so there were some very happy faces and "high-fives" to be seen at the finish line. Congratulations also go out to local randonneur Phil Magallanes who completed his R-12 series of rides.)

Another out-of-area rider joined us. Adi Gerbilch of Ohio used a business trip to experience a California brevet. Hopefully Adi enjoyed his day of cycling in our region. The Chualar 200k route is a large loop that takes in various roads to the south of Santa Cruz. It features a combination of coastal roads along the Monterey Bay, flat farmland in the Salinas Valley, and pastoral hills dotted with oaks. It also includes the taxing five-mile ascent up Old San Juan

Grade in the afternoon sun, followed by a long tooth-rattling descent, and then the cruel 12% slopes of Carr/Anzar Road before Aromas. A series of sharp rollers make the final kilometers back to Santa Cruz hard too. Another challenge of the route, and worse than the hills (according to many riders) is the increasingly poor condition of the country roads that county officials seem to be neglecting in recent years; more than one finisher said he wished he had fatter tires to cushion the blows.

The day started overcast and cool at the Santa Cruz Lighthouse. The ocean was flat so the surfers didn't provide their usual pre-brevet entertainment. Things gradually warmed up by midday, but no one overheated unduly during the brevet. (Not surprisingly, many riders from scorching inland areas said they enjoyed our temperate coastal weather.) Also kicking up around midday was a strong afternoon sea breeze which made the trip back to Santa Cruz pretty tough. Combined with tackling most of the route's 4,700 feet of climbing on the return, the second 100k was definitely harder than the first. Still, the riders found various companions going their speed and worked together to cover the distance to earn their brevet. Virtually all arrived at the final control in twos and threes, and in

good spirits. The first group arrived in a little more than eight hours, the last after about 12. No one seemed in a hurry to leave; much time was spent after the brevet socializing on the patio of SCR HQ, eating RUSA birthday cupcakes, and showing off the handsome RUSA 10th Anniversary medals given to the finishers by the club. No matter one's finishing time, there were plenty of smiles and expressions of pride to be seen.

Happily there were no reports of crashes, aggressive

dogs, or untoward motorists. It was uneventful brevet overall, so the organizers were pleased. Also pleasing was how the veterans welcomed the neophytes into their pacelines and all of them finished the day with new cycling friends. We had only one real concern; where are the randonneuses? There were only two on this brevet, continuing a troubling trend we've noticed in recent seasons. Otherwise, it was a good day of randonneuring,

■ Continued on next page

RUSA 10th Anniversary Rides (continued)

and a good way to wrap up the SCR's 2008 brevet season.

—Bill Bryant &
Lois Springsteen

Tennessee

For those of you that missed it, we rode the RUSA 10th Anniversary Ride this past weekend. Our ride format was that of an "Arrow" event. An Arrow is a 24-hour team Randonnée event of 360K in length. Arrows are regional events whereby teams of cyclists all head to a common destination from various starting points. Teams must consist of a minimum of 3 members to a maximum of 5 members. Each team designs their own route and heads to a common destination set by the RBA. For more information on Arrows, please visit the RUSA website.

We had five teams that participated—two teams from Nashville and one team each from Memphis, Knoxville, and Hopkinsville, KY. There were 18 riders that participated across the five teams. The destination for our event was the U.S. Space & Rocket Center (<http://www.spacecamp.com/museum/>) in Huntsville, Alabama. Navigationally, riders just headed towards the big "Saturn V Moon Rocket." The weather was great and we had a full moon at night to ride by.

All the teams finished their rides on Sunday morning and were greeted by fellow randonneurs and

Huntsville residents Davy Haynes and Charles Feaux.

Davy and Charles handled the officiating at the finish and had a nice array of food and beverages prepared for the weary riders.

See ya on the road!

—Jeff Sammons

Pacific Coast

The Pacific Coast Highway Randos put on an anniversary brevet with a little over 6,700 feet of climbing. Most of the climbing was in the morning when it was cool—low 60's. Most riders were well on their way out of the Ojai Valley working their way over Casitas Pass before the fog lifted and temperatures started to climb. Once over Casitas Pass the course went just north of Santa Barbara, mostly along East Mountain Road which is a small, low-traffic street that runs along the foothills behind Santa Barbara. The return was what we call "straight down the coast" which has a few rollers around Hope Ranch and then becomes just about dead flat on the Rincon Parkway which is right along the beach. As we usually do, we had a strong tailwind all the way back to the finish. It is always a lot of fun to cruise along the Southern California Coast mid summer, while going well over 20 mph without putting out a huge effort. Views of the ocean were good but the Channel Islands were obscured by the haze that tends to be a standard at this

time of year. Temperatures stayed below the mid 70's.

We had many first time brevet riders, but we also had several experienced randonneurs showing them the ropes. We also had a couple from Audax Japan!

—Greg Jones

Seattle

What a fine day for a ride! Beautiful sunshine to start the day and very alert volunteers were out in force for the once-in-a-lifetime RUSA 10th Anniversary brevet. There were nearly 50 riders ready to go and despite the previous week of hesitation on my part, I was really glad to be there. Test rides the week before took the Pereira out of the mix as an incessant creak from the front wheel was driving me crazy and I couldn't resolve it. Eddy O was the backup as there would be little need for fenders.

Eric asked me to lead out folks to the first turn but that lasted all of 10 seconds as I was swamped by the first half of the pack. With a number of friends back from bike tours and 1200s, I was out-gunned from the start. A couple of us, Al, Trudy and Lyn formed a little chase group and motored our way to the Bad Carb Control. It was a quick in and out, but I somehow got a few cookies and was conscripted into poem writing for the newsletter by the irascible Maggie...Peter Leikio and I got some time to chat before heading onto the shaded

roads to Banner Forest. He flatted and that was the end of our conversation unfortunately; little did I know then I would be experiencing the same many times later on. Met up with James McKee and swapped tales of parenting...he's got a way more ambitious plan than I!

Rode too with Cindi who I met at PBP 2003—nice to reminisce about an evening of pure adrenaline as we raced across France in the dark with a couple of BC women (which also did in my Achilles for the remainder of the ride). After the info control our group formed up again and we cruised into Belfair and the Good Carb Control at Twanoh State Park. I consumed a few potatoes, orange slices, an egg and V8 for extra go power. Started out a little slower this time and had to keep reminding myself that there was still 120 km to go and the day was getting hot already.

There was constant banter about the relative flatness of the ride. I must have been hallucinating because it sure seemed like a fair amount of climbing to me! I did enjoy going down Newberry Hill Rd and the generally rolling terrain though. Crossing north of Poulsbo I stopped to see the caveman at Valley Nursery who did not complain while I soaked my head under the water can. The mist was cold and very refreshing—it also amused the people in their cars who gave me a thumbs up.

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RUSA 10th Anniversary Rides (continued)

Hopping onto Bond Rd. and then Big Valley brought on more heat and a good headwind, plus the start of flats. None were blowouts, just a constant stream of leaks that kept me on the side of the road more often than I like. Made it to the Liquid Carb Control at Hood Canal Brewery and enjoyed some delicious brats and spuds with a handful of chips. What a perfect location! A regular outdoor BBQ with a shady spot to sit for tire changing too.

Even making it to the Liquid Carb Control was no respite as my tire went flat soon after leaving the con-

trol. This time I was out of tubes and then an angel on a Colnago landed nearby and graciously gave me a new tube—thank you Dan Turner!! That made all the difference and heading back into Bremerton on Central Valley Rd. and Tracyton Beach Rd was a joy. I didn't even know Bremerton had a bridge until I rode over Manette Bridge. What a spectacular end to the ride and I was good and tired.

Big thanks to all the volunteers: Peter Beeson, Catherine Monro, Eric Vigoren & Maggie Williams for organizing and providing such cheery support! I will

try to write a poem...really...

— Jon Muellner

Colorado

Not all Colorado randonneurs melt in the rain.

I spent a wet Saturday in South Denver, riding around the Black Forest region. It was a good ride, probably my slowest 200K on pavement since 2003, but it was exotic weather for mid-August, and I wouldn't have missed it. The ride was a blast.

The route follows the central core of the RMCC Black Forest 300K. Starting in Castle Rock, it heads south and east to the Black Forest

region of the Palmer Divide. The route takes a 20-mile long spur to Elbert, then heads west and south to Black Forest. The route then turns west, and rides over highly rolling terrain to Larkspur, pops up over a last ridge, and coasts back into Castle Rock. Overall, the route is not technically challenging, with about 6,000 feet of climbing distributed over the rollers, but the weather is labile and can make this course an adventure.

Six randonneurs showed up at the start—John Ellis, Catherine Shenk, a gentleman

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RUSA 10th Anniversary Rides (continued)

on a beautiful mid-1960s chrome racing bike (whose name I didn't catch), Ronaele Foss, Brian Rapp, and your humble narrator. Brian got a good look at the glowering sky, felt the mid-40 degree temp and the brisk, wet south wind, noted the predicted 1-2 inches of rain for the area, and decided not to start. I was expecting a larger crowd, given the occasion, but perhaps we, like the Wicked Witch of the East, were water-soluble. We'd see John Lee Ellis, our RBA, gave us a rousing speech and a summary of the growth of our sport over the last decade, then we left at 7 a.m. into a rising rain.

Out from the start the

route meanders a bit, then heads up and over a ridge. I put my head down a bit, trying to warm up, and when I got to the top, I'd ridden away from the group.

Thankfully, I missed the next turn, and pushed on for a mile and a half past before I noticed my error, so I got to pass John and Catherine again on the rollers. The rain turned to sleet in the Black Forest, and I was glad to have my generator light and spare LED tail light given the poor visibility in the blustery, wet morning. Riding back from Elbert into the steady south wind, I was surprised to see Tom Knoblauch. He hadn't been at the start, but he was moving with some

alacrity toward the Elbert Controle. Ronaele was not far behind him.

Riding in continuous rain is a rare treat for me, and I made a few minor errors given the conditions.

I chose to wear my RUSA jersey (summer-weight short-sleeved polyester) instead of a long-sleeve wool jersey in honor of the occasion. I expected it to warm up a bit more than it did, and to rain intermittently. It literally rained all day, with a high around 52 degrees and a low around 43 degrees (at noon).

I got sleeted on for about an hour on my way to Elbert, CO. I was chilled for a few hours as a result. I also discovered that my year-old rain mitts are quite waterproof, but they did not prevent water from running down my jacket and into the fingers. I spent about four hours riding with my fingers immersed in my mitts. Next time, I'll put them on before I don my jacket. I'll also start the ride wearing my overshoes, even if I'm riding with full fenders. My feet got soaked and cold early on, but warmed up once I put on my booties. I must have been desperately clinging to the handlebars in the cold, as my left hand went a bit numb as well.

I drank coffee at each control, enjoyed a prefab cheese sandwich, ate granola bars, and tootled along, gearing down for each roller and missing the occasional turn, lost in the wonder of the route. I wasn't fast, but I was

enjoying the unusual weather, the land and the moderate, rolling terrain. The Singer did great, and I was thankful for fenders and lights in the wet and fog. I don't climb terribly well on the bike, but I was out in the world and all was right.

I finished in around 9h07. Tom Knoblauch had apparently gotten ahead of me on one of my wrong turns, and was waiting at the finish. John and Catherine showed up 20 minutes or so later, and we all got our photos taken in our RUSA garb, sporting our 10th anniversary ride commemorative medals.

Ronaele and the unnamed gentleman were still on the course, but I had a two-hour drive to my home, and the day was getting no younger.

I finished my coffee, changed clothes, tossed my bicycle in the car, and drove home through the lashing rain.

It cleared up as I was driving through Erie on my way back to Fort Collins. My home, bathed in the late-afternoon sun, glistened wetly as I pulled into the yard.

Thanks to all the randonneurs who started the ride for sharing the day with me, and especially to John Lee Ellis, our RBA, who runs these events so smoothly, and to the many, largely anonymous, volunteers who make RUSA work for all of us. I hope your 10th anniversary ride was as memorable as mine.

— William M. deRosset

THE TOP END RIDE **ROCKHAMPTON TO DARWIN** **July 28 – August 24 2009** **3000kms in 28 days**

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- ⇒ Longreach, the birthplace of Qantas.
- ⇒ Winton, the town where Waltzing Matilda was penned.
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Dr. C's Top 10 Tips for Completing Your R-12

By PAUL JOHNSON

OK rando stud (studete) now you've ridden a full SR series, you've even sent away for that snappy looking extra medal. The sun is now rising later, cresting lower, and disappearing earlier. The days are getting short and you are officially (after the last club brevet) in the 'off' season. You're out riding your bike on those cool fall days, enjoying the hard-won fitness you developed riding all those tough spring and summer brevets. So what's next, Randonneur? "We're going to Disneyland?"

Well if the Magic Kingdom isn't in your future you have other "opportunities." Either the bike goes back in the garage and you dig out your Wii bowling controller, or ... you begin the quest for that elusive R-12 medal. A 200k once a month; just one lousy, stinking 200K, every 30 days, how hard could it be? I mean after all you've ridden a bejillion kilometers over hill and dale since March, right? A 200K is a cake walk! You could do that on the neighbor kids sidewalk bicycle, right? It might seem so, especially when you consider the shorter mileage of these events and the fact that you only have to do one 200K each month. The fact is, there are surprisingly few RUSA members who have achieved this goal. It is not the "epic-ness" of the events but the consis-



tency of the riders that makes the difference.

Here then are Dr C's top 10 tips for getting this little gem in your cigar box by this time next year:

10. Consistency! This award is truly the essence of randonneuring. Remember, you don't get this award for going faster, longer, or higher. Just keep plugging along, keep the pedals turning, get into each control before it closes, once a month, for 12 months and you'll get the medal. Repetition is a common element of consistency so getting your mind set to follow and repeat routines will help you succeed. Did I mention that consistency is important here?

9. Planning. Your 200K-or-better ride was hard to do April through September, but October through February gets harder, surprisingly harder in many parts of the world. You can plan a permanent but when you get up and it's raining/sleeting/blowing, and

the weather man says "Happy November," without a plan, it's pretty easy to roll over, shut off the alarm and say to yourself, "Maybe it will be better next weekend." And, you may be right, maybe it will, but that's not a plan, that's a wish. This is where Tip number 6 (See below) comes into play.

8. Make Yourself Accountable. Tell your SO, friends, boss, anyone you want to support you (and anyone who wants to see you fail) that you are planning to ride a 200K every month

from now until whenever. It's easy to walk away from a commitment if no one knows about it, not so easy when you are standing in the hot lights. Here's a trick, probably the easiest shortcut to a medal: Get one of those 12 month calendars. Now, on the first Saturday of every month write "200K." That's it; You have just taken your first step toward strategically planning your R-12 success. This way, your SO (and you, and anyone else who counts)

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10 R-12 Tips (continued)

will always know what's at stake if (s)he wants to try to talk you into that Origami Folding Workshop, or the Monster Truck Rally.

7. Seek Support. Now that you are "out there," on the record going after this challenge, send a note to your rando friends' list (friends, yeah, let's call them friends). Let people know you are going to be doing this: That you plan (tentatively) to ride the first Saturday of every month, and that you are looking for like-minded wackos to share your enthusiasm (read "shared pain" here).

Randonneuring is all about self sufficiency and commitment, but it is easier to get out of bed at oh dark thirty on a rainy November morning when you know that three other people are standing around in the dark at an inconvenience store waiting for you. In other words, misery loves company.

6. Stick to The Plan, or Not! There will be some days when it is unsafe to go out and ride your bicycle. You will have to decide if it is just too unpleasant or too dangerous. In 2006 I rode away from the house for the 6:00 a.m. start of a 200K permanent in the dark and fog. I had forgotten to reset my computer so I pulled over under a street-light and just as I put my foot down the bike went out from under me. I went down on my butt as though I were on the ice with Tanya Harding! That "fog" was freezing fog. Meanwhile a

hundred miles to the north a friend was starting a permanent in the Bellingham area and had a similar occurrence, only when he went down, he broke his hip! This is the reason you plan the brevet for the first weekend. Something may come up that makes it unsafe or impossible to ride that Saturday. When this happens you then have 3 more weekends to bag the ride. At any rate, get that ride in the books as early in the month as you can: You'd hate to get within two or three months of getting this medal only to fail because you "put it off" one weekend when you could have ridden.

5. Be Prepared. The boy scouts have nothing on us. All the stuff you do to prepare for rides in the regular season still applies, but this time of year adds its own challenges, some obvious, some not so much. First, be prepared for cold, and in my neighborhood, wet. Of course the obvious challenge that comes to mind is rain. But you may be riding a perm in January or February when it is not rainy, or cloudy but brilliantly cold. If you are tooling along in bright cold sunlight, even when it is above freezing, you'll be putting out a lot of sweat. If you are not wearing wool, think about bringing along at least one change of garments. When wet, many synthetics offers poor insulating properties so anytime you stop cranking out the watts you will get cold fast.

It's easier to forget

things when you are in hibernation mode. You don't want to show up on a ride and realize that you left your helmet or shoes back at the ranch. If you are a real rando stud and ride to the start, then this is not going to be a problem. For me, there are very few rides that start close enough to my house that I can ride to the start. So consider packing the night before and making a list...and checking it twice!

4. Bring Spares. Spare tubes, spare gloves, spare ear warmers, a squeeze bottle of lube, spare ibuprofen, all that stuff. Put this in a gym bag that you dedicate to riding these things through the winter. You may never plan to use them but it's so much nicer to pull out the "spare pair" when you do need them, then to have to ride with those "gardening" gloves you had to buy at the 24-hour grocery store at the start. You can also become someone's instant best friend when they realize they showed up with only one sock!

3. Bring a Towel. That ride home in the car can be a relief or it can be a mess. Of course if your main ride is a 72 Chevy PU with the rusted out door panels it might not matter what goes on with the seat covers. But your wife's new Volvo, that is another matter. So a towel, a container of waterless hand cleaner, and one of those squirt bottles of alcohol based hand sanitizer go a long way to making the ride home tolerable. A pair

of sweats can make a long drive home much more pleasant. These should all go in "the bag" (see Tip number 4).

2. Stay in Touch with the Permanent Coordinators. I don't know how it works in your club but up here in "Purple Sox and Birkenstocks" nation, the Perm Coordinators are exceedingly helpful and will do what they can. But you can't send a note saying that you rode a perm yesterday and you want credit for it tomorrow. So get familiar with the procedures and let these guys know your plans in advance (remember, Planning?)

1. Share the Load. If you get a nice little group together that starts riding these things, rotate or divvy up the duties of getting the cards and cue sheets, collecting the ATM receipts, sending them in to the perm coordinator, etc. This will reinforce the idea that we're all in this together and we're going to share the pain, the epic stories, and the glory. These may become your ride pals on brevets next season or somewhere down the road, you just never know.

Once you've gotten that R-12 award you'll find it means more than you thought, especially if it's taken you more than one try like it did me. An unanticipated benefit is that you'll be in much better shape at the start of the next season.

—Yr Pal Dr Codfish

My Bike Journal

Glen Haven Gallivant permanent on the Colorado front range

—By Susan Plonsky—

When You Go

Route: Glen Haven Gallivant Permanent
Start: Louisville, CO (off US 36 between Denver & Boulder)

Distance: 201 KM

Pay off: Wildlife. Don't forget your camera.

Climbing: 6,500 vertical feet. Ride starts at 5,400 feet above sea level.

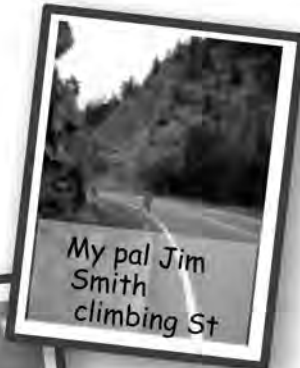
I imagine cycling through a safari park with nothing but thin air between you and roaming animals - that's the Glen Haven Gallivant permanent in Colorado.

The route starts in the rolling foothills east of Boulder, and like all randonneurs, we start in the early morning. Prairie dogs are just getting up and there are dozens of them in the horses' fields, each by their own holes. Some are standing and yawning, some are munching.

In less than 2 hours we arrive at the foot of the mountain and the entrance to St Vrain Canyon. A



elk



My pal Jim Smith climbing St

sign says "In case of flood, seek higher ground." To the right and left are rugged cliffs of stone. I have no climbing skills and I'm sure as heck not going to leave my bike behind.

I have a couple hours to think about my flash flood strategy until we summit at the town of Estes Park. Elk roam at will, grazing on front lawns and tourists bring out their lawn chairs to watch them.



prairie dog

Beyond Estes Park, Rocky Mountain National Park looms higher still. I'm grateful to



big horn sheep

make our descent, down the switchbacks called Devil's Gulch, and to the general store checkpoint in Glen Haven. The cinnamon rolls are so large some patrons need a doggie bag.

We continue to descend into Big Thompson Canyon where traffic stops to watch big horn sheep on the cliffs beside the road.

Once off the mountain we are again among fields of horses and cows. A flock of Canada geese are flying low into the sunset. A few geese are honking, as if to say "We've got a gap in the peleton. Tighten up!" ▲

THE American Randonneur Award

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

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

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

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

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

You may nominate a member by email. To make a nomination by email, send your name and your RUSA membership number with your nominee's name and RUSA membership number to Johnny Bertrand. Or fill out a candidate submission form and mail it to the address below by December 15th.

The previous recipients of the award:

Year	Recipient
2001	Johnny Bertrand
2002	David Buzzee
2003	Jennifer Wise
2004	James Kuehn
2005	Daryn Dodge
2006	Bill Bryant
2007	Robert Fry

NOMINATION FORM

Your name: _____ Your RUSA # _____

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

Brief reason for nomination: _____

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

■ Continued on next page

This breed of cyclist loves nothing better than going 200, 400 or more kilometers

To the randonneur, a century is so 100 miles ago

BY HEIDI SWIFT, SPECIAL TO THE OREGONIAN

When it comes to riding bicycles over long distances, the century is often considered a crowning achievement. One hundred miles! You've reached triple digits.

Congratulations; you've arrived.

Indeed, completing a century is no small task, but you'll need to keep pedaling if you hope to join the ranks of a very quirky group of cyclists who call themselves randonneurs.

Randonneurs like it long. And I mean really long. We're talking touring on steroids—sleeping in ditches, riding through the inky blackness of night and turning the pedals over for days at a time.

Sound crazy? Trust me, it is.

Which is probably why my longtime roadie boyfriend flinched when I suggested casually over dinner that I might take up randonneuring. "Rando-what?" he said.

"Randonneuring. Super-long-distance. It's French." He indulged me as I went on to explain that there was a 200K ride coming up, and I intended to participate with my friend Natalie.

Loosely translated, the French term randonee means to go on a long trip, tour or ramble. Organized "rando" rides longer than 200 kilometers are called brevets and must be completed within a

designated time limit that is quite generous. They are not intended to be competitive. Instead, randonneurs pride themselves on endurance, self-sufficiency (rides are unsupported) and bicycle-touring skills.

Participants carry an official card along with them, called a brevet card, which functions as a kind of passport. The card must be signed or stamped at checkpoints along the way to ensure that the official route was followed correctly. These cards are sent to France, where results are officially recorded. Longer distances frequently require extended night-riding, and most participants take short naps along the way as needed.

In this world of longer-farther-harder, the 200K distance is just the tip of the iceberg. From there you move up to 300K and keep going (with stops at 400, 600, etc.) until you are slogging along, delirious and near death, attempting to complete a 1,200K, all in the name of some ancient French cycling tradition.

Despite the relative ease of our proposed 200K entree into the great halls of the rando kingdom, I was worried.

"Child's play," one seasoned randonneuse (the correct French term for a female participant) assured me. "It's

just like a century with about 25 miles added on. You'll be fine."

I'd completed only one century to date and it had been dif-

ficult. I continued to worry.

Still, I had the bug.

For me, randonneuring tapped into the fundamental concept of bicycle as adventure-vehicle. Bicycle as doorway to the world. Cycling without limitations.

Give me a map, give me a road, and let me launch into new, open spaces. Randonneurs know how to enjoy the journey. Satisfying an intrinsic masochistic desire to suffer at the same time? Double bonus.

It was with this adventurous spirit that I woke up at 4:30 a.m. on a Saturday determined to earn my stripes. Armed with a battalion of PBJ sandwiches and a brand-new handlebar bag strapped to the front of my otherwise sexy Italian racing bike, I shoved off at 6 a.m. with about 30 other riders to conquer the Covered Bridges Brevet.

The route was 126.2 mostly flat miles through sprawling farmland and gentle rollers. We marveled at the never-ending headwind as we rambled from one small town



to another: from Newberg to Gervais, on to Silverton, Sublimity and Stayton.

By the time I finished, I was half-delirious and unable to sit

down on my saddle, so bad was the pain in my backside.

But I was hooked.

I immediately set to work planning for the next 200K brevet—a remote route that circumvented Timothy Lake. Nearly 7,400 feet of climbing promised significantly increased agony over the Covered Bridges route. Bolstered by my now-official status as a randonneuse (my brevet card had been processed by the Audux Club Parisien, the governing body in France!), I constructed my sandwiches and set out again in search of long-distance glory.

The ride proved epic.

And as Natalie and I battled our way up a crushing 15-mile climb watching waves of heat dance on the crest of one false summit after another, only one phrase kept running through my mind: "Century shmentury."

This article originally appeared in the Oregonian and is reprinted with permission. Swift maintains a blog, which can be seen at <http://everydayathleteblog.com/>.

2009 ACP Events

Region	200 km	300 km	400 km	600 km	1000 km	1200 km	fleche
AZ: Casa Grande	01/03	02/07	03/07	04/18			
CA: Davis	03/07 07/09	03/28	04/25	06/05	07/06	07/06	
CA: Los Angeles	01/10	02/07	03/07	05/09			04/16
CA: San Diego	01/03 04/04 05/23	01/31	02/28	04/04	05/23		
CA: San Francisco	01/24 04/26 06/13	02/21	04/04	05/30			04/09
CA: Santa Cruz	03/01 06/27	03/21	04/11	05/09			
CA: Santa Rosa	02/28	03/14	04/18				
CO: Boulder	05/02 09/19	05/16 08/08	06/06 07/25	06/20 07/25	06/20 07/25 09/09	09/09	05/07
FL: Central	01/10	02/07	03/07	04/04			
FL: Gainesville	01/17	02/21	03/21	04/18			04/09
GA: Atlanta	02/07 03/28	03/07 04/18	05/09	05/23			
IA: Cedar Valley	04/18	05/09	06/20	07/11			
IL: Chicago	04/25	05/16	06/06	06/27			
KY: Louisville	03/07	04/11	05/09	06/06			
LA: New Orleans	02/21	03/07	04/04				
MA: Boston	05/09	05/30	06/20	07/25			
MA: Westfield	03/22 04/25	04/05 05/02 09/13	05/30	06/27			05/14
MD: Capital Region	03/28 04/18	05/02 05/16	05/30	06/13			04/23
MN: Rochester	05/02 10/03	05/16 08/08	05/30 08/22	06/13 09/19	07/24		
MO: Kansas City	03/28	04/25	05/09	05/23	06/07		04/09
MO: St. Louis	03/14 03/21 03/29	04/04 04/18 04/25	05/16 05/23	06/13 06/27			
MS: Jackson	01/17	03/28	04/25				
NC: High Point	01/03 02/07 06/20	02/21 09/19	07/04 08/01	09/05			04/09
NC: Raleigh	04/04 08/15	04/25	05/09	05/30			
NJ: NYC and Princeton	04/11 09/13	05/09	05/23	06/19			
NM: Cedar Crest	03/28	04/25	05/30	06/27			
NY: Saratoga	03/29	04/26	05/09				
NY: Western	05/09	05/23	06/06	06/27			
OH: Columbus	04/04	04/18 09/05	05/30	06/13			04/23
OR: Portland	03/28 04/18 07/11	04/11 05/02 07/25	05/09 08/08	05/30 08/29	06/27 08/29		04/23
PA: Eastern	04/04	05/02	05/16	05/30	06/26		04/16
SC: Spartanburg	02/28						
TN: Nashville	01/31 02/28 03/14	03/28 04/11	04/25	05/30			
TX: Amarillo	03/16 03/20	03/20					
TX: Austin	01/31	03/07	04/04 05/23	05/23			
TX: Brownsville	01/17	02/21					
TX: Dallas	01/01 01/10 08/15 10/03	01/10 09/19	03/07 10/03	04/25			
TX: Houston	01/03 01/24	01/24 02/07	02/28	03/21	04/10		
UT: Cedar City	04/04 06/20	05/02	05/30				
VA: Northern	03/14 03/21	04/04 04/18	05/02 05/09	05/23 06/27	10/10	06/11	
WA: Seattle	03/21 07/25	04/04 08/08	05/16 08/22	06/13 09/12	07/16 08/20		04/16

2009 RUSA Events

Region	200 km	300 km	400 km	600 km	fleche	other
AZ: Casa Grande	08/22					
CO: Boulder	04/18 08/15					
GA: Atlanta	01/01 09/05					(100 km) 08/15
IA: Cedar Valley						(160 km) 08/29
IL: Chicago	08/08					(100 km) 08/08
LA: New Orleans						(223 km) 01/10
MA: Boston						(107 km) 04/18 (359 km) 08/15
MA: Westfield	05/10 08/09 09/20	07/27			14-May	(100 km) 03/15 (150 km) 07/11 (100 km) 08/22 (180 km) 08/22 (100 km) 10/11 (170 km) 10/11
NC: Raleigh						(110 km) 08/15
OH: Columbus	10/17					
PA: Eastern						(153 km) 10/24 (204 km) 10/24
TN: Nashville	10/24 11/28				08/22	(250 km) 09/26
TX: Austin	12/05					
TX: Dallas	01/01, 01/10 03/07 04/25 08/01 08/15 10/17 09/19 10/03	03/07 04/25 10/03 09/19 10/17	03/07 04/25 10/17	04/25 10/17		(100 km) 02/01 (100 km) 02/15
TX: Houston	02/07 05/02 06/13 07/11	12/06				
WA: Seattle						(100 km) 03/08 (180 km) 05/30 (100 km) 06/27 (110 km) 09/06 (180 km) 09/19

2009 RM Events

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

2008 RUSA-Sanctioned Events

Region	Distance & Date
NM: Cedar Crest	(200 km) 12/06
OR: Portland	(112 km) 11/22
PA: Eastern	(200 km) 12/06
TN: Nashville	(100 km) 11/29 (200 km) 11/29
TX: Austin	(200 km) 12/06
TX: Dallas	(200 km) 11/22 (300 km) 11/22 (400km) 11/29(300 km) 12/20
TX: Houston	(300 km) 12/06
VA: Northern	(200 km) 12/06

2009 RBA Directory (as of Jan. 1, 2009)

Region	Organizer	Address	Tel.	Tel2/Cell	FAX	E-mail
AZ: Casa Grande	Susan PLONSKY	107 E 4th Street Casa Grande AZ 85222	520-450-1335			susan@azbrevet.com
CA: Davis	Dan SHADOAN	812 Eucalyptus Street Davis CA 95618	530-756-9266		530-756-0187	djshadoan@ucdavis.edu
CA: Los Angeles (PCH)	Greg JONES	4465 Cedarglen Court Moorpark, CA 93021	805-523-2774			gsjco@pacbell.net
CA: San Diego	Michael BERRY	4635 Normandie Pl. La Mesa CA 91941	619-303-9630			mberry2@cox.net
CA: San Francisco	Rob HAWKS	5630 Santa Cruz Ave. Richmond CA 94804	510-526-2653			rob.hawks@gmail.com
CA: Santa Cruz	Lois SPRINGSTEEN	226 West Avenue Santa Cruz CA 95060	831-425-2939	831-227-6266	650-964-7037	lois_springsteen@prodigy.net
CA: Santa Rosa	Robert REDMOND	814 Winton Drive Petaluma CA 94954	707-769-9678			bobredmond@comcast.net
CO: Boulder	John Lee ELLIS	2155 Dogwood Circle Louisville CO 80027-1169	303-604-1163			jellisx7@juno.com
FL: Central	Timothy BOL	1140 S Orlando Ave Apt E5 Maitland FL 32751	407-538-0580			TJB4828@aol.com
FL: Gainesville	Jim WILSON	620 NW 27th Way Gainesville FL 32607	352-373-0023			wilson@afn.org
GA: Atlanta	Andy AKARD	1326 Pasadena Ave NE Atlanta GA 30306	404-216-9601			aakard@mindspring.com
IA: Cedar Valley	Robert FRY	2124 Touchae Street Waterloo IA 50702-4126	319-226-5436			cvbrevet@mchsi.com
IL: Chicago	Frank PAULO	5038 N. St. Louis Ave Chicago IL 60625	773-267-8367			fnpaulo@aol.com
KY: Louisville	Steve RICE	40 Plantation Drive Shelbyville KY 40065	502-494-5288			srice@insightbb.com
LA: New Orleans	Patrick HORCHOFF	8909 Ormond Place River Ridge LA 70123	504-738-1352	504-957-1768		larba1955@aol.com
MA: Boston	Tracey INGLE	21 Davis Road Stow MA 01775	978-212-5500	508-789-6290		tracey@inglelaw.com
MA: Westfield	Don PODOLSKI	55 Franklin St. Westfield MA 01085	413-562-5237		413-562-5237	don@newhorizonsbikes.com
MD: Capital Region	William BECK	17719 Foxmoor Drive Woodbine MD 21797	410-442-9946			wabeck@comcast.net
MN: Rochester	Michael AELING	603 E 10th Street Winona MN 55987	507-459-1629			mdapbp@yahoo.com
MO: Kansas City	Bob BURNS	PO Box 1387 Blue Springs MO 64013	816-229-6071		816-229-6444	bobgburns555@aol.com
MO: St. Louis	John JOST	9122 Conser Court St. Louis MO 63123	314-843-4486			stlbrevets@yahoo.com

American Randonneur

2009 RBA Directory (as of Jan. 1, 2009)

Region	Organizer	Address	Tel.	Tel2/Cell	FAX	E-mail
MS: Jackson	Michelle WILLIAMS	213 Hillside St. Ridgeland MS 39157	601-573-2057		601-932-3987	mwilliams_spmr@hotmail.com
NC: High Point	Tony GOODNIGHT	1939 Barringer Rd Salisbury NC 28147	704-637-6289			info.rusa@bicycleforlife.org
NC: Raleigh	Alan JOHNSON	308 Ashe St Morrisville NC 27560	919-467-8457			alanj@email.unc.edu
NJ: NYC and Princeton	Brian MAZUR	262 Washington Ave Clifton NJ 07011	973-941-7045			brian.mazur@gmail.com
NM: Cedar Crest	John MAZZOLA	PO Box 811 Cedar Crest NM 87008	505-263-7090			nmnightrider@comcast.net
NY: Saratoga	John J. CECERI JR	7 Pearl Street Schuylerville NY 12871	518-583-3708			john@adkultracycling.com
NY: Western	Peter DUSEL	1119 Lake Road Ontario NY 14519	315-524-8519			pdusel@sprintmail.com
OH: Columbus	Bob WADDELL	1488 River Trail Drive Grove City OH 43123	614-561-4914		866-712-2207	rba4914@ohiorand.org
OR: Portland	Susan FRANCE	25797 SW Neill Rd. Newberg OR 97132	503-628-7324	503-685-1337		susanfrance@teleport.com
PA: Eastern	Tom ROSENBAUER	300 Burke St Easton PA 18042	610-559-1145		610-559-1145	trosenbauer@rcn.com
PA: Pittsburgh	Jim LOGAN	215 Lindenwood Dr Pittsburgh, PA 15209	412-822-7778			jimlogan@verizon.net
SC: Spartanburg	Bethany DAVISON	229 Maple Blvd Clemson SC 29631	864-654-7434			greenforestsc@yahoo.com
TN: Nashville	Jeff SAMMONS	1512 Aberdeen Dr Brentwood TN 37027	615-373-2458		615-833-3407	jsammons@bellsouth.net
TX: Amarillo	Nick GERLICH	P.O. Box 53 Canyon TX 79015	806-499-3210			nickgerlich@cs.com
TX: Austin	Wayne DUNLAP	3108 Creeks Edge Parkway Austin TX 78733	512-402-9953	408-857-5458	512-372-7139	wgdunlap@aol.com
TX: Brownsville	Edward ROBINSON	3750 N. Sam Houston Blvd. San Benito TX 78586	956-276-9171			edward.e.robinson@gmail.com
TX: Dallas	Dan DRISCOLL	2811 Hollywood Dr Arlington TX 76013	817-460-5734	817-925-0158	817-461-5100	dansmark@flash.net
TX: Houston	Robert RIGGS	4418 Kingfisher Houston TX 77035	713-301-7093			elantier@hotmail.com
UT: Cedar City	Lonnie WOLFF	PO Box 416 Cedar City UT 84720	435-559-0895		435-586-0594	lonnie@oldairhead.com
VA: Northern	Matt SETTLE	67 Cullers Lane Strasburg VA 22657	540-465-2116			liznmatt@shentel.net
WA: Seattle	Mark THOMAS	13543 160th Ave NE Redmond WA 98052	206-612-4700		425-702-8881	president2008@rusa.org

Ask Bill | A Look at RUSA's Rules

Hi, Bill— I'm new to randonneuring and have been enjoying doing brevets at several different sites. There is one thing that I find confusing.

Sometimes the event organizer explicitly says "no personal support allowed," while another says nothing about it, and still another says "read the rules."

What gives? If randonneuring is supposed to be "unsupported long-distance cycling," what type of support, if any, can we get dur-



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

ing a brevet? Shouldn't it be the same everywhere?

Good question! There are indeed some regional (and national) variations at

brevets, but there are also consistencies that must be observed everywhere. Rider support is one of them. The Rules For Riders clearly say that participants may receive personal support so long as it is gotten only at the controls. What our sport does not allow is a personal support car that follows the rider in-between controls, such as that seen in road races like the Tour de France, or in long-distance marathons like RAAM. There, the rider can expect his or her helpers to jump out and replace a punctured wheel, hand up a mussette bag with food and drink, or clothing layers, or illuminate the road at night with the vehicle headlamps.

Randonneuring is different and this type of support is not allowed during a brevet. However, in our sport a rider can meet his or her personal support crew at a checkpoint and get (or give up) clothing layers, lights, spare wheels—even a replacement bicycle if that is needed. Along with feeding, all that type of thing is okay. (It is pretty unusual here in

the U.S. as most randonneurs like the self-sufficient aspect of our sport and the vast majority do not bring helpers—but it is still allowed nonetheless.) And, I can think of some riders who might actually need this type of support in order to make the time cut-offs during the event, so there are situations where meeting personal support at a randonneuring control is perfectly legitimate.

But what these support teams cannot do is then travel to the next control, and in so doing, give any help to their rider, even simple encouragement. Slowing to yell to their rider as they pass is moral support of a kind, and it does give a benefit to an individual which could lift their spirit, and their pace. (It is not always possible of course, but routing support cars onto different roads from the brevet route is the best solution to this situation. It makes more work for the event organizer before the event, but is worth it since it may eliminate problems during the event when some support crews forget what type of event their rider has entered. Probably more accustomed to UMCA or UCI-style races, they need to remember that once out of a brevet checkpoint, their rider becomes "an untouchable" and must fend for himself or herself like the rest of the entrants, and that includes keeping up his or

Ask Bill (continued)

her morale.)

At any rate, as long as the support is gotten strictly at a checkpoint, this is allowed in randonneuring. And for the brevet organizers who forbid all personal support cars at brevets, they are breaking the regulations. If they persist after you bring this problem to their attention, contact RUSA HQ for help.

Personal support crews aside, some awkward situations can arise when the brevet organizer provides roving neutral support. These volunteers will drive sweep to keep a stranded rider from being stuck in the boondocks far from help, or render mechanical help if someone has a breakdown, and this is allowed. With riders getting far apart during the duration of a long brevet, it is inevitable that some person might benefit from the neutral support, while another who needs it does not. That doesn't seem fair, but the rules don't give us any advice on this score. I guess it just comes down to having good luck for some, but bad luck for others. The main concern is that the roving sag support must indeed be neutral. Sometimes a participant will volunteer his or her spouse to drive sag while they ride the brevet, but in fact, that driver might stay rather close to his or her "significant other" during the brevet instead of trying to cover the entire field as they should. That is not fair and

the brevet organizer will do well to be sure these types of volunteers help all the riders, not just one participant, or a group of friends traveling in proximity to each other.

Here's a quick quiz to see if you understand: Rider "A" develops a serious rear wheel problem during a 300k brevet and uses his cell phone and has a friend drive backwards along the route to deliver a replacement wheel so that he can complete the ride. Is this allowed?

Rider "B" has the same problem and does the same thing, but instructs her friend to meet him at the next checkpoint. Is this allowed?

Rider "C" has the same problem and asks a passing brevet participant to flag down a roving sag car if one is seen. It is, and eventually the sag driver locates the stranded rider and loans him a new wheel. Is this allowed?

Rider "D" has the same problem and some randonneurs stop with her and contribute their resources and mechanical skills to make a temporary fix that allows the group to stay together. Is this allowed?

Rider "E" has the same problem and slips quietly off the back of his group, and then signals his personal support car that has been tailing the group at a distance. They swiftly replace the broken wheel and the rider chases hard for a few kilometers to rejoin the

group, with no one the wiser and his RAAM-qualifying scheme still on track. Is this allowed?

For Riders A and E, the answer is obviously "no." The mechanical support was gotten from personal means and it was received between checkpoints along the route. These riders should get a hefty time penalty or be DQ'd from the results. Rider E, it should be noted, is not a real randonneur and "doesn't get it."

Rider B is fine—the personal support was gotten at a control, so no worries.

Rider C is fine too—the event organizer set up a system of neutral support to help the riders and that

spare wheel could have been given to anyone who entered the ride, so no problem.

Rider D is fine too—getting support from other participants is perfectly acceptable during a brevet. The Good Samaritans are under no obligation to help a stricken colleague but these sorts of acts are typical of most randonneurs. It is no wonder that so many veterans smile warmly when they encounter a fellow randonneur from years gone by—the shared suffering to earn a brevet medal is what our sport is all about.

Have a question about randonneuring? Send it to: bill_bryant@prodigy.net.

IN THE BLOGS | Randonneurs Online

BY ED FELKER

This issue I'm going to get to the fantastic blog posts in the last few months, but first I want to give a big hat tip to the growing number of randonneurs who are posting brevet photos. I post mine to Flickr (see mine under my Flickr name *felkerino*) and there are others who are showing us their rides and bikes. If you're interested in a permanent, brevet or anything else related to randonneuring, the odds are increasing that a photoset about it has been posted to Flickr.

For instance, check out the Green Acres 200K Permanent out of Baxter, Tenn. courtesy of Bob Hess (Flickr name *bob_hess*). This ride took place Oct. 11 and more details can be found at the Harpeth Bicycle Club site, as well as the RUSA permanents page.

D.C. Randonneurs' photographers Maile Neel (Flickr name *mcn7*), RBA Bill Beck (Flickr name *wabeck*) and Mark Vinette (Flickr name *mvinette*) have also been posting photos from DCR rides and Crista Borrás' weekend centuries. The latest was the Cacapon 200K on Oct. 18. The DCR Flickr group can be found at: www.flickr.com/groups/dcrand/.

The Oregon Randonneurs' Bill Alsup (Flickr name *tangobiker*) posted photos of the Oregon Desert Rivers 600K and *Formerly Floyd* blogger Cecil Reniche-Smith (Flickr name *cecilanne*) took us through the Two Ferries Permanent on Oct. 12.

ORR has its own Flickr group at: www.flickr.com/groups/orrandonneurs/.

Finally we got a great look at the Oct. 4 San Francisco Randonneurs 200K from Jim Gourgoutis (Flickr name *jimgskoop*).

The SFR have group shots at: www.flickr.com/groups/sfrandon/.

Not to be left out, the Seattle Randonneurs have a group at:

Ed Felker is a member of the DC Randonneurs and keeps the long distance cycling community updated through his blog at dailyrandonneur.wordpress.com.



www.flickr.com/groups/seattlerandonneur/.

These are just a few of the places to find terrific randonneuring photos. Send me an email if you have more suggestions at eddiefel@gmail.com.

Now, on to the blogs!

Showdown at Black Creek: Cowboy Bob, Stuck and a Duck Named Aflac. American Randonneur editor Mike Dayton keeps the fun going with his North Carolina Randonneurs pals at *Research Trailer Park*, (<http://ncrandonneur.blogspot.com/>). He wrote up the group's 200k permanent to Black Creek from Raleigh, where they found the most interesting street festival underway. The blog post also includes Mike's photoset at his Picasa page.

Bing[en]ing in the Rain. Cecil Anne gives us a good view of the Oregon Randonneurs Bingen Bikenfest at her *Formerly Floyd* blog (<http://formerlyfloyd.blogspot.com/2008/10/bingening-in-rain.html>). She spins the tale of how that demanding goal, the RUSA R-12 award, motivated her to brew some tea, grab that rain jacket and go "win the brevet." An excerpt that will bring back memories to anyone who has ridden in the rain, looking forward all the while to a little warmth and comfort: *In short order I was soaked through and chilled to the bone. Rats. On the other hand, there was very little wind.*

After the hell that was the Bickleton Plateau on the 600 two weeks earlier, I took quite a bit of pleasure in that. After about an hour more of climbing (which included navigating through some nasty wet gravel patches) I descended to Big Tire Junction and turned left toward Trout Lake. At this point I was fantasizing about more hot cocoa, and pedaled quickly in the hopes that I would reach Trout Lake before the espresso place next to the gas station closed.

100Km to Lunch; 100Km to Dinner. RUSA President and Seattle randonneur Mark Thomas has kept up the posts at his Mark's Rando Notes blog (<http://rusa64.blogspot.com/>). One recent entry covers, with photos, the Whidbey-La Conner 200K Permanent on Oct. 12. Mark's preference to sit in the group was confirmed when the route crossed Pull and Be Damned Road. Later, they unexpectedly spent some time with Ken Brooker, one of the original Seattle Randonneurs. In another post, Mark writes about the SIR's cleanup of the East Lake Sammamish Parkway to fulfill its adopt-a-road pledge. Well done SIR!

DC Randonneurs Capacon 200k Ride Report. There is something about certain randonneurs who don't consider giving up if they can keep going, even if they have a major mechanical that forces them to pedal mostly with one leg. David Ripton tells us about the Oct. 18 running of the new DCR brevet through the hills of West Virginia and how he managed to finish despite having less than two complete pedals at the end. Read David's report at his *Not Even My Wife Reads This* blog at <http://www.ripton.net/blog/>.

Until next time, keep riding and keep on writing! — Ed Felker

The Art of the Cue Sheet

You Can Get There From Here

BY CRISTA BORRAS

Superb cue-sheet writers (and I have known several) all have their own idiosyncratic styles. Nonetheless, their cue sheets all have two qualities: accuracy and clarity. Cue sheet design is particularly critical for brevets, where routes are longer and include more turns than on the average club ride. Brevets should be challenging because of the terrain and the distances involved, not because of poor cues that cause riders to get lost.

I use standard 8-1/2" x 11" paper and apply a simple two-column format, with the text divided into quarters, leaving sufficient space between the top and bottom cues and between the left and right columns to enable the rider to fold the cue sheet into quarters without obscuring any of the text. This is a format that fits most map holders. For those who don't use a handlebar bag, folding the sheet into quarters makes it compact and convenient to place on or near the handlebar using a small binder

DC Randonneurs 200 Kilometer Official Qualifying Brevet
Saturday, July 19, 2008

Start at Black Wolf Coffee, Warrenton, Va. Official start time 0700; time limit 13.5 hours. Control points open and close at times designated; there may be one or more secret controls without time constraints. Riders who make a wrong turn must return to the point at which they left the route before continuing.

KEY: R=right; L=left; BL=bear left; BR=bear right; S=straight; X=cross; Q=quick; tro=to remain on; SS=stop sign; UM=unmarked; T=T intersection; TL=traffic light; >=becomes; ORF=outdoor restroom facility; ETM=easy to miss!

CUM.	P-P	DIRECTIONS
0.0	0.0	R Bus. 29 from Black Wolf Coffee
0.1	0.1	S tro Bus. 29/17/TL
0.9	0.8	R 802 Springs Rd/TL
7.4	6.5	Enter Culpeper County
7.6	0.2	L 623 Myers Mill Rd
10.5	2.9	L 621 Jefferson ton Rd
11.4	0.9	S 625 Ryland Chapel Rd
14.7	3.3	S 640 tro Ryland Chapel
17.8	3.1	R VA229 Rixeyville Rd @T/SS
18.1	0.3	L 640 Monumental Mills Rd - Store on R (no restroom)
22.1	4.0	BL 627 Homeland Rd (640 goes R)
24.1	2.0	L 729 Eggbornsville Rd @T/SS
28.1	4.0	R 629 Scott's Mill Rd - Store on L
31.2	3.1	R 738 Old Turnpike Rd/ ETM!
31.6	0.4	R US522 Sperryville Pike @T/SS
32.4	0.9	L 634 Griffinsburg Rd
35.2	2.8	L 637 Shanktown Rd @Memory La.
35.9	0.7	BR 644 Reva Rd/SS
55.9	0.0	R VA230 from store
56.1	0.2	R 687 Fairground Rd
56.2	0.1	QR tro 687/SS
58.0	1.8	X US29 Seminole Trail/TL
58.2	0.2	BR Main St. Bus. 29 - Madison
59.1	0.9	BL VA231 Blue Ridge Turnpike
60.0	0.9	R 638 Hebron Church Rd
60.9	0.9	BR tro 638 @653
62.1	1.2	L 603 Hebron Valley Rd/SS
64.9	2.8	L 609 W. Hoover Rd @T/SS
66.6	1.7	R VA231 Blue Ridge Turnpike @T/SS
67.1	0.5	L 670 Old Blue Ridge Turnpike
69.5	2.4	R 600 Bohannon Rd (before bridge)
71.2	1.7	L 643 Weakley Hollow Rd @T/SS
71.5	0.3	**CONTROL** Syria Mercantile on R (@ 670), 540-923-4212, 3626 Old Blue Ridge Tpk, Syria VA opens 10:23, closes 14:40 (restrooms in white bldg across 6

clip.

Indicating both cumulative and point-to-point distances to the left of the directions is essential for reliable navigation. The next column indicates what action the rider will be taking. I use several abbreviations in the directions, and a "key" is provided at the top of the cue sheet indicating the definition of all abbreviations, e.g., L=left, X=cross, SS=stop sign, RR=railroad tracks, TL=traffic light, @T= "T" intersection, etc. One of my sentimental favorites is: ORF — translation: Outdoor Restroom Facility!

The placement of folds and page breaks that necessitate a cue sheet flip should be carefully considered. I try to place the folds and particularly page breaks at controls whenever possible so that the cue sheet can be flipped when you are stopped anyway, even if this creates additional empty space on the page. If there are too many cues between controls to make this possible, I make sure that the first cue at the top of the next quarter is not a quick turn, a turn in the middle of a descent, or some other condition that doesn't give the rider time to get orient-

ed before addressing the next cue. Ideally the end of the quarter should be at a location where it's easy for the rider to stop and turn the cue sheet. Some riders are particularly adept at turning the cue sheet without stopping, and it's fairly easy for a stoker on a tandem to do this, but for many riders it is problematic.

Imagine the worst case scenario—you're out on a long brevet, after dark, in pouring rain, the wind is blowing furiously, and the last cue on the page is a left

■Continued on next page

Cue Sheets (continued)

“I also indicate the crossing of state and county lines. Don’t you like to know where you are riding?”
—Crista Borrás



turn in the middle of a steep downhill with fast-moving traffic approaching on the left, the oncoming automobile headlights blinding you. Your cue sheet is safely protected in a plastic baggy, but now you have to stop and remove it from its warm dry enclosure and expose it to the elements, whereby the wind and rain can quickly destroy it! Oh, and the following cue at the top of the next page is an immediate crossing of a metal grate bridge or a covered bridge with perpendicular planks and deep grooves between the boards, but if you wait until you’ve safely negotiated the turn to change the page you won’t know that! Chances are you don’t have to imagine it, because you’ve been there. A page break at a place like this should NEVER occur on any cue sheet. Of course, the route designer should make every effort to avoid dangerous turns like

this, but sometimes it’s not possible. In any case, this article is intended to address cue sheet design only. Route design is another subject. (HOT TIP: lightweight 8.5” x 11” sheet protectors available at any office supply store are foldable and work much better in the rain than plastic zip-loc baggies. You can fold and turn your cue sheet without having to remove it from its rain jacket!)

The cue sheet should point out significant road hazards – metal bridges, railroad tracks, poor road surfaces, unpaved roads, unchained dogs, gravel in turns, sharp switchbacks on steep descents, etc. Highlighting such notations in bold print helps to warn riders in advance. I also note ambiguous road signs, confusing turns, and unmarked turns. Additionally, it is very helpful to indicate T intersections, stop signs, traffic

lights, etc., and I always make special note of a turn that takes place in the midst of a descent, indicating that it’s easy to miss (“ETM”). In the mid-Atlantic area, and particularly in Virginia, many roads are signed with both name and numbers. I indicate both on the cue sheet, and if the road name changes farther down the route, I note that as well. I also indicate the crossing of state and county lines. Don’t you like to know where you are riding? Additionally, I like to include what Tom Rosenbauer calls “spotting cues,” where, for example, you’ve been riding along on the same road for several miles, passing through several intersections, and then there is a turn with no stop sign or significant landmark, or maybe even no road sign at all. Perhaps there’s a county line, a red barn, or some other landmark less than a half mile before the turn. I note that on the cue

sheet as a heads-up that the turn is coming soon.

I always indicate the names of towns through which the ride passes, and note the exact locations and names of stores and restaurants along the route. If there’s a chance that the rider may arrive at the location after the store is closed or before it opens, I try to note the hours that the store is open. If it’s a large town I may merely indicate “stores and restaurants,” but in most cases I will indicate particular services, noting which side of the road they’re on, and I try to note whether or not restrooms are available.

Controls should be highlighted in bold type and set off in such a way that the rider can look at the cue sheet and see at a glance where all the controls are. The exact location of controls should be clearly indicated, again noting whether the control is on the left or right side of the road (or straight ahead at a dead end). If there is no restroom available at the control, I note that so that riders can plan ahead.

By following these fundamental guidelines, brevet organizers are sure to receive positive feedback from riders at the conclusion of even the toughest brevet.

Crista Borrás is a member of the DC Randonneurs, where she has earned widespread admiration for her cue sheets and weekly ride schedule.

THE COLORADO LAST CHANCE

GHOST TOWNS & GHOSTS

—By Jerry Phelps—



Rider Robert Sauve on the Last Chance course.

Thirty-five hardy randonneurs lined up at 0300 on Wednesday, September 10th for the Last Chance 1200. We were an international field of riders from Italy, Canada, Brazil, Puerto Rico, and the U.S. Many of the riders were experienced randonneurs; several had ridden Last Chance before. But there were a fair number of people taking on their first 1200 as well. Among them was JoAnn Fafrowicz from Durham, NC. We were the sole representatives of the N.C. Randonneurs.

The ride is named for the small town of the same name that the course passes through. At one time, Last Chance was supposedly the only opportunity to buy gas and food for many miles in

any direction. Today it appears to be almost a ghost town.

JoAnn and I spent a pleasant Tuesday driving into the hills west of Boulder on Baseline Drive. We saw the famous Flatirons—steep and slick rock formations that are revered by free climbers. We also saw lots of cyclists making the 5½ mile ride that ascends 3,000+ feet up to Flagstaff Park. We were treated to great views of Boulder and the vast plain to the east we would be riding through.

John Lee Ellis and the Rocky Mountain Cycling Club (RMCC) President Charlie Henderson gave us a brief description of the course at that wee hour on Wednesday. They warned us that altitude (Boulder is at ~5,400 ft.) and climbing were not what we should fear at Last Chance—the real challenge would be the ever-pres-

ent wind. But on that morning, the wind was really mild.

The pack headed out and immediately splintered into small groups of 3 to 4 riders. There were several riders using Last Chance as an opportunity to qualify for the Race Across America (RAAM) so I didn't see them again until they were on their return trips the next morning.

I hooked up quickly with Bill and Mark Olsen, affectionately dubbed the Olsen twins. Mary Kate and Ashley they aren't—these guys are tough. How tough you ask? Taking a page from my upcoming book, "And You Think I'm Crazy?", between them they've ridden seven 1200km events—since JUNE. Bill did Shenandoah, Cascade, Rocky Mountain, and Last Chance; Mark rode Cascade, Rocky Mountain, and Last Chance. Oh, and Bill managed to squeeze in a

1000km brevet in Pennsylvania during that time. That's 5,800km since June 4th in just 5 events. By the way, I won't make 5,800km in events for the YEAR.

We rode together until the sun rose while we were heading due south into the first of several mean headwinds on the way to Strasburg. In Byers, the first controle at mile 75, I made a quick stop and had a real breakfast of eggs and potatoes. The morning was cool and clear and I was beginning to see the beauty of this land. After the controle I rode with Robert Sauve, a rookie at 1200s, and Al Becke, a veteran of the rainfest known as PBP 2007. Al had back luck at PBP and had to quit around Loudeac on the way back, but he was back to try

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Last Chance (continued)



Robert Sauve and Alan Becke in the foreground and Beth and Brent Myers in the background at the Kansas state line.

to bag a 1200.

Just east of Last Chance at about mile 110, Eric Simmons of the RMCC was on the side of the road offering pasta salad, homemade oatmeal cookies, and cold cokes. His support during the ride was much appreciated by all of us. This section is marked by a series of pretty nice rollers—not steep, but long—12-14 mph up and 26-30 down. A little while later we joined Beth and Brent Myers riding a sweet DaVinci tandem. The five of us stayed close for the next 70 or 80 miles.

The first day ended in Atwood, Kansas at mile 252 around 8:30 p.m.—17½ hours for 400km—not too shabby. After a quick shower and a change of clothes, I ate just about a whole pizza, compliments of Charlie and

another RMCC volunteer, Dan Shields. JoAnn came in soon after and we decided to share a room.

An early wake-up call and I was back on the road a little after 3 a.m. The goal for the second day was to make it to Kensington, the turn-around point, and back to Atwood—about 220 miles. Beth, Brent, Al and I were on US 36, which makes up about 590 miles of the 752. The day started clear but became completely overcast while Al and I ate a second breakfast in Oberlin.

Traffic on 36 in Kansas is BAD—no other word for it. It seems every other vehicle is a semi. A “Yellow Brick Road” it ain’t.

Enough complaining...I made it to Kensington after joining a group of 4 Canadians. One, Peter, was

originally from Germany and he was a diesel in the class of Jan Ullrich. This guy turned big gears pretty effortlessly, and seemed to enjoy every minute of the ride. His constant sunny disposition got really annoying at times, especially as I was suffering behind him (just kidding Peter).

We mailed our postcards (part of the checkpoint mechanism) in Kensington and headed back. As soon as we turned off Main Street and back onto 36, a wicked headwind greeted us. There is nothing to block the wind out there. As my friend Chuck Lathe of Coho Cycles told me before I left, trees blow away on the plains. Here’s part of a message Chuck sent me before I left:

“For a wind gauge, they hang a piece of 3/4” chain

from a pole — and when the chain blows out horizontally, they figure it’s windy. Trucks laying on their sides on the Interstate are another good wind speed indicator.”

I laughed when I read that on my comfortable couch—I wasn’t laughing while I was struggling into the wind at 10-12mph. Eventually, the wind shifted out of the northeast making for a slight tailwind and I cruised back to Atwood pulling in at 7:59 p.m.

The next morning there was some confusion about our wake-up time. Maybe it had to do with the difference between the Central Time Zone in Kansas and the Mountain Time Zone (which is what our watches were still set on), but regardless, Dan woke JoAnn and me up at 4 a.m. MDT instead of 3. My plan for the day was to ride back to Byers, CO (180 miles) and depending on what time I arrived, I would then decide whether to continue on for the 102 miles to the finish. Getting started an hour late didn’t fit into that plan—neither did the cold rain that was falling. Oh well; that’s randonneuring.

I dressed quickly, snarfed down half a bagel and a banana and washed it down with OJ and coffee. I started alone in an annoying drizzle, but caught up with Brent and Beth at a diner in Bird City. We left together and soon were slogging through pouring rain on our way to St. Francis, KS. We

■Continued on next page

Last Chance (continued)

crossed back into CO and “rowed” (pun only slightly intended) into the controle in Idalia where heaven was waiting in the form of a clothes dryer, hot food, and a warm blanket. Robert and his support crew and new bride Susan were there too. After being inside for a few minutes, our waitress offered to dry some of our wet clothes. We quickly stripped down to a reasonable level of modesty and she took our sopping clothes to a back room and returned with towels and a blanket for a shivering Jerry. As she was draping the blanket around my shoulders, I looked her in the eyes and sincerely tongue-in-cheek asked if she would marry me. I’m still waiting for her answer.

About that time Charlie showed up for lunch. He had our Atwood dropbags in his truck. He brought me mine, and then I was in great shape. Completely dry clothes, including a wool undershirt, long jacket, plastic bags over dry socks—life was good! The rain even let up while we were eating.

But it came back about 10 miles farther down the road. A few miles later I had my only flat of the trip, which was caused by a goat-head thorn—a plains menace. A quick fix and I was rolling again, but now alone. In a little community called Joe’s, named for, uh some guy named Joe I guess, there was actually dry pavement. Since the rain was stopping, I almost took off my rain-

coat. Hah, what folly—the rain continued for another 11 miles to Cope. I caught up with Robert here and we stopped for hot soup and drinks.

The next 20 miles represented what Charlie had warned us about on the first day. Robert and I made a slight left turn after leaving the relative safety of Cope and were smacked in the face by the highest winds of the entire ride. If I had to guess, I’d say the wind was blowing a minimum of 30 mph and gusting to 40. The course angles to the northwest in this section on the way to Anton and the wind was straight out of the northwest. Robert and I were separated after he pulled over for a brief rest and I continued on. At one point, about 13 miles from Cope, I could see a clump of trees on the horizon that I was pretty sure were Anton. I kept focusing on those trees, but they didn’t seem to be getting any closer. Maybe that was because my top speed in this section was about 6 mph—the final 7 miles took well over an hour.

I arrived in Anton and was greeted by Eric and Brent and Beth. The tandem couple called it a day and found a small hotel to hole up in until the wind and rain let up. Eric was serving hot Italian wedding soup from a small gas stove—IT WAS AWESOME!! I went into the small grocery store that marked the checkpoint, ate my soup and some bananas

and drank warm chocolate milk. While in the store, I could see that the sky was getting brighter and as I walked out, there was the biggest rainbow in the sky I’ve ever seen. I don’t think I’d ever seen one that stretched from one side of the horizon to the other. The rain had stopped and the wind had died considerably—the prospects for the 55-mile leg to Byers were greatly improved.

So I threw my leg over the saddle and started on down the road. Well back into Colorado now, the traffic on 36 was pretty sparse. And with the abated wind, the quietness of the landscape was astounding. For miles at a time, all I could hear was the soft hiss of my tires on the smooth pavement, crickets, and the evening songs of the small birds. There were few signs of civilization, and with the darkening sky, here I found the beauty of this ride and why this land was valued so much by both the Native Americans and by the western “settlers.”

The landscape is starkly beautiful, vast and lush in eastern Colorado and western Kansas, especially early in the morning and late in the afternoon as the low sun enhances the subtle differences in the earth tones of the crops, freshly harvested wheat, and newly plowed soil. I had never been to this part of the U.S.—I tried to imagine what it looked like to the European Americans

that moved west in the 1800s. Along the route, I saw buffalo, lots of cows, 8 or 10 mule deer, 3 skunks, 4 coyotes, 3 rattlesnakes (2 dead and 1 very much alive and pissed off), another snake of an undetermined genus (i.e., I wasn’t going to get close enough to find out), lots of hawks and countless song birds.

I borrowed a great Edelux light and generator hub wheel from a friend before the ride, which illuminated the entire road about as well as car headlights. I was almost back to Byers when I heard a loud “huff” on the side of the road. It scared the bejesus out of me, but not so much that my curiosity didn’t make me stop to see what it was. I turned the bike around and aimed the light off to the side and was eye-to-eye with a huge, un-amused mule deer about 20 yards from the road. I quickly said goodnight and turned around.

I arrived in Byers at 8:45 p.m. to great hospitality by Eric and Leslie Sutton, another RMCC volunteer. I checked into my room and rushed to the restaurant which closed at 9:00. Later, I asked Eric to wake me at 12:30 a.m. A shower and a short nap followed by freshly brewed coffee from Eric and a piece of cherry pie left over from the restaurant and I was ready—well about as ready as I could get—to finish with only 102 miles back

■ Continued on next page

Last Chance (continued)

to Louisville.

The early morning was cool and clear with a south wind. The stars were so numerous and bright I had a hard time picking out the few constellations I know, but it was easy to find the North Star as I made my way alternatively west and then north. I rode 26 miles before I saw the first car. At one point, I was cold and wanted to get off the bike for a few minutes to rest and try to warm up. It was still way too early for any stores to be open so I just kept turning the pedals over. Finally as I made a turn to the west, there on the side of the road was a backhoe, with an enclosed cabin. Yep, you guessed it. I climbed in and shut the door. It wasn't really warm inside, but at least it was out of the wind, and the seat was a lot more comfortable than a Brooks

B-17. I leaned my head against the window and took a short nap.

I woke up after about 15 minutes and decided to get moving again. I only had about 8 miles to the checkpoint in Platteville and about 45 miles total left in the ride. The sun was already waking up the eastern sky as I headed west on County Road 32. As I climbed over a short rise, I saw something white in the distance on the horizon – more clouds I thought. But after a second look, I realized it was the Front Range and the white was fresh snow from the day before. I can't describe the beauty and pictures wouldn't do the mountains justice, but I was in awe of their magnificence.

A few miles later in Platteville, I had a breakfast of steak and eggs, and pan-

cakes at the Doubletree Restaurant, a rancher hang-out. The folks in there were curious about the boy in the fancy pants and finally one young man asked me how far I was riding. I gave him the highlights of the trip to that point, and in a typical understated cowboy way, he said "750 miles—That's a long way to ride a bicycle." Yep—can't say I disagree with him.

John Lee Ellis rode out to find me and we met up about 5 miles from his house, which is the official finish of the Last Chance. I was able to squeak in under 79 hours—78:59 to be exact. I talked to him for a few minutes, met his dog Buster, signed my brevet card, and he hung my medal around my neck. All of the folks I rode with finished and I'm proud of all of us. JoAnn finished in 82 hours and

change—a great time for her first 1200. I'm sure there will be others in her future.

I received lots of help and kindness on the ride—from fellow riders, RMCC volunteers, and strangers. I never do these rides completely alone because there's always a crew of people rooting for me and I really appreciate that. I think of friends and family a lot on long rides—what else is there to do? This time though I had some special help. My dad died a couple of years ago and I don't think he ever completely understood why I ride such long distances. I felt his presence many times over the 752 miles—now I think he understands. Dad would have been 76 on Saturday the 13th—maybe that's why he felt so close. I dedicate this ride to him.

2008 LAST CHANCE RESULTS

BECKE, Alan	Holland, MI	84:48
BERZACOLA, Ernesto Usmate	Milano, Italy	87:30
BOL, Timothy	Maitland, FL	65:09
BONNER, Ken	Victoria, BC, Canada	51:25
BOUHUYZEN, Henk	Toronto, ON, Canada	63:14
CHAPPELLE, Carey	Port Elgin, ON, Canada	73:41
COURTNEY, Greg	Ames, IA	69:15
DELGADO, Piero	San Juan, Puerto Rico	88:20
ELDER, Jim	Odessa, FL	DNF
FAFROWICZ, JoAnn	Durham, NC	82:36
FELDMAN, Tim	Louisville, CO	63:14
FELTON, Richard (Dick)	Sarnia, ON, Canada	73:41
FOSS, Ronaele	Colorado Springs, CO	71:20 (1000k)
HOELTZENBEIN, Peter	Calgary, AB, Canada	78:08
HUFFMAN, Sam	Banks, OR	64:39
IDE, Larry	Monmouth, IL	49:58
KNOBLAUCH, Tom	Aurora, CO	53:26
LITTLE, Bill	Port Elgin, ON, Canada	75:58

LONGLEY, Judith	Deland, FL	65:09
MAZZOLA, John	Cedar Crest, NM	DNF
MORRISSEY, Peter	Oakland, CA	DNF
MUONEKE, Vincent	Burien, WA	67:36
MYERS, Beth	Denver, CO	83:51
MYERS, Brent	Denver, CO	83:51
OLSEN, Mark	Rochester, MN	83:12
OLSEN, William	Califon, NJ	83:12
PENEGAR, David	Knoxville, TN	83:51
PHELPS, Jerry	Chapel Hill, NC	78:59
SAUVE, Robert	Lakewood, CO	82:36
SCHLITTER, John	Saint Petersburg, FL	49:58
SHENK, Catherine	Boulder, CO	63:14
SOLANICK, James	Lake Worth, FL	68:47
STUM, Richard	Mt Pleasant, UT	82:12
TREVISAN, Roberto	Porto Alegre, RS, Brazil	67:36
WISS, Dick	Boulder, CO	63:14