Message From the President

A new cycling season is upon us. Already some brevets are being ridden in warmer regions of the US, and elsewhere randonneurs and randonneuses are preparing themselves for their local brevets in spring. Behind the scenes, the RUSA Volunteers have been working with your Regional Brevet Administrator to ensure you have good events to ride and your hard-won results are recorded properly. We don’t have an off-season; it takes a lot of work each month to keep our sport running smoothly. Just like a well-oiled group of randonneurs covering the kilometers in a pace-line during a brevet, some of us work at the front while others rest at the back. The rotation and effort never ends, but everyone eventually takes their turn helping the group and we’re all better off for it. We recently had our yearly RUSA elections and I’m pleased to welcome Terry Zmrhal and Tracey Ingle to the Board. I’m also very impressed with the fine group of RUSA members who stepped up and ran for office with Tracey and Terry. We’ve never had such a talented slate of people wanting to help the organization and it speaks well for our future.

Thanks, everyone.

As for me, it is time to slip off the front of the pack and take a rest in the back. I’ve enjoyed serving as your president for the past two years, but it’s been a lot of work each day and I’m worn out. I am also in the final year of my last term due to term limits for Board participation and want to get the right people in place during 2006 as we head into 2007, which is another hectic PBP year. I’ve asked my fellow Board members for someone else to take over the helm and they’ve graciously agreed. Due to the lead time needed for American Randonneur, the new president will be chosen after this column is written, but before you receive your newsletter. So if you’re curious, go to the RUSA web site at www.rusa.org and look for the Announcements and you’ll see who the new President is long before the May issue comes out. Our board has fine people serving on it and I am utterly confident an excellent person will be selected. Returning to that pace-line analogy, everyone in this group is strong and can take a useful turn to maintain our forward progress.

I look back on the past two years with pride at what the RUSA leadership team has accomplished. Our sport is stronger than ever. RUSA HQ has worked tirelessly to improve the way we serve our RBAs and how we work with our new ones. All of this is to stay true to the BRM formula of randonneuring and to maintain the quality of American randonneuring events. I feel RUSA has come a long way since our founding in 1998 and has largely reached the goals we set for ourselves back then. Our national program of brevets, populaires, permanents, flèches, and awards are all going well. Can we improve? Sure we can, but I think changes in the future will be more about refinement than wholesale change. Our most important goals now are to increase participation, and to get more riders to volunteer to help their local RBA to put on their events. So many randonneurs have told us how rewarding the brevets can be and what that means personally. I hope you’ll think about volunteering at some brevets so that others can experience that feeling too. With this, our sport will only get better.

Best wishes, everyone, for another great year of randonneuring. I’ll see you out there!

—Bill Bryant
# Name | City | State |
--- | --- | --- |
3142 Jorge Ruiz | Duncanville | TX |
3143 Paul A. Comparielli | Houston | BC |
3144 Deborah Georges | Miami Beach | FL |
3145 Tom Alfieri | Cary | NC |
3146 John J W Guanci | Richmond | IL |
3147 Ronaele Foss | Colo. Springs | CO |
3148 Richard P. Harber | Vienna | VA |
3149 Gregory L. Dennen | Wichita | KS |
3150 Gretta Olson | Bellingham | WA |
3151 Robert Neendorf | Aurora | IN |
3152 Veronica Tunucci | Corte Madera | CA |
3153 John J Stauffer | San Francisco | CA |
3154 Paul Johnston | Joshua Tree | CA |
3155 Drew Devereux | Portland | OR |
3156 Tom Sleeper | Farmington Hills | MI |
3157 George Evans | Rockwell | TX |
3158 Malcolm Westbrook | Alvarado | TX |
3159 Curtis Moran | Lancaster | CA |
3160 Hoyt Richardson | Bryant | AR |
3161 David Price | Lido | CA |
3162 Robert Burdick | Geneva | NY |
3163 Alfred Shoemaker | Deerfield Beach | FL |
3164 Michael Hine | Miami | FL |
3165 James W. Flick | Crystal River | FL |
3166 Susan Rozelle | Bexley | OH |
3167 Walter Poley | Jacksonville | FL |
3168 Eileen M. Leader | San Antonio | TX |
3169 Rui Sousa | San Antonio | TX |
3170 David Morgan | Carrollton | TX |
3171 Richard Barker | Burntwood | VT |
3172 Cliff DeWitt | DeSoto | TX |
3173 Heidi Quince | Longmont | CO |
3174 George Ballin | Laguna Niguel | CA |
3175 Lindley Osborne | Raleigh | NC |
3176 Simon G Bentley | Joshua Tree | CA |
3177 Tom Marchand | Jacksonville | FL |
3178 Maggie Williams | Bremerton | WA |
3179 Ann L. Jensen | Snohomish | WA |
3180 Linda Hicks-Green | Olympia | WA |
3181 Suzanne Nowlis | Seattle | WA |
3182 Jeff Stein | New York | NY |
3183 Greg Olson | Inver Grove | MN |
3184 Pete LaVerghetta | Cheltenham | PA |
3185 Larry Ide | Monmouth | IL |
3186 Benjamin A. White | Shalimar | FL |
3187 Paul L. Coryea | Rome | GA |
3188 Frederick G. Swift | Hudson | NY |
3189 Eric R. Hibbs | Margate | FL |
3190 Arlen V. Hall | Sutton | MA |
3191 Paul Choate | Gainesville | FL |
3192 Jim Finger | Trion | GA |
3193 Robert Ford | Fort Worth | TX |
3194 Ruth R. Reeder | Alexandria | VA |
3195 Jane Ellington | Coppell | TX |
3196 Stuart Fletcher | Seattle | WA |

# Name | City | State |
--- | --- | --- |
3197 Andrew Thomas | Las Vegas | NV |
3198 William Forbes | Nacogdoches | TX |
3199 Greg Odorizzi | Broomfield | CO |
3200 John Daniel | San Jose | CA |
3201 Samuel W. Tishler | Sanibel | FL |
3202 Geoffrey G. Lee | Miami Shores | FL |
3203 Kelly Norton | Colchester | VT |
3204 Robert Stevens | Dunnellon | FL |
3205 Pamela Wright | Fort Worth | TX |
3206 David Terner | Denver | CO |
3207 Timothy A. Duffy | Glenview | IL |
3208 Macello Napolitano | Hillsboro | OR |
3209 Martha J. Pelletier | Sherwood | AR |
3210 Roman Stankus | Atlanta | GA |
3211 Bradley Wingate | Tempe | AZ |
3212 John Peterson | Manson | IA |
3213 Douglas Guth | Simpsonville | SC |
3214 Michael Beganyi | Putney | VT |
3215 Danny Stevens | Dunnellon | FL |
3216 Bengt-Olof Schneider | Yorktown Hights | NY |
3217 John Melendez | Apopka | FL |
3218 Sandy Sharp | Houston | TX |
3219 Kenyon Cox | Belre | OH |
3220 Ladd Usher | Douglasville | GA |
3221 John Nelund | Apopka | FL |
3222 Steve Rhea | Mississauga ON, Canada |
3223 Ryan Gibson | Tucson | AZ |
3224 John Etheridge | Cedar Creek | TX |
3225 William R. Keesling | San Diego | CA |
3226 Carl Detwyler | Jackson | WY |
3227 Matthew Zerafa | San Antonio | TX |
3228 David A. Virden | Manchester | MA |
3229 Rob B. Hoyt | Waterford | NY |
3230 Peter Hoff | Boulder | CO |
3231 Ron Alexander | Topeka | KS |
3232 Jim Elder | Odessa | TX |
3233 Wallace Sullivan | Keene | TX |
3234 Andrew Lang | Tustin | CA |
3235 Joe Zabinski | Pleasanton | CA |
3236 Isaac Lodico | San Francisco | CA |
3237 Joe Castelli | Wichita Falls | TX |
3238 Jarvis Polvado | Wichita Falls | TX |
3239 Jerry Austin | Arlington | TX |
3240 Gary Barnes | Dallas | TX |
3241 Mike Amico | Woodstock | IL |
3242 Timothy M. Laseter | Charlottesville | VA |
3243 Paul T. Palmer Jr | Columbia | SC |
3244 Patrick Daley | Vernon Hills | IL |
3245 James G. Lofstrand | Edmonds | WA |
3246 Darryl K. McDonald | Orlando | FL |
3247 Dennis B. Godder Jr | Brandon | FL |
3248 Eric Ewing | Tucson | AZ |
3249 Kirby Tink | West Chester | PA |
3250 Larry Livingston | Decatur | IL |
3251 Buddy Boyd | Fernandina | FL |

# Name | City | State |
--- | --- | --- |
3252 Todd Sahli | Seattle | WA |
3253 Tracey P. Baril | North Vancouver | BC |
3254 Andrew Karre | St Paul | MN |
3255 Andrea Tosolini | Gainesville | FL |
3256 Siegfried Emme | Loveland | CO |
3257 James Mercer | St Louis | MO |
3258 Peter Wilborn | Charleston | SC |
3259 Jamie Armstrong | Napa | CA |
3260 Bernd Kral | Westminster | MD |
3261 Liz Mazzola | Cedar Crest | NM |
3262 James L. Russell | Tallahassee | FL |
3263 Michelle Havens-Pless | Athens | GA |
3264 Curtis L. Stallins | Pleasanton | CA |
3265 Marce G. Lundeen | Houston | TX |
3266 Edward R. Jones | Houston | TX |
3267 Roger Premo | Brier | WA |
3268 Jack Vincent | Denver | CO |
3269 Kristi Vincent | Denver | CO |
3270 David Meridith | Downers Grove | IL |
3271 James W. Slaunton | San Antonio | TX |
3272 Sam R. Coleman | San Diego | CA |
3273 Robert Pochapin | Davis | CA |
3274 Michael Cosgrove | Davis | CA |
3275 Robert C. Norris | Aventura | FL |
3276 Kier O Neil | Jackson | FL |
3277 Larry Campagna | Middletown | CT |
3278 George Greene | Houston | TX |
3279 Dwayne Pepper | Phoenix | AZ |
3280 Pete Perez | Othello | WA |
3281 Shawn Urban | Othello | WA |
3282 Harold Hill | Chapel Hill | NC |
3283 Ben Tomblin | Gainesville | FL |
3284 Ariel Cepeda | Canoga Park | CA |
3285 Alex Agle | Atlanta | GA |
3286 Robert Mauhar | Coronado | CA |
3287 Larry Taylor | Dallas | TX |
3288 Scott Crump | The Woodlands | TX |
3289 Robert Havrda | Durango | CO |
3290 Michael Fox | Cedar Falls | IA |
3291 Doug Nickell | Springfield | MO |
3292 Rae Nickell | Springfield | MO |
3293 Dennis A. Brockman | Brooksville | FL |
3294 Robert D. Dayton | Charlotte | NC |
3295 Michael J. Bailey | La Mesa | CA |
3296 Robert A. Henley | Brentwood | TN |
3297 Leonard Zawadski | Wall | NJ |
3298 William M. Nauseef | Iowa City | IA |
3299 Nathan Armbrust | Portland | OR |
3300 Michael Head | Oakland | CA |
3301 Kitty Goursolle | San Ramon | CA |
3302 Brandon Brown | Raleigh | NC |
3303 Roger Holt | Delta | BC, CA |
3304 Roger Holt | Delta | BC, CA |
American Randonneur

3 Randonneuses Claim R-12 Award

During autumn three new names were added to the list of RUSA R-12 laureates, and they were all randonneuses.

Susan France of Newberg, OR, Rani Freeman of Carrollton, TX, and Brenda Barnell of Dallas, TX all rode 12 consecutive months with a brevet or permanent of 200 kms or longer.

The first weekend in December saw a flurry of permanent ridden and four more randonneurs also joined the list. Texans Gary Gottlieb, Ronnie Bryant and Bob Riggs all finished their series, while David Miller of Ohio is the most traveled R-12 winner so far—during 2005 he rode randonneuring brevets in Florida, Ohio, New York, Colorado, and Texas to bag his 12 counting events.

A new name was added to the Ultra-Randonneur Roll of Honor: Ken Bonner of Victoria, British Columbia is the latest RUSA member to ride 10 Super Randonneur series of 200-300-400-600k brevets. Ken is legendary in our sport, and rightly so. In some years he rode as many as three SR series in various regions of the Pacific Northwest, along with his many 1200 events around the globe.

Congratulations to all these audacious randonneurs and randonneuses!

RUSA Announces New R-5000 Recipients

Seventeen RUSA members were awarded the prestigious R-5000 award in 2005.

The award was created in 1961 by Audax Club Parisien to honor cyclists who completed 5,000 kilometers during a four-year period of events sanctioned by Randonneurs Mondiaux.

To qualify, the successful randonneur must complete a full BRM series (200, 300, 400, 600, and 1000k), a Paris-Brest-Paris, a Flèche Vélocio and additional brevets to bring the total distance up to 5,000 km.

Several clubs had multiple riders receiving the award. Six riders came from California's Davis Bike Club, while five belonged to Seattle International Randonneurs and two were from DC Randonneurs.

Jim Gerpheide, a member of San Luis Obispo Bicycle Club, had the longest stretch between his first and last qualifying events — 46 months. He began his quest for the medal in May 2001 and finished in March 2005.

SIR rider Dave Read had the quickest completion of five months. He logged his first qualifying event in March 2003 and his last in August 2003.

The R-5000 award is familiar to three recipients. Amy Rafferty, Mark Behning and Peter McKay each earned their second R-5000 in 2005.
Welcome aboard to Terry Zmrhal and Tracey Ingle, who join RUSA’s board, and to Mark Thomas for his re-election.

- Terry Zmrhal has been a cyclist since 1984 and an active randonneur since 1991. He has completed PBP, BMB, BAM and numerous other events and served on the Seattle International Randonneurs for many years, including three as treasurer. He also helped organize last year’s inaugural Cascade 1200.

  He has served with the Ultra-Marathon Cycling Association for 10 years, organizing more than 20 events. He is also a RAAM finisher (on a two-person team) and has finished PBP twice.

- Tracey Ingle, who was elected RBA Liaison, has been running the Boston brevet series since 2002. A self-employed attorney, she is active on several volunteer boards.

- A randonneur since 1998, Mark Thomas has logged 30,000 kilometers in sanctioned events and completed PBP twice, London-Edinburgh-London, BMB, the Rocky Mountain 1200 and the Cascade 1200, which he helped organize. He has been Seattle’s RBA since 2000 and a RUSA board member since 2003.

  He has also administered RUSA distance awards and served as coordinator for the Flèches USA.

Retiring Members

Many thanks to all the others who stood for election, and special thanks go out to RUSA’s two retiring board members, Jennifer Barber and Lois Springsteen.

- Jenn Barber began serving as RBA for Central/Western New York in 2002 and served as the RBA Liaison for the past two years. She rode PBP in 2003.

  “Jenn has been an exemplary RBA Liaison,” said RUSA board member John Lee Ellis. “She’s represented and communicated the Board’s positions very well (and also RBAs’ points of view), and has also spent lots of time helping out RBAs who were in need of a fair amount of help to get up to speed.”

  Jenn is presently cataloging all the brevet routes that are in use by RBAs.

  “The rides database has been a ‘concept’ from early on,” Ellis said. “Jenn chose to take on the job of acquiring and validating the many, many routes that have developed since the early days of RUSA. This is a practical help to us, and also makes us a more mature organization.”

- Lois Springsteen has been an integral part of the RUSA leadership team since the organization’s founding in 1998. During the past seven years she developed RUSA’s membership procedures and website while serving on the board.

  She will remain the Brevet Coordinator and will continue to work on RUSA’s behalf to coordinate the event schedule and homologate all ACP and RUSA brevets.
RUSA members between them rode 282 Permanent rides in 2005, a grand total of 58293km. These numbers are both just over triple those of 2004, and exceed by a wide margin any expectations I might have had for the growth of the Permanents program in 2005. Route owners and riders alike, you folks all have a lot to congratulate yourselves for! It was especially rewarding for me to see riders using Permanents in months without brevets to chase and achieve the new R12 award. I had to smile when I saw my prediction of last year confirmed (even if it was an easy call to make), as Texas riders received the first of these.

Permanent route ownership, even early into the program as we are, is not entirely static. A relocation has forced Kay Ogden to hand off her Houston routes, and Mark Thomas has found another volunteer to handle his, leaving himself with just RBA and Board duties to worry about! We thank both Kay and Mark for the time and effort they spent setting up and administering their routes, and we welcome Bob Riggs and Mark Roehrig, respectively, as the new route owners.

Once again, a big thank you to everyone who submitted new routes. We have now reached 107 routes in the database, up from 37 a year ago. Again this exceeded my best hopes, and also helped to keep me quite busy last year.

All of our Permanent routes can be found on the RUSA web site, at http://www.rusa.org/cgi-bin/permsearch_GF.pl.

Apart from the number, the variety of routes available has also increased, with distances ranging from a couple of Permanents just squeaking in at 100km, all the way up to Spencer Klaassen's epic Pony Express ride of 3585km, from St. Joseph, MO all the way out to Sacramento, CA. I await with great interest the first completed brevet card from that ride. I had thought it might be the longest Permanent route in the world, but discovered that the Brits cheat by allowing theirs to be held on foreign soil. Their longest route—the 6800km Transamerica Trail! Guess the ball is in our court......

New route applications are always welcome from any RUSA member, especially from regions not yet represented, and can be submitted to the Permanents Coordinator at any time. Contact Robert Fry, cvbrevet@mchsi.com, (319) 226-5436. The RUSA web site has a main Permanents page, http://www.rusa.org/perminfo.htm l, with information and resources for both riders and route owners. Please note that applications are likely to be processed faster in the off-season, as I am an RBA too, and I also like to bike now and again.
It's January 7 at six in the morning, I'm on a plane, I've had no sleep, and I'm late for an important international meeting in a foreign country. My stomach flips with excitement and anxiety as the plane touches down at Charles de Gaulle airport in Paris.

RUSA President Bill Bryant and the RUSA board chose me to represent RUSA at the annual Audax Club Parisien (ACP) Awards Ceremony in Paris.

Acting as Goodwill Ambassador for RUSA, I was to accept an award on behalf of each and every RUSA member who finished at least one ACP brevet in 2005, (3302 of them) and therefore contributed to the USA being the country with the most amount of brevet points. Points are assigned to each brevet result, and the ACP keeps a tally of all the brevet results submitted by each country. At the end of the year, the country with the most points wins an award. In 2004, and again in 2005, RUSA has been the number one country and won a sizeable trophy.

In France, before you meet, you eat. There's food, and then there's cycling. I arrived at a bistro near Les Halles and was greeted warmly by Bob and Suzanne Lepertel, respected ACP administrators, Pierre Theobald, President of the ACP, Constant Devos, Vice President of Randonneurs Mondiaux, Claus Czycholl, head of Audax Randonneurs Germany (and his interpreter Rainer) and Jean-Gualbert Faburel, Administrator of all brevets for foreign countries. This was a power-lunch, with a little French dressing.

After several toasts, delicious food and spirited conversation (during which I found out the dates for PBP 2007 are

---

Clockwise from left to right: Jennifer Wise, Pierre Theobald, Rainer Paffrath, Constant Devos, Claus Czycholl, Bob Lepertel, Suzanne Lepertel, & Jean-Gualbert Faburel. Note the huge mousse au chocolat they are holding up. Wise reports: "If you finish the first one, they give you another one free! I couldn't finish mine, but Pierre and Rainer had no problem with theirs."
At the Salle Von Dame auditorium, I encountered my friend Avery Juhring, an American expatriate who has been living in France for over 20 years. He is friends with Bob Lepertel, helps with ACP functions, and is a founding member of Randonneurs USA, who wore his RUSA jersey throughout the 1999 PBP. Every year Avery saves L’Equipe from each day of the Tour de France for me, and he handed them over. What a treat!

The award ceremony was attended by about 100 people, predominantly French. Most all of the awards were for French events, and awarded to French randonneurs, with one exception. RUSA member Nicole Honda of San Mateo, California was mentioned for having participated in a 1000k French brevet (see November 2005 American Randonneur).

Over 30 awards were handed out; Flèches de France awards, Flèche Vélocio awards, awards for youngsters between 14 and 20 participating in the 12-hour version of the 24-hour Flèche, and awards for French club participation. A moment of silence was observed in memory of Robert Grison, a beloved ACP administrator, who passed away in October, after having managed the Flèches des France for 20 years.

Naturally, they saved the best award for last. Jean-Gualbert took the stage to recognize the achievements of foreign countries. Of the 26 countries participating, the USA dominated the results with a whopping total of 10,280 points. France was second with 3953 points, followed by Canada with 3368 points.

I was dwarfed by the large trophy that was presented to me. Along with the trophy, Jean-Gualbert gave me a small basket of fresh flowers in appreciation of my work with Randonneurs USA. Then he handed me the microphone. I was suddenly struck by the enormity of the achievement. I thought about the remarkable RUSA members who collectively earned this award for our organization and our country. 3302 of the 4293 brevet results processed by RUSA, were sent to the ACP culminating in this award. I was honored to represent those 3302 RUSA brevet finishers at that moment. I thanked Jean-Gualbert for his excellent work in processing all those international brevet results, and expressed appreciation to Bob Lepertel for his unwavering support of RUSA, since day one. It was a short speech, in French, and was met with thunderous applause. The President of the French Federation of Cycle Tourism said a few words, then Pierre closed the formalities and invited everyone to a champagne reception. (Did I mention that there is always French champagne after a French ceremony?)

After a sip of the bubbly, I slipped out into the cool Paris night, with the trophy in one hand, and flowers in the other. The Eiffel Tower twinkled in the distance and I remembered the woman on the other side of the world, who sat at her computer every night and carefully processed each brevet results for each RUSA rider. The weight of the trophy became symbolic of her cumbersome workload. I held the trophy aloft in her honor. Lois, this one’s for you.
A Season Preview

Got the travel bug this randonneuring season? We’ve got the cure. Several RBAs gave us a preview of their 2006 season. Some used a format supplied by American Randonneur. Others opted for a more a narrative style. The bottom line: Whether you’re California dreaming or in a New York state of mind, RUSA has a ride for you. The schedule of all 2006 events appears on pages 18-19.

Santa Cruz, Calif. Brevets
Submitted By: Bill Bryant

2006 Events: Events on your schedule for 2006? The Santa Cruz Randonneurs are running their first complete brevet series after two seasons of running a lot of 200 and 300k events. We’re also hosting the Fleches-USA event for California at Easter. The destination will be in Davis.

# of Riders: Number of riders typically on the shortest event? The longest event? We usually have between 12 and 30 riders at our events, but with the demise of the Davis and San Luis Obispo series, I suspect we’ll pick up more in 2006.

In-State/Out-of-State: How many out-of-state or out-of-region riders? So far, all our riders have come from California, but ours is a big state. So when folks drive 400 miles or more from the Los Angeles region to Santa Cruz, I think that is similar to “traveling from out of state” in other areas.

Terrain: Typical terrain of your routes — hilly, mountainous, flat, coastal, desert, mixed, etc. We have it all here—but our 200k is the hilliest ride in our 2006 series. Our longer events tend to have moderate terrain, but strong afternoon winds in Monterey Bay and Salinas Valley regions can make the difficult climbs of Surf’s up. Rides sponsored by the Santa Cruz club often go past the Pigeon Point lighthouse.

Continued on next page
the shorter brevets rather attractive! We also use lonely Highway 25 to go south from the Monterey Bay and one will experience some lovely solitude out there. Overall, most of our routes are quite scenic and on low-traffic roads once we get away from Santa Cruz proper. We visit some of the best spots in California’s central coast region.

Roads: Types of roads — mostly rural; one-third urban; secondary, chip-seal; rural-urban mix, etc. Our brevets use rural roads that are sometimes smooth, but more often, they are only fair to poor. California doesn’t spend a lot of tax dollars on road upkeep and potholes are not at all uncommon, alas. One will find a fair bit of chip-seal too. Many of our riders use 700c x 23mm tires for rolling efficiency, but 700c x 25-28mm tires might be a better choice—and 20mm width tires would definitely be a poor choice for anyone. Good lights are needed at night to spot the irregularities too.

Weather: Typical weather conditions (sunny, rainy, windy, hot, cold, etc.) In March one should expect anything in terms of weather. California’s rainy season usually ends in March, but strong showers in April are not uncommon and some of our brevets in the past have been rather wet. By May, and our 400k and 600k events a try. We’ve also got some volunteers lined up to help us—but we can always use more if anyone out there is interested in staffing a control or the finish line.

Attractons: Any interesting attractions along the way? The main attraction of our brevets, besides the sporting accomplishment of finishing such a long ride, is the great California scenery. Whether it be inland in valleys or mountains, or along the coastline, riders will enjoy fine sights on all our routes.

Food/lodging. Typical restaurant or food options? Hotels when needed? As always, our events use stores, cafes, and mini-marts along the route for controls since we do not have the manpower to staff checkpoints. For the 200k and 300k brevets, there are businesses at useful intervals throughout the ride. During the 400k and 600k events, there will be some long stretches at night with few services, but if someone needed to stop for sleep there are some little towns with motels along the way at strategic locations that should be helpful. Since our 600k uses the 400k route for the first two-thirds of its distance, one will reach Santa Cruz for a useful stop at the 400-kilometer point. One can leave fresh clothes and other supplies in their car, or leave a drop bag at SCR HQ, which will be the 400k control point. There are also motels near the checkpoint if they want to sleep or shower before setting out on the last 200 kilometers.
Colorado Brevets

Submitted By: John Lee Ellis

2006 Events: When are events on your schedule for 2006? — Our 23 events run from April into October; the main SR series is May-June.

# of Riders: Number of riders typically on the shortest event? The longest event? — Shortest event (not the most riders!): The spring populaires draw one to two dozen. Longest: the Last Chance 1200k had over 30 riders last year. Most riders: the spring 200k (50+). Fewest riders: the 1000k’s may draw 1-3 riders.

In-State/Out-of-State: How many out-of-state or out-of-region riders? — Roughly 90% of riders are from in-state. With the Last Chance, it’s reversed: 80% of riders are from out-of-state.

Terrain: Typical terrain of your routes — hilly, mountainous, flat, coastal, desert, mixed, etc. — Typical is a mixture of mountains and plains, usually with some canyon climbs thrown in. A few are plains events (some populaires, the Last Chance). A few are mountain extravaganzas (Denver-Aspen and Grand Loop 300k’s).

Roads: Types of roads — mostly rural; one-third urban; secondary, chip-seal; rural-urban mix, etc. — Mostly rural, county roads, or secondary highways in the mountains.

Weather: Typical weather conditions (sunny, rainy, windy, hot, cold, etc.) — Overall arid, but afternoon thunderstorms likely in summer. Moderate highs, chilly nights, wind can be a factor.

Difficulty: Your most challenging route? Why? The Grand Loop 300k has over 15,000 ft. of climbing, including a 7,000-foot climb to 12,000 ft. and another, later on, to 11,000 ft. Challenges: not only the volume of climbing but the extended length of the climbs, and the prolonged time at altitude.

Route changes: Any route changes for this year? — Always a few minor tweaks. A “mountain 1000k” in planning.

Attractions/Views: Any interesting attractions along the way? — The Rocky Mountain Colorado Front Range, including the Continental Divide. Plus scenic canyons, wide plains, geologic outcroppings (such as Devil’s Backbone), and backcountry meadows.

Food/lodging. Typical restaurant or food options? Hotels when needed? Checkpoints sited mainly at convenience stores. Also some good “country” or truck-stop cafes en route. Good hotel variety (multiple major motels) at the main brevet start/finish (Louisville). The 600k and most 1000k’s come back to this start midway through the event.

Into thin air. Above the timberline, descending the 14,264-foot Mt. Evans in Colorado. At that altitude, the view literally takes your breath away.
DC/MD/No. VA Brevets
Submitted by: Gordon Meuse

For 2006, DC Randonneurs is running an entire ACP brevet series, which includes 2 200km's and a flèche, beginning in late March and finishing in early June. The grand finales to the brevet season are RUSA 300 and 322 (aka double English century) the 3rd weekend in June, which will take advantage of the long daylight hours of midsummer. Several other RUSA brevets are proposed for weekends before or between the ACP series and there may also be several late season populaires, depending on volunteer initiative.

Both ACP 200km's will be the same routes as last year, one starting in Maryland and the other well-established route starting in Virginia. The remaining brevets from the ACP series will begin in Maryland with a long-standing 300km route and a new 400 and 600. With these new routes we are realizing a goal of developing a full series from each of our start locations.

All rides travel the rural roads of the piedmont, Blue Ridge and Appalachian Mountains and feature rolling to very hilly terrain with some sustained 1-2 mile climbs of up to 10% grades. This area of the mid-Atlantic is rich in Civil War battlefields and many other sites of historical interest. The routes feature picturesque farms, towns, forests and parks.

Over the past several years, 40-60 riders have started the 200km and 300km brevets and 25-30 have started the 400km and 600km brevets. In PBP years there have been as many as 75 riders on the longer brevets. Five to seven teams usually participate in the flèche.

We get all the conditions that are typical for the mid-Atlantic as our season progresses from late March to early June. We can have anything from steady drizzle and a passing rainstorm to gorgeous sunny skies and temperatures ranging from the predawn 30s to the low 90s.

DC brevets all start at national chain hotels and our 600K are routed to overnight at the start/finish hotel. In general riders are expected to rely on stores and restaurants, which are noted on cue sheets with opening and closing times.

Our series has been running since 1991—under various national and local organizations—and this long history of randonneuring provides the background and ability to offer a great brevet experience to all riders.

New Jersey Selected Brevets
Submitted by: Laurent Chambard

Princeton 200 – Saturday, April 8th, 2006
Start / Finish: Forrestal Village parking lot, Princeton NJ – by US Route 1

Since its inception four years ago, this event has drawn a good number of riders and has seen many people coming back to it every year, to the point that it has become a bit of a local classic. Improvements have been made to the route over the years, and it is now well tried and tested.

The first stage leads over a reasonably rolling and scenic countryside to Frenchtown on the Delaware. After refreshments, riders cruise for a few miles along the river before entering hilly territory. The succession of Adamic, Bellis and some few other respectable climbs insures that by the time riders reach Asbury they are ready for food. More climbing follows, although somewhat less concentrated, and culminates to the long drop up Rte. 519S before a vertiginous drop into the valley and gentle cruise back to Frenchtown for more TLC by our vol-

Continued on next page
American Randonneur

New Jersey Brevets (continued)

Volunteers. The return leg is a bit shorter than the way out, and visits some delightful little lanes including the only covered bridge to be found in New Jersey.

With approximately 8,000 feet of climbing this route should not be regarded as a killer, but constitutes nevertheless a respectable test of early season fitness—or lack thereof!

Don’t miss the windmill at the top of Adamic! You might even find a short stop enjoyable….

Princeton 300 – Saturday, April 22nd, 2006

Start / Finish: Forrestal Village parking lot, Princeton NJ – by US Route 1

This is another event having gained a good reputation, and run along a well tried and tested course fine-tuned over the years. The Princeton 300 is a brevet that includes a sizeable amount of climbing (11,000 feet approximately), two of the climbs being really steep, yet won’t leave you a miserable wreck at the finish thanks to careful balance of the route. A particular attraction for its loyal group of regulars is that it is run just while the Garden State is in full spring bloom, providing wonderful scenery all the way.

The first stage is an easy bash to Whitehouse Station, with many deer along the road being the main reason to force you to slow down. After refreshments you enter a succession of scenic little lanes, and the terrain becomes gradually more hilly including some sharp stretches. Light snacks and drinks from volunteers come handy in Blairstown to revive riders for the few tough miles leading to the main control at a deli just before tackling Jenny Jump State Forest and its famously steep climb. After that the terrain eases a bit and allows riders to gain spare time in-between the climbs, but the water and snacks stop in Hacklebarney State Park comes at the right time for ensuring that by now tired riders reach Whitehouse Station in good spirits for more food and drinks. From then on, the final stage is relatively easy and rolling.

Although relatively hilly, this event is also suitable to slow riders thanks to the many long, easy sections that allow to keep time limits at bay. It is strongly recommended to bring very low gears, for coping with the two steepest hills without digging too deep in energy reserves.
Central/Western NY Brevets

Submitted By: Jenn Barber

2006 Events: When are events on your schedule for 2006? — CNY/WNY is holding six ACP events and two RUSA sanctioned events this summer. We may add more RUSA events based on interest.

# of Riders: Number of riders typically on the shortest event? The longest event? — The number of riders depends on how many riders are trying to qualify for 1200km events as we are usually the last series that may be used. We generally have at least 6-10 riders for each event. We have had up to 30 riders on events.

In-State/Out-of-State: How many out-of-state or out-of-region riders? — We usually see about 60% out-of-state and 40% in-state riders. We get a number of Canadians visiting from Ontario and Quebec. We’ve also had riders from overseas.

Terrain: Typical terrain of your routes — hilly, mountainous, flat, coastal, desert, mixed, etc. — The CNY terrain is rolling. It’s difficult to find flat routes in this border area of glaciation. We have long ridgelines along the fingerlakes with steep, but short, ascents and descents as we cross to each ridge.

Roads: Types of roads — mostly rural; one-third urban; secondary, chip-seal; rural-urban mix, etc. — We predominantly route on rural and secondary roads. The rural roads are generally low traffic so riders have the opportunity to ride in small groups. The secondary roads often have shoulders wide enough for two cyclists to ride abreast.

Weather: Typical weather conditions (sunny, rainy, windy, hot, cold, etc.) — Riders can expect showers on the early season rides. The summer weather is generally mild. Thunderstorms are short-lived and usually mild. Most June/July rides are sunny.

Difficulty: Your most challenging route? Why? QuadZilla! This is Mark Frank’s “Tour” of the Fingerlakes. It’s 400 miles in 40 hours of 95 feet of climbing per mile through the gorgeous Finger Lakes region.

Route changes: Any route changes for this year? — We have new routes for the 200, 400 and 600 due to a new start location.

Attractions/Views: Any interesting attractions along the way? — We route along the numerous large and small lakes of the Upstate NY regions. The routes pass through a patchwork of forest and farmlands. We enter the Adirondack and Catskill regions. We have creeks and waterfalls. There’s a little something on every ride!

Food/lodging: Typical restaurant or food options? Hotels when needed? — We usually route at a private home. Hotels are within 15-20 minutes. We enjoy allowing the opportunity for a shower to riders who have to travel distances at the end of the event. The routes pass through numerous small towns with diners and delis.

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.
## 2006 RUSA Event Schedule

<table>
<thead>
<tr>
<th>Region</th>
<th>200 km</th>
<th>300 km</th>
<th>400 km</th>
<th>600 km</th>
<th>1000 km</th>
<th>1200 km</th>
<th>flèche</th>
<th>other</th>
</tr>
</thead>
<tbody>
<tr>
<td>AK: Anchorage</td>
<td>4/29</td>
<td>5/13</td>
<td>6/3</td>
<td>6/24</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AZ: Desert Camp</td>
<td>3/8</td>
<td>3/22</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CA: Santa Cruz</td>
<td>3/19</td>
<td>4/1</td>
<td>5/6</td>
<td>5/27</td>
<td>4/15</td>
<td></td>
<td></td>
<td>(100 km) 2/18*</td>
</tr>
<tr>
<td>CA: Santa Rosa</td>
<td>3/11</td>
<td>4/8</td>
<td>5/13</td>
<td>6/3</td>
<td>(116 km) 04/09*</td>
<td>(122 km) 04/16*</td>
<td>(121 km) 04/29*</td>
<td>(125 km) 09/16*</td>
</tr>
<tr>
<td></td>
<td>5/20</td>
<td>7/8</td>
<td>8/5</td>
<td>8/19</td>
<td>6/10</td>
<td>6/24</td>
<td>6/10</td>
<td>6/24</td>
</tr>
<tr>
<td></td>
<td>7/15</td>
<td>9/13</td>
<td>9/13</td>
<td>5/13</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>4/17</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FL: Central/South</td>
<td>1/7</td>
<td>6/10</td>
<td>7/1</td>
<td>8/5</td>
<td>9/9</td>
<td>10/14*</td>
<td>11/12*</td>
<td>12/2*</td>
</tr>
<tr>
<td></td>
<td>2/4</td>
<td>5/6</td>
<td>3/11</td>
<td>4/1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FL: Gainesville</td>
<td>1/14</td>
<td>2/4</td>
<td>3/11</td>
<td>4/1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IA: Cedar Valley</td>
<td>4/22</td>
<td>5/13</td>
<td>6/3</td>
<td>7/8</td>
<td>(130 km) 9/9*</td>
<td>(208 km) 9/9*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ID: Yellowstone-Tetons</td>
<td>5/20</td>
<td>5/27</td>
<td>6/10</td>
<td>6/24</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IL: Chicago</td>
<td>4/29</td>
<td>08/26</td>
<td>5/13</td>
<td>6/3</td>
<td>6/24</td>
<td></td>
<td></td>
<td>(100 km) 8/26*</td>
</tr>
<tr>
<td>KY: Lexington</td>
<td>4/1</td>
<td>4/29</td>
<td>6/3</td>
<td>6/24</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Items marked with an asterisk indicate domestically sanctioned brevets.
# 2006 RUSA Event Schedule

<table>
<thead>
<tr>
<th>Region</th>
<th>200 km</th>
<th>300 km</th>
<th>400 km</th>
<th>600 km</th>
<th>1000 km</th>
<th>1200 km</th>
<th>flèche</th>
<th>other</th>
</tr>
</thead>
<tbody>
<tr>
<td>MN: Rochester</td>
<td>5/6</td>
<td>5/20</td>
<td>6/10</td>
<td>7/1</td>
<td>7/28</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NC: High Point</td>
<td>4/1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>4/14</td>
</tr>
<tr>
<td>NC: Raleigh</td>
<td>4/8</td>
<td>4/22</td>
<td>5/13</td>
<td>6/3</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NJ: Princeton and NYC</td>
<td>4/8</td>
<td>4/22</td>
<td></td>
<td></td>
<td></td>
<td>(191 km) 07/23*</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NY: Central and Western</td>
<td>4/29</td>
<td>7/16</td>
<td>5/13</td>
<td>6/3 7/8</td>
<td>6/24</td>
<td></td>
<td></td>
<td>(564 km) 7/29* (645 km) 7/29*</td>
</tr>
<tr>
<td>NY: Saratoga</td>
<td>4/2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PA: Eastern</td>
<td>05/27*</td>
<td>6/10*</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(115 km) 5/13*</td>
</tr>
<tr>
<td>SC: Spartanburg</td>
<td>3/25</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SD: Black Hills</td>
<td>5/7</td>
<td>5/21</td>
<td>6/3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>(100 km) 4/23*</td>
</tr>
<tr>
<td>TN: Nashville</td>
<td>3/25</td>
<td>10/7</td>
<td>4/8</td>
<td>10/21*</td>
<td></td>
<td></td>
<td></td>
<td>(100 km) 3/25* (100 km) 10/7*</td>
</tr>
<tr>
<td>TX: Amarillo</td>
<td>3/13</td>
<td>4/22</td>
<td>8/5</td>
<td>8/6</td>
<td>3/17</td>
<td>7/21</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WA: Seattle</td>
<td>3/11</td>
<td>4/30*</td>
<td>6/27*</td>
<td>7/22</td>
<td>3/25 8/5 8/12*</td>
<td>5/13 8/26</td>
<td>6/3 9/16</td>
<td>6/24 8/24 6/24</td>
</tr>
</tbody>
</table>

* Items marked with an asterisk indicate domestically sanctioned brevets.
The Last Chance 2005—

More Riders, Less Weather

BY JOHN LEE ELLIS
—The Last Chance 2005—

Somewhere the lightning bolted, the thunder pealed, hail stoned, and tumbleweeds tumbled … but in 2005—for once—it was somewhere else than on the Colorado Last Chance 1200k. Good thing, too, as 31 brave souls—bursting the seams of the 30-rider cap and more than double the ridership of past years—faced more expanse and fewer trees than most were used to. And as in years past, most (80% or so) came from far and wide to experience the Colorado prairie and its big sky.

This Last Chance may have offered the most beneficent conditions of any US 1200k of the year—no tires exploding from ovenlike heat, no rain-drenched hypothermia over mountain passes, no gale-force winds traversing vast lakes. Newcomers groused about the relentless headwinds skirting across the plains; locals reassured them that this was calmer than usual. Flatlanders were slowed by the swelling rollers coming into Last Chance, Colorado, but admitted it was a nice change of pace from flatter sections.

After a chillier-than-usual start, riders faced windy conditions heading to the Kansas line … an improvement from VERY windy conditions in past years. A cold-front passage overnight brought only a few showers, bestowing comfy highs the 80’s, and—incredibly—tailwinds the second and third afternoons. As in 2004, the final, Colorado night was chilly, dropping to 37 degrees by morning.

As always, a high degree of ridership and camaraderie shown through, while riders beamed at meeting “the friendliest people anywhere” in Kansas and Eastern Colorado. This public warmth is a touchstone with Paris-Brest-Paris, while in so many other respects (ridership, tree-count), PBP and Last Chance make such a contrast!

It was a good first 1200k for riders like Karen Bataille from Columbia, MO and David Miller from Columbus, OH. It was an especially fine fourth and final 1200k of the year for Ken Bonner (riding his third Last Chance, and breaking his own course record), Dan Clinkinbeard, Gerry Goode, and Kevin …

Continued on next page

RUSA#  Time  Rider  Orig.
89:25  BARACH, Charlene  AB, Can.
2741  87:00  BATAILLE, Karen  MO
1009  66:10  BOL, Timothy  FL
894  54:46**  BONNER, Kenneth  BC, Can.
71:30  BOUHUYZEN, Henk  ON, Can.
89:25  BURNS, Rowan  Tas, Aus.
1837  87:00  CLINKINBEARD, Dan  MO
153  81:25  ELLIS, John Lee  CO
3086  83:41  FAUST, Thomas  MO
60  83:53  GOODE, Gerald  AZ
679  86:34  HIMSCHOOT, Ron  WA
3067  dnf  INGOLD, John  AK
934  dnf  JONES, Tim  CA
1599  68:42  KAISER, Kevin  GA
2318  87:02  KEHR, Jim  CA
1989  83:40  KLAASSEN, Spencer  MO
1989  81:10  KNOBLAUCH, Tom  CO
50  83:53  MAIN, Kevin  CA
2754  83:24  MILLER, David  OH
991  87:00  PLONSKY, Susan  AZ
50  66:55  POGORELZ, Robert *  CO
2955  63:24  ROZELLE, Paul *  OH
3112  64:42  RUPEL, Ray *  CO
41  74:00  SOLANICK, James  FL
1847  57:11  STURGILL, Michael *  AZ
1555  81:47  WALLACE, Daniel  FL
462  64:32  WEIBLE, Jeff  MO
341  dnf  WERNER, Glen  CO
1837  83:41  ZIMMER, Dean  MB, Can.

RAAM Qualified! * New course record!
Main. For Arizona RBA Susan Plonsky, it was a nice cool-down from BMB a month earlier.

For 1000k riders Peter Noris, Tom Rosenbauer, and Chris Kaiser, this put the finishing touches on the prestigious Randonneur 5000 award from France.

Spencer Klaassen (MO) rode the course on his fixed gear, echoing John Evans (England) in the inaugural Last Chance, and upholding up the 100% finishing rate of fixie riders. Same for recumbent riders Dean Zimmer (Manitoba) and Peter Noris (CO).

Robert Pogorelz (CO), Paul Rozelle (OH), Ray Rupel (CO), and Mike Sturgill (AZ) qualified for RAAM by way of the Last Chance, all of them riding without support … and at times without comfy accommodations, as when Ray Rupel and Mike Sturgill snoozed on a concrete slab in Anton, CO in the chill of a High Plains night. (The 2004 Last Chance RAAM qualifying riders also rode without support—to me this is an inspiring sign.)

A special thanks to the dedicated Last Chance staff: starter and Byers bagdrop chief John Hughes, headquarters coordinator Patricia Heller, Tom Foss managing registration, and Catherine Shenk helping at the finish line, and a special thanks to trail boss and Atwood bagdrop chief Charlie Henderson, who in more than one way is the inspiration for the Last Chance.

On a personal note, I have ridden hillier and more rider-populous 1200k’s, dating back to the inaugural BMB in 1988, but there is a quiet yet challengingly existential experience to the Last Chance. Will you join us for a PBP warm-up in 2006?
The Last Chance 2005—

Tales of a Rookie Randonneuse

BY KAREN BATAILLE

It's 1:30 a.m. and I jump out of bed at the sound of the alarm and in anticipation of what lies ahead. Breakfast is at 2:00 so I must get moving, get dressed and ready to go. The dining area already has four riders eating as I grab a bagel with cream cheese, cheerios, O.J., and coffee. How much food do you eat when you are facing 251 miles on the first day of a 750-mile, 90-hour bike ride? The room quickly fills with riders representing three countries—the U.S., Canada, and Australia—and 10 states. Experience and backgrounds varied but the sense of anticipation in the faces of all was apparent.

By 2:45, 30 cyclists began gathering in front of the hotel. Taillights glowed and headlights shone brightly. I did one last mental check and nervously enjoyed the moment. The weather was great—clear, 50 degrees with a light SW wind, a beautiful Colorado night. At 3 a.m. the sound of conversations changed to shoes clicking into pedals and the clatter of cassette rings as the cyclists coasted from the parking lot down the hill heading for a 750-mile adventure. For me, this was one ride I never thought I'd try until Dan Clinkinbeard put the bug in our ears at a Columbia Bike Club meeting last winter. Now after completing a 200, 300, 400, and 600 km brevet series, I was on my way.

The miles wore on and I watched the taillights of the faster riders string out and slowly disappear in the distance. The peloton was reforming into smaller groups of riders of similar abilities and speed. Before long the sky began to glow orange and blue as the sun rose over the eastern plains of Colorado, bringing a welcome warmth and daylight. We were moving right along enjoying a slight tail wind that wouldn't last. After 72 miles we finally reached our first rest stop/control station in Byers, CO. I got my brevet card checked, filled my water bottles, took care of other business, and headed out to tackle the long rolling hills of eastern Colorado. I was on a high. Danny remained close by, and we were joined by another female rider, Susan Plonsky from Arizona, who rode most of the way with us. We anticipated meeting our support crew person, Becky, in Cope, CO. The next 55 miles consisted of long, gradual rolling hills, nothing like the hills we encounter in Missouri. The miles and hours rolled by with periods of conversation, quiet moments, and vistas of endless prairie without a house, building or sign of human habitation. We finally...
reached Cope, CO, mile 140, and a much-needed meal and rest break. Whew! The miles were tough and there were still 111 miles to go before we’d get some sleep.

There is not much time to waste at control or rest stops and before I knew it, my ever-vigilant mentor, Danny, was moving me along. It was time to go and he was ready to roll. His ever-present restlessness and experience would keep me on track throughout this ride. Water bottles full, new supply of trail mix and Ensure Plus packed, O.K., I’m ready and we’re off. More rolling hills, quartering head winds and vast prairies lie ahead. Towns were few and far between and I found myself alone and wondering what was I up to. The sun set behind us and darkness fell. The glowing lights of the next town were visible for many miles as we crested each hill. I began to get tired and battle sleepiness at mile 220. To my delight, a strong rider, Tom Rosenbauer from Easton, PA, joined us and pulled our group into Atwood, KS, at mile 251. My check-in time was 11:28.

We checked into the Atwood control and I staggered to my awaiting support vehicle. A ride organizer came out and offered us some leftover cold pizza. Most riders had already arrived and were sleeping. Others, the very fastest, were back on the road already. No doubt, Danny would have arrived hours before and been fast asleep by this time but he stood by me and struggled with my painfully slow pace. He remained true to his promise to ride the 750 miles with me. My legs were very tired and I experienced pain in them and at various seat contact points. I wanted to quit! I had the devil on one shoulder, an angel on the other, and my pride in between. Danny had eaten and joined another rider at a Subway to leave me alone. Becky provided the food and emotional support I needed. I always believed that success in this event was a mental challenge and now I was being tested. Why was I doing this to my body? I could quit now and provide support for Danny. Why suffer any longer? No! Everyone says when you have a support vehicle it’s too easy to quit. Not me! I trained hard; I must go longer able to sleep. As I dressed and set up my bike, Becky made eggs for Danny and me. We ate, signed out and headed into the darkness. We had 92 miles to go to Phillipsburg before we turned around and headed back to Atwood for our second night. The roads darkened as we left the city and headed back out on Highway 36 East. Now it was dark in front and behind us. No other riders remained and we were on our own. Thankfully, I had a riding partner and I was not alone.

Day two would be my first experience with a low. I depleted all of my reserves during the first 92 miles and slowly struggled into Phillipsburg, KS. As other riders stirred outside of the camper, I rolled out of my bunk, no longer able to sleep. As I dressed and set up my bike, Becky made eggs for Danny and me. We ate, signed out and headed into the darkness. We had 92 miles to go to Phillipsburg before we turned around and headed back to Atwood for our second night. The roads darkened as we left the city and headed back out on Highway 36 East. Now it was dark in front and behind us. No other riders remained and we were on our own. Thankfully, I had a riding partner and I was not alone.

Day two would be my first experience with a low. I depleted all of my reserves during the first 92 miles and slowly struggled into Phillipsburg, KS. My legs were very tired and I experienced pain in them and at various seat contact points. I wanted to quit! I had the devil on one shoulder, an angel on the other, and my pride in between. Danny had eaten and joined another rider at a Subway to leave me alone. Becky provided the food and emotional support I needed. I always believed that success in this event was a mental challenge and now I was being tested. Why was I doing this to my body? I could quit now and provide support for Danny. Why suffer any longer? No! Everyone says when you have a support vehicle it’s too easy to quit. Not me! I trained hard; I must go

Continued on next page
Tales of a Rookie Randonneuse (continued)

on. I can ride 92 more miles back to Atwood. I must remember success is measured in small steps, mile marker by mile marker if necessary. All I have to do is keep the pedals turning. About one hour later, I gingerly mounted my bike and headed west. Of course, in no time the winds went from the east to the north and finally, southwest head winds prevailed. Approximately 10 hours later I was back in Atwood. It was midnight.

Day three, 182 miles to Byers, CO, billed as the hardest day of all with its uphill gradual climb to 5,000 feet, persistent rolling hills and potential westerly headwinds. If there was a time not to roll out of bed, it was day three. I don’t know what got me going but I got up and got on the bike. At each control stop I questioned whether to go on. The support truck looked good and we could support Danny, right? At mile 110, I had had enough. I was riding town to town. Danny and I had just stopped at a church and I stretched out on a bench for five minutes, happy to be out of the sun. At Cope, CO, I decided to tell Danny to go on without me. I was progressing very slowly and I did not wish to cause him to miss the next control time. He could get to Byers 75 miles down the road and get some rest. He reluctantly went on ahead. I told Becky to go to the next control and feed Danny then wait for me. If I made that 20 miles, I’d rest for an hour then tackle the last stretch to Byers. Well, I made it to Anton feeling pretty good. All of a sudden, I could see the light at the end of day three. I ate, changed the batteries in my lights, got water, got some moral support and set off to conquer the last 55 miles. I had a whole new attitude. I kept telling myself to drink before you’re thirsty, eat before you need to. Darkness fell and I rode into strong crossing winds. This was the hilly stretch and I just kept the pedals turning taking it ten miles at a time. I climbed the long gradual hills at 5-10 mph then carefully descended down the other side. During one descent, I narrowly missed a guardrail after checking my mirror. Needless to say, I was awake after that. The moon shone brightly and aside from the windy, cold conditions, it was a beautiful night. It took me 6 1/2 hours to ride 55 miles by myself. I knew if I could make it to Byers, I could finish the ride on day four, which was only 133 miles! I arrived at 1:40 a.m., went to the bag-drop room to sign in and there was Danny. He woke up and was surprised and happy to see me. If there was a time to quit, that endless 55 miles was it. Absolutely no towns, no services, no houses, nothing! Just me and my bike. I rode alone at my own pace and learned that I could ride through the lowest lows. Danny said, “What are you going to do?” My response: “I’m riding!”

Road noise kept me awake and I rolled out of bed at 4:30 with one hour of sleep. Danny brought me a hot Cup of Noodles and it hit the spot. Off we rolled at 5:30, together again. We had good tail winds on several stretches. I could turn the cranks to set a good pace; I just did not have power for hills or wind. On these occasions it was 8 mph—slow but forward progress. We got a good jump on the last 131 miles and stopped for a sit down lunch at 75 miles. At 6 p.m., 87 hours after we left the Comfort Inn, we pulled into the finish. What a high! What an experience!

Randoneuring is not about speed; it’s about finishing. It’s about learning what you are capable of. It’s about conquering pain and self-doubt. The 1200 km brevet was like no other brevet. It was not two 600 km brevets. It was tough, fun, and it taught me that I could overcome obstacles and be successful. Sometimes you just have to keep the pedals turning and shoot down one mile post after the other. Right, Danny!
Nobody knows rain like the Pacific Northwest. At press time, hardy randonneurs in Seattle were headed toward a record-setting stretch of wet weather and had endured 26 straight days of rain, not far behind the 33 days in 1953. It’s no surprise that fenders are highly recommended. So, too, are the mudflaps that cyclists use to keep from throwing sprays of water on other riders in the pace line. Most store-bought mudflaps are too short. And besides, the crew in Seattle and Portland, Ore. see mudflaps as one more opportunity to express themselves.

Top right: We give high marks to this RUSA motif submitted by Portland RBA Susan France. Middle: France’s “Jingle Bells” flap, complete with tree ornaments. Bottom: Terry Zmrhal turned an old water bottle into a mudflap by cutting it in half.

Above (l-r): Visibility is the goal of this floor-length creation by Jon Muellner, cut from a large white plastic kitty litter container; Greg Bleakney installed this “Alaska to Argentina” design for a recent transcontinental tour.
This 1000 Km brevet begins in Bonifay, Florida, amongst the forests and wide-open agrarian spaces of Northwestern Florida. The actual ride-start is approximately 60 miles north of the emerald blue waters of Florida’s Gulf Coast.

The brevet is a traditional out-and-back style three-day event that starts at 141 feet above sea level in Florida, and gradually climbs to higher ground to the turn-around point at Alabama’s Cheaha State Park at an elevation over 2000 feet above sea level. After about 50 miles, the route leaves Florida and crosses the state border into Alabama for a short distance, and then enters the Southern Rivers Region of southwestern Georgia. The weather for the 5 a.m. start was about 70 degrees F with a light rain for only about 2 hours. The skies then partially cleared, but remained mostly cloudy for the remainder of the first day’s 208 mile route. It was simply perfect weather for riding. The first day afternoon temperatures were 78 - 80 degrees F.

The ride originated in the Central Time Zone, but changed to the Eastern Time Zone as we entered Georgia. The first Control was at 85 miles at Blakely, GA, at 285 feet above sea level. We cycled northeast through relatively flat and easy rolling terrain with cotton fields visible on the outskirts of Blakely. For history buffs, the last remaining wooden Confederate flagpole erected in 1861 stands in the Blakely Courthouse Square. However, this rider did not actually see the old Confederate flag flying anywhere in Blakely.

We then cycled 42 miles north toward the second Control at Georgetown, GA. En route we encountered the first series of rolling hills in the vicinity of Fort Gaines, GA, which were near the George T. Bagby State Park and the Walter F. George Reservoir. Upon leaving the Georgetown Control, we cycled north again through the Eufaula National Wildlife Refuge, and passed the Florence Marina State Park which is at 318 feet above sea level. Then we changed direction again heading west back into Alabama.

After a short westward route direction, we then headed north again to the beautiful university city of Auburn, AL, which is at an elevation of 686 feet above sea level. This third leg of the first day was 82 miles through rolling agrarian countryside in southeastern Alabama which is also considered Alabama’s River Heritage Region. All riders arrived by 9 p.m. at the first sleep Control at Auburn’s Holiday Inn Express.

Most riders began the second, and most challenging day of the brevet, together at 3 a.m. for the out-and-back to Alabama’s Cheaha State Park located in the Talladega Mountains of Alabama, which encompasses the highest point of Alabama at 2407 feet above sea level. This mountain area appeared very similar to the Berkshire Mountains of Western Massachusetts in New England.

The early morning outbound route from Auburn took a northwesterly direction primarily on State Highway 49 onto the Cumberland Plateau which is the southern edge of the Appalachian Mountains. For the next 87 miles to the Control at Lineville, AL, at 1004 feet above sea level, the route resembled the Boston-Montreal-Boston 1200K (BMB) route in New Hampshire of never-ending big rolling hills. It was like an amusement park roller-coaster ride!

The next 17-mile leg of the second day from Lineville, AL, to the halfway turnaround point at Cheaha State Park was the most radical climbing segment of the entire ride. We cycled for about 14 miles north on Vermont-style narrow, winding, roads, up-and-down, until the 309 mile-point of the brevet. Then we made a left turn onto State Route 281 which is known as the Skyway Motorway/Talladega Scenic Drive within the Talladega National Forest.

The 3-mile trek from this point to the turn-around Control at Cheaha Mountain State Park is all uphill with a steep climbing wall near the top just like BMB’s outbound Middlebury Gap, but not quite as steep as California’s Gold Rush 1200K Janesville Grade. It should be noted that this stretch of highway is also designated a U.S. Scenic Byway by the U.S. Department of Transportation. This type of highway defines a truly American experience on some of our country’s most treasured roadways.

The return to Auburn, AL, on the second day brought all riders back to the Holiday Inn Express sleep Control by 9 PM. The second day sky was partly sunny and cloudy, with very comfortable riding temperatures ranging in the early morning from a cool 57 degrees F, to an afternoon high of about 68 - 72 degrees F with no precipitation.

The final third day for the remaining 209 miles utilized essentially the same route except for a variation inbound after the Blakely, GA, Control. At about the 563 mile-point of the brevet, we headed again northwesterly for 21 miles on a long, gradual uphill on US 84 back into Alabama to a different Control at Dothan, AL, at about 308 feet above sea level. For the peanut butter lovers of the world, Dothan, AL, is designated as the Peanut Capital of the World. And cotton
American Randonneur

LEL 2005

BY PHIL CREEL

In July 2005 Woody Graham and I left from Columbia, South Carolina and joined a few dozen other US randonneurs in England to take part in the London-Edinburgh-London event. This is a 1400 kilometer randonnée put on by Audax UK with a time limit of a little less than five days. Before and after the ride we were guests of Woody's friends Barb and Ken Robson in the village of East Oakley, Hampshire. At all times when we were in the custody of the Robsons, and at large upon the English countryside, we were shown hospitality far beyond anything that we deserved or were expecting.

Sunday morning, July 17, we hit the ground running by doing an Audax UK 200 kilometer brevet, the Oakley Summer Breezeer, which Ken had organized. Ken and some friends have a bike touring company, Britain By Bike, www.gbbike.com, which runs brevets and longer tours. The Summer Breezeer started from the East Oakley community center. When I assemble my S&S-equipped bike with rack and fenders there are inevitably fasteners which are left untightened. The loose bolts popped off a few kilometers into the ride, forcing me to stop and do a zip tie repair to one of my fender stays. Our route went into Wiltshire, through Marlborough and passing the fields of stone monoliths at Avebury. We skirted the Salisbury Plain and turned back east past Salisbury, then along the Test Valley through Mottisfont and Stockbridge, and back to East Oakley. We had a good introduction to riding in the English lanes and following the style of route sheet that we would be using on LEL. In addition we met several riders whom we rode with the following week on LEL.

Woody and I spent several days doing rides out of Oakley on routes suggested by Ken. I am not ashamed to say that I am a big fan of the books of Richard Adams. It slowly dawned on me that we were riding all around the actual Watership Down. If you would like to see some pictures of that country, go to http://www.mayfieldiow.freewire.co.uk/watership/. After a few hair-raising experiences we became minimally competent at riding on the left side of the road and enjoyed the scenery. One evening as we passed a patch of woods at sunset a young badger emerged and got a good look at us before retreating. Later in the week we were invited to the Thursday morning ride of the Reading Bicycle Club. This ride took us out to the picturesque village of Hungerford with a cake stop at The Tutti Pole tea shop.

Friday morning we found plenty to do with last minute packing. After considering all the alternatives, Woody and I had decided to take a cab to Cheshunt, our starting point for LEL. The cab arrived on schedule around 11 a.m., and our bikes and luggage easily fit inside. Traffic was light and we arrived at the Lee Valley Youth Hostel around 12:30. That afternoon we completed our registration for LEL. I did a 25 km ride on the LEL route as a shakedown and discovered a little play in my headset. A mechanic was set up on the hostel grounds, so I was able to get the headset tightened up. Woody and I were sharing a room at the hostel with two other Americans and two British riders. The ride director gave a short welcoming speech at dinner in the hostel dining room and everyone turned in early.

On the morning of Saturday, July 23, Woody and I were on our bikes at the Cheshunt train station awaiting our start. Three hundred kilometers north of us another group of starters began the ride from Thorne, near Doncaster. Sometime around 9 am we were on our way. Within a few kilometers a large part of our starting group, including Woody, had missed a turn and was heading off in the wrong direction. Thanks to some route scouting the day before I at least got out of Cheshunt before becoming lost for the first time.

Saturday was my worst day for being lost and I rode many kilometers off the route. The route instructions were different from those used by riders in the US. Many of the lanes lack street signs, having only a sign indicating the direction to the next town. For this reason the cue

Continued on next page
sheet instruction will be something like “1.5 R on LH bend lane BENINGTON” meaning after 1.5 kilometers take a right hand turn on a left hand bend onto a lane marked by a sign indicating the direction to Benington, which is a town that you will pass through.” The LEL route going north skirted Cambridge and headed into downtown Lincoln where the control was a youth hostel.

My first day’s goal was Thorne, where I arrived late Saturday night. Woody had passed me at some point and continued another hundred kilometers before taking a rest break. I slept on the floor of the lobby of the Thorne rugby club for an hour, then headed back out. By Sunday morning I was riding through Yorkshire past the incredible Castle Howard and the bombastic 19th century monument to the Seventh Earl of Carlisle. A bag drop was offered at the control at Hovingham. I got a shower there and changed into clean shorts, then took a short nap.

My route following skills improved greatly the next afternoon and I rode through the rest of the day without any miscues. In northern England we saw sheep everywhere, black, white and in combinations. I rode up behind three sheep on the road, walking together in a row. They were unable to run into the field because of a fence, so they continued to run, in formation, in front of me until they were able to slip through a gate. I discovered that the real utility of mud guards on English roads is connected to these ubiquitous sheep. We rode through spectacular scenery in the Northern Pennines past the youth hostel control at Langdon Beck and the climb and descent of a hill called Yad Moss. Were you aware that Yad Moss is England’s premier ski slope? http://www.thepriceofcheese.com/index.htm. A purple heather was in bloom on the hillsides. Our route took us through Alston, the highest town in England. Some of its steep streets are maintained as cobbles, which are rather difficult to climb and descend.

By evening I had arrived at my next sleep stop in Canonbie, Scotland, where I caught up with Woody. Canonbie is a small town a few kilometers north of the Scottish border. The control was in a large hall with a stage which was being used as the sleeping area. I ate something and lay down for a three-hour nap. On Monday morning at 4 a.m. I left Canonbie with Woody and an English rider named Ian. Our route gradually climbed through evergreen forests of the Scottish Borders in a cold mist, which changed to a light rain at times. Woody picked his pace up and rode ahead. Again, the scenery was amazing. The startling sight of Buddhist temples and statuary greeted us at the Tibetan Buddhist monastery at Eskdalemuir.

Our next stop was the town of Ettrick, probably the most remote control.

For a look at Ettrick, see http://www.undiscovered-scotland.co.uk/ettrick/ettrick/index.html.

Further north we passed through Interleithen, a popular base for backpackers in the region. Around noon we reached the Dalkeith rugby club, our Edinburgh control and turnaround point for the ride. I had a good lunch, pumped up my tires, and headed out with several English riders. The sky had cleared and we had a lovely sunny day for riding. Back in Ettrick we had a conversation with a man of 93 years who said that he still enjoyed 40-mile bike rides. We stopped in Eskdalemuir to get a better look at what appeared to be a pagoda and a Buddha resting on a cobra situated in the middle of a pond.

In the early evening on Monday I arrived at the Canonbie control, had some dinner, and left with Ian, intending to ride to the Alston control and take a sleep break. About ten kilo-

Continued on next page
Wow, Big Pack! Or, My First Brevet

BY STEVEN R. WILLAMS

Note: These are Steven’s reflections upon completing his inaugural brevet, the 2005 Denver-Aspen 300K brevet, part of the Colorado Brevet Series sponsored by the Rocky Mountain Cycling Club. The ride is one of the toughest, most mountainous 300k’s around —it has over 15,000 ft. of climbing at altitude, including four passes, topping out at Independence Pass (12,095 ft.). Steve is now enjoying superb skiing out his backdoor at Aspen Highlands, ready for more brevets in 2006! — John Lee Ellis, Colorado RBA

A writer is supposed to know his audience.

But, they all pedaled furiously away at 4 a.m. and I haven’t seen them since.

Now, that’s not exactly true, I did see three other riders in the first 20K of the 300 we rode that day. I saw the first rider on the climb to Bailey and two others at the first checkpoint. They each said the same thing, “Wow, big pack!” But, you know, living at the other end of this ride in Aspen, I regularly see and get caught in storms that pummel the 14,000 foot mountains surrounding Independence Pass. It can snow at any time of year up here. At 12,095 feet, it is the highest paved pass in Colorado and one of the highest paved roads in North America. I would be on the summit after about 265K of riding

and I wasn’t about to be unprepared. My wife had driven me down to Denver the night before and dropped me off at the start. Once I rode off, she turned around and drove back up into the mountains to pick up her mother at the Aspen airport. It’s a three to four hour drive one way from Denver to Aspen. Long story short, I was self-supported on this, my first brevet. So, like the three other riders intimated, “Wow, big pack!”

The silent spinning thread of blinking red seat-post mounted tail-lights long since sliced the pre-dawn, street scene by the time I wheeled out of that ‘Park and Ride’ at 4:07 a.m.

I didn’t get lost until 4:12 a.m.

Even during the day, I’m a foreigner in a cityscape, let alone a dark city, at night in tights on a bike. I stopped and tried my cell. It didn’t work. Just as well. I kept riding and got ‘un-lost’ (because that was my only option) just in time for the first uphill and a detour.

We live in a postcard and I rode through it on a quintessential Rocky Mountain August day. Our deep sky that only happens here made a lonesome cloud shine like an infrared photo. The route took me over Kenosha Pass where I saw a piece of Colorado that I’d never seen in almost 30 years of living here.

With 225K behind me, I arrived in the tiny town of ‘Twin Lakes at 4 p.m. and was elated. I had no idea when I could have anticipated getting there. Twin Lakes is at the bottom of the east side of Independence Pass at 8000 feet. From here, it’s 30K up to the continental divide at 12,095 feet and another 30K down into Aspen, also at 8000 feet. Now, the name of this ride is the 2005 Denver-Aspen 300K brevet, but, this year, the ride didn’t end in Aspen. It actually finished 15K past Aspen at the legendary Woody Creek Tavern in storied Woody Creek, Colorado (former home of the late Hunter S. Thompson, among others).

In the days and weeks leading up to the ride, I had entertained visions of climbing over Independence Pass in a thick, black rain and getting hypothermic while descending the 30K into Aspen, only to ride practically right past my driveway and another 15K out to the Tavern.

But, as it turned out, I was on top of the pass at 6:15 p.m. and it was sunny. I was at the Woody Creek Tavern at 7:45 p.m. and it was still light out. I arrived two hours and one minute behind the second to last finisher. Yes, that’s right; I came in a glorious and lonely last on my first brevet! I couldn’t be happier.

I’m hooked, I’m addicted. I’m ready to run out and buy a Rivendell or at least put bigger cogs on my Cannondale ... and carry a smaller pack.
to the registration table and found the volunteer who was signing the brevet cards sound asleep. Heading south, I was out of the hills and began to pick up my riding pace. I caught up to and joined a group of riders whom I knew. Later we were passed by a group of Japanese and English riders, and latched on to their pace line for the ride back to Thorne. Night was falling, and I was the only rider with a helmet light or much of an idea where we were heading, so I lead the group through the city streets the last few kilometers into the Thorne rugby club control. Pride goeth before a fall, and this was the last point in the ride where I felt confident in my navigation.

After a short break in Thorne, I was still full of energy, so I set off by myself after midnight through the deserted fens. At daybreak on Wednesday I saw loads of small rabbits and pheasants running across the roads in front of me, and once again thought of Watership Down. I got badly lost coming back into Lincoln and took a short nap to regather my wits. Before the next control I encountered most of the riders who had started LEL in Thorne. This group included a couple riding a recumbent tandem where they sat back to back. Don't ask me how that drive train works. The Thorne riders were nearly finished with their ride, but I had several hundred kilometers to go. During the afternoon on Wednesday a steady rain began. I was briefly confused on the next section but fortunately got in with some local riders from the Cambridge area who lead the way to the next control at Gamlingay. Having ridden over 1300, or perhaps 1400km, I was getting extremely tired and sore.

At the next control I slept for an hour, then took off around midnight Thursday morning with a rider on a recumbent tricycle. This was an extremely hilly section which was difficult to navigate at night in the rain. I had to keep brushing the rain off my glasses and route sheet cover on my handlebar bag, while simultaneously working my downtube gear levers. When we stopped to look for a sign or debate some route issue my companion on the trike had no balance issues while I had to do a track stand. The riders that I had ridden with going into Thorne caught up to us and helped with the navigation. This section was all unmarked lanes on a moonless night through small villages. One of my companions had a flat. After making the repair we picked up our pace and were riding at a breakneck pace. Then I had a flat, stopping the group again. The Japanese riders and several others, including Ivo Miesen, caught us. We rode with them until one of the riders from my group swerved, knocking me down. Or perhaps I swerved into him. I will admit that there was some swerving. It took most of my remaining energy to get back up and finish off the last few kilometers of the ride. I finished within the time restrictions, with a total of 1518 kilometers on my bike computer.

Back at the Lee Valley Youth Hostel I was able to get some scrambled eggs on toast and microwaved lasagna from the ride volunteers. A hard rain began to fall. Our group lingered awhile drinking beer and discussing the ride. When I started to feel sleepy I took leave of my riding companions and found my assigned room in the hostel. I took a shower and somehow climbed into the top bunk, not an easy job, falling asleep immediately. I did not hear Woody or any of my other roommates get up and slept until 1 p.m. on Thursday.

When I awoke I was full of energy. I spent the afternoon walking around Cheshunt, and ran into Woody outside the Tesco. I spent the rest of the day catching up on entries in my journal and doing laundry. We were sharing our room with a rider from Israel who was leaving at 5 a.m. the next morning to return home. The hostel had a pay Internet terminal on which I was able to send a few e-mails while my clothes dried.

On Friday morning the same cabbie who had driven us to Cheshunt returned and brought us back to Oakley. Woody needed 20 more miles to break a total of 2000 miles ridden in July, so we planned a ride with Ken on Saturday morning.
Rivendell

Romulus

Rider: David Buzzee, Dublin Ohio
PBP Ancien, 1999

Rider size: 5’ 10”, 190 pounds

Rivendell Bicycles produces well-regarded custom frames and bikes. In addition, the company makes several stock bikes and occasionally a smaller batch of limited-interest bikes. In this category are the single-speed Quickbeam and the Romulus road bike. I took delivery of a Romulus in spring 2004. Prior to that I had ridden brevets on a custom Softride 650C-wheeled bike. While the ride of the double-suspended Softride (it had a prototype suspension stem) was very comfortable, the short chainstays and small wheels left the bike a bit confining on long rides. So after 10 years and thousands of miles, I replaced it with a more traditional brevet bike, the Romulus.

The Romulus has seat and head tube angles of 72 and 73 degrees, not as laid-back as traditional touring frames. It also has a bottom bracket drop of 7.7 cm, noticeably lower than the traditional 6 cm. This gives a longer seat tube and lower center of gravity than the frame angles would suggest. Standard handlebar width is 46 cm. The combination of these features, along with a well-chosen trail from the classical bend in the fork, provides for quick but not twitchy handling. The bike inspires confidence on downhills. It carves smoothly and heels over in a predictable way, not “dropping off” the edge as the tires roll near to the sidewalls. The Rivendell design philosophy also is reflected in the relatively high handlebar position. I had been bothered by Shermer neck (JW syndrome in Scotland, after a Jimmy Wiggins who suffered on PBP B no nationality seems immune) on long rides with the Softride. I have ridden two Super Randonneur series on the Romulus and have had no neck problems, in part due to the on-bike position. The saddle, a Selle San Marco Concor Light, is atypical for randonneur applications. First introduced more than 15 years ago, it is narrower than most brevet saddles. However, as an example of individual differences, it fits my bone structure better than do wide saddles.
Its identical predecessor was most satisfactory at PBP. It is unusual for racing gear to remain in stock for so many years. However, this saddle apparently is a favorite of Lance Armstrong so was available in Postal Blue when I bought the bike.

The standard gruppo is Shimano 105 except for the Sugino XD triple crankset with 48x36x26 chain wheels. I specified 175 mm crank arms. The rear cluster is a nine-speed 12 x 25. Rims are Araya 36-spoke f/r with Shimano hubs. Shifting is index using Shimano bar-end levers. Tires are 700 C x 28 Rivendell Ruffy-Tuffy or Rolly-Poly. The step up in size from my old 23 mm tires is noticeable in road shock (less of it) but not in rolling resistance (subjectively the same). I run them at 95 psi. So far, I have had one flat in 6,000 miles of riding, due to a metal shard from a shredded radial-ply auto tire.

For brevet riding I have added SKS fenders, a Nitto rear rack, Schmidt hub and dual Lumotec lamps, two LED taillights on a custom mount, and a Garmin GPS 60C unit. Ready to roll with Zefel frame pump, pedals, bar tape, a bell, empty water bottles, rear rack, GPS unit, Schmidt hub and full lights, the bike weighs exactly 30 pounds. As the pictures indicate, the bike is a classic in design and proportions, with carefully-brazed lugs and well-thought-out cable stops and other braze-ons. Paint is somewhat above average, not bad but not striking. Idlers at controls are attracted to the bike—it looks “right.”

There are three items I would change on the bike. First, as equipped with the Shimano 105 rear derailleur the largest cog which will fit is a 27 tooth. I would prefer a different derailleur to accommodate an 11-32 cogset. Second, the excellent side-pull 105 brakes do not permit ready wheel removal of the 28 mm tires unless I partially deflate the tires. Current Romulus models are available with cantilever brakes which would eliminate that annoyance. Finally, I find fault with the propulsion system. It is far too slow for such a well-thought-out and comfortable brevet bike.

Got an interesting brevet bike? Send details and high resolution photos to mdayton@nc.rr.com for possible use in a future newsletter.

PBP 2003 Jerseys
Now On Sale!

PBP 2007 is just around the corner, and RUSA will be designing a new jersey for U.S. riders.

Meantime, a few of RUSA’s PBP ‘03 jerseys are still available and have been marked down to $33—40 percent off the retail price.

Don’t delay. Order yours today. See the order form on page 37.
# 2006 RBA Directory

<table>
<thead>
<tr>
<th>Region</th>
<th>Organizer</th>
<th>Address</th>
<th>Tel.</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>AK: Anchorage</td>
<td>Robert VORIS</td>
<td>PO Box 771361 Eagle River AK 99577</td>
<td>907-694-4683</td>
<td><a href="mailto:eravoris@alaska.com">eravoris@alaska.com</a></td>
</tr>
<tr>
<td>AZ: Casa Grande</td>
<td>Susan PLONSKY</td>
<td>Rivers Edge RV Park, Lot #1 18801 School House Road Black Canyon City AZ 85324</td>
<td>520-450-1335</td>
<td><a href="mailto:susanplonsky@att.net">susanplonsky@att.net</a></td>
</tr>
<tr>
<td>AZ: Desert Camp</td>
<td>Lon HALDEMAN</td>
<td>PO Box 303 Sharon WI 53585</td>
<td>262-736-2453</td>
<td><a href="mailto:lon@pactour.com">lon@pactour.com</a></td>
</tr>
<tr>
<td>CA: San Diego</td>
<td>Barclay BROWN</td>
<td>1804 Garnet Ave. #425 San Diego CA 92109</td>
<td>858-752-3478</td>
<td><a href="mailto:rusa@barclaybrown.com">rusa@barclaybrown.com</a></td>
</tr>
<tr>
<td>CA: San Francisco</td>
<td>Todd TEACHOUT</td>
<td>172 Tanager Way Hercules CA 94547-1517</td>
<td>510-799-6015</td>
<td><a href="mailto:thteach@community.net">thteach@community.net</a></td>
</tr>
<tr>
<td>CA: Santa Cruz</td>
<td>Lois SPRINGSTEEN</td>
<td>226 West Avenue Santa Cruz CA 95060</td>
<td>831-425-2939</td>
<td><a href="mailto:lois_springsteen@prodigy.net">lois_springsteen@prodigy.net</a></td>
</tr>
<tr>
<td>CA: Santa Rosa</td>
<td>Donn KING</td>
<td>385 Murphy Ave. 404 Sebastopol CA 95472</td>
<td>707-823-5461</td>
<td><a href="mailto:donnk@pacbell.net">donnk@pacbell.net</a></td>
</tr>
<tr>
<td>CO: Boulder</td>
<td>John Lee ELLIS</td>
<td>2155 Dogwood Circle Louisville CO 80027-1169</td>
<td>303-604-1163</td>
<td><a href="mailto:jellisx7@juno.com">jellisx7@juno.com</a></td>
</tr>
<tr>
<td>DC: Washington</td>
<td>Gordon MEUSE</td>
<td>817 South Irving Street Arlington VA 22204</td>
<td>703-979-7177</td>
<td><a href="mailto:gfmeuse@earthlink.net">gfmeuse@earthlink.net</a></td>
</tr>
<tr>
<td>FL: Central/South</td>
<td>Michael GRUSSE-MEYER</td>
<td>5363 Del Monte Court Cape Coral FL 33904</td>
<td>239-549-7459</td>
<td><a href="mailto:rbacentralflorida@bike4one.com">rbacentralflorida@bike4one.com</a></td>
</tr>
<tr>
<td>FL: Gainesville</td>
<td>Jim WILSON</td>
<td>620 NW 27th Way Gainesville FL 32607</td>
<td>352-373-0023</td>
<td><a href="mailto:wilson@afn.org">wilson@afn.org</a></td>
</tr>
<tr>
<td>FL: Northwest</td>
<td>Joe ARNOLD</td>
<td>c/o Big Daddy’s Bike Shop 2217 W CR 30-A Suite C Santa Rosa Beach FL 32459</td>
<td>850-622-1165</td>
<td><a href="mailto:flabrevet@hotmail.com">flabrevet@hotmail.com</a></td>
</tr>
<tr>
<td>GA: Atlanta</td>
<td>David BUNDICK</td>
<td>4001 Northlake Creek Drive Tucker GA 30084</td>
<td>404-656-5000</td>
<td><a href="mailto:roadkill@randonneur.org">roadkill@randonneur.org</a></td>
</tr>
<tr>
<td>IA: Cedar Valley</td>
<td>Robert FRY</td>
<td>2124 Touchae Street Waterloo IA 50702-4126</td>
<td>319-226-5436</td>
<td><a href="mailto:cvbrevet@mchsi.com">cvbrevet@mchsi.com</a></td>
</tr>
<tr>
<td>ID: Yellowstone-Tetons</td>
<td>James SEVERANCE</td>
<td>56 East Aspen Meadow Rd. #43 Driggs ID 83422</td>
<td>208-354-3984</td>
<td><a href="mailto:jseverance@penpoly.com">jseverance@penpoly.com</a></td>
</tr>
<tr>
<td>IL: Chicago</td>
<td>Frank PAULO</td>
<td>5038 N. St. Louis Ave Chicago IL 60625</td>
<td>773-267-8367</td>
<td><a href="mailto:fnpaulo@aol.com">fnpaulo@aol.com</a></td>
</tr>
<tr>
<td>KY: Lexington</td>
<td>Johnny BERTRAND</td>
<td>858 Carrick Pike Georgetown KY 40324</td>
<td>502-863-9975</td>
<td><a href="mailto:johnny_bertrand@mindspring.com">johnny_bertrand@mindspring.com</a></td>
</tr>
<tr>
<td>LA: New Orleans</td>
<td>Patrick HORCHOFF</td>
<td>8909 Ormond Place River Ridge LA 70123</td>
<td>504-738-1352</td>
<td><a href="mailto:larba1955@aol.com">larba1955@aol.com</a></td>
</tr>
</tbody>
</table>
# 2006 RBA Directory

<table>
<thead>
<tr>
<th>Region</th>
<th>Organizer</th>
<th>Address</th>
<th>Tel.</th>
<th>E-mail</th>
</tr>
</thead>
<tbody>
<tr>
<td>MA: Boston</td>
<td>Tracey INGLE</td>
<td>10 Irene Road Framingham MA 01701-2718</td>
<td>508-877-1045</td>
<td><a href="mailto:traceyingle@rcn.com">traceyingle@rcn.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: 508-481-4415</td>
<td></td>
</tr>
<tr>
<td>MA: Boston-</td>
<td>Jennifer WISE</td>
<td>10 Bliss Mine Road Middletown RI 02842</td>
<td>401-847-1715</td>
<td><a href="mailto:bmb1200k@att.net">bmb1200k@att.net</a></td>
</tr>
<tr>
<td>Montreal-Boston</td>
<td></td>
<td></td>
<td>Fax: 401-847-1718</td>
<td></td>
</tr>
<tr>
<td>MA: Westfield</td>
<td>Don PODOLSKI</td>
<td>55 Franklin St Westfield MA 01085</td>
<td>413-562-5237</td>
<td><a href="mailto:don@newhorizonsbikes.com">don@newhorizonsbikes.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: 413-562-5237</td>
<td></td>
</tr>
<tr>
<td>MN: Rochester</td>
<td>Martin FAHJE</td>
<td>2133 Margaret St. NE Chatfield MN 55923</td>
<td>507-867-4533</td>
<td><a href="mailto:fahje@mayo.edu">fahje@mayo.edu</a></td>
</tr>
<tr>
<td>MO: Kansas City</td>
<td>Bob BURNS</td>
<td>PO Box 1387 Blue Springs MO 64013</td>
<td>816-229-6071</td>
<td><a href="mailto:bobgburns555@aol.com">bobgburns555@aol.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: 816-229-6444</td>
<td></td>
</tr>
<tr>
<td>MO: St. Louis</td>
<td>John JOST</td>
<td>4713 Woody Terrace Court St. Louis MO 63129</td>
<td>314-416-1299</td>
<td><a href="mailto:stlbrevets@yahoo.com">stlbrevets@yahoo.com</a></td>
</tr>
<tr>
<td>NC: High Point</td>
<td>Richard</td>
<td>2288 Turner Rd Lexington NC 27292</td>
<td>336-249-1114</td>
<td><a href="mailto:richardtherider@yahoo.com">richardtherider@yahoo.com</a></td>
</tr>
<tr>
<td></td>
<td>LAWRENCE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NC: Raleigh</td>
<td>Alan JOHNSON</td>
<td>308 Ashe St Morrisville NC 27560</td>
<td>919-467-8457</td>
<td><a href="mailto:alanj@email.unc.edu">alanj@email.unc.edu</a></td>
</tr>
<tr>
<td>NJ: Princeton</td>
<td>Laurent</td>
<td>240 East Palisade Ave #H6 Englewood, NJ 07631</td>
<td>201-503-0366</td>
<td><a href="mailto:njrando@verizon.net">njrando@verizon.net</a></td>
</tr>
<tr>
<td>and NYC</td>
<td>CHAMBARD</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NY: Saratoga</td>
<td>John J. CECERI</td>
<td>16 James St Saratoga NY 12866</td>
<td>5185833708</td>
<td><a href="mailto:brevets@jjctech.com">brevets@jjctech.com</a></td>
</tr>
<tr>
<td></td>
<td>JR</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NY: Syracuse</td>
<td>Jennifer</td>
<td>5137 Glass Factory Rd Munnsville NY 13409</td>
<td>315-684-7280</td>
<td><a href="mailto:jenn@distancerider.net">jenn@distancerider.net</a></td>
</tr>
<tr>
<td></td>
<td>BARBER</td>
<td></td>
<td>Fax: 315-339-4771</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OH: Columbus</td>
<td>Bob WADDELL</td>
<td>1488 River Trail Drive Grove City OH 43123</td>
<td>614-871-7965</td>
<td><a href="mailto:rba@ohiorand.org">rba@ohiorand.org</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: 866-712-2207</td>
<td></td>
</tr>
<tr>
<td>OK: Tahlequah</td>
<td>Frank KELLER</td>
<td>309 Hickory Drive Tahlequah OK 74464</td>
<td>918-458-9371</td>
<td><a href="mailto:frankkeller@sbcglobal.net">frankkeller@sbcglobal.net</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OR: Portland</td>
<td>Susan FRANCE</td>
<td>25797 SW Neil Rd. Newberg OR 97132</td>
<td>503-628-7324</td>
<td><a href="mailto:susanfrance@teleport.com">susanfrance@teleport.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PA: Eastern</td>
<td>Tom ROSEN-</td>
<td>300 Burke St Easton PA 18042</td>
<td>610-559-1145</td>
<td><a href="mailto:trosenbauer@rcn.com">trosenbauer@rcn.com</a></td>
</tr>
<tr>
<td></td>
<td>BAUER</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SC: Spartanburg</td>
<td>Bethany DAVISON</td>
<td>229 Maple Blvd Clemson SC 29631</td>
<td>864-654-7434</td>
<td><a href="mailto:greenforestsc@yahoo.com">greenforestsc@yahoo.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SD: Black Hills</td>
<td>Tim RANGITSCH</td>
<td>4258 Canyon Lake Drive Rapid City SD 57702</td>
<td>877-520-3731</td>
<td><a href="mailto:tim@acmebicycles.com">tim@acmebicycles.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: 605-343-9534</td>
<td></td>
</tr>
<tr>
<td>TN: Nashville</td>
<td>Jeff SAMMONS</td>
<td>1512 Aberdeen Dr Brentwood TN 37027</td>
<td>615-373-2458</td>
<td><a href="mailto:jsammons@bellsouth.net">jsammons@bellsouth.net</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: 615-833-3407</td>
<td></td>
</tr>
<tr>
<td>TX: Amarillo</td>
<td>Nick GERLICH</td>
<td>P.O. Box 53 Canyon TX 79015</td>
<td>806-499-3210</td>
<td><a href="mailto:nickgerlich@cs.com">nickgerlich@cs.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TX: Dallas</td>
<td>Dan DRISCOLL</td>
<td>2811 Hollywood Dr Arlington TX 76013</td>
<td>817-460-5734</td>
<td><a href="mailto:dansmark@flash.net">dansmark@flash.net</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: 817-461-5100</td>
<td></td>
</tr>
<tr>
<td>TX: Houston</td>
<td>Robert RIGGS</td>
<td>8902 Concho Houston, TX 77036</td>
<td>713-301-7093</td>
<td><a href="mailto:elantier@hotmail.com">elantier@hotmail.com</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WA: Seattle</td>
<td>Mark THOMAS</td>
<td>13543 160th Ave NE Redmond WA 98052</td>
<td>206-612-4700</td>
<td><a href="mailto:RBA@seattlerandonneur.org">RBA@seattlerandonneur.org</a></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Fax: 425-702-8881</td>
<td></td>
</tr>
</tbody>
</table>
### RUSA SOUVENIRS CATALOGUE

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Fabric</th>
<th>Colors</th>
<th>Sizes</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Randonneurs USA Sam Browne-Style Reflective Sash</strong></td>
<td>Sayre Reflective Sash</td>
<td>Breathable Elastic. Features a quick-release belt buckle for easy use.</td>
<td>Reflective yellow with Randonneurs USA in black lettering.</td>
<td>Adjusts to fit any size.</td>
<td>$5.00</td>
</tr>
<tr>
<td><strong>Randonneurs USA Reflective Ankle Bands</strong></td>
<td>Sayre Reflective Ankle Bands</td>
<td>Breathable Elastic</td>
<td>Reflective yellow with Randonneurs USA in black lettering.</td>
<td>Adjusts to fit any size.</td>
<td>$2.00/pair</td>
</tr>
<tr>
<td><strong>RUSA Lapel Pin</strong></td>
<td>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</td>
<td></td>
<td></td>
<td>1 Pin: $2.00  2-9 Pins: $1.75  10+ Pins: $1.25</td>
<td></td>
</tr>
<tr>
<td><strong>Randonneurs USA Cycling Jersey</strong></td>
<td>Lightweight touring jersey with short sleeves</td>
<td>Microdry</td>
<td>RUSA logo in red, white, blue, and black; blue sleeves, white line, red trim</td>
<td>S, M, L, XL, XXL (unisex)</td>
<td>$55.00</td>
</tr>
<tr>
<td><strong>Randonneurs USA Cycling Shorts</strong></td>
<td>Lycra cycling shorts</td>
<td>Synthetic antibacterial microfiber chamois</td>
<td>Black with Randonneurs USA in white lettering</td>
<td>S, M, L, XL, XXL (unisex)</td>
<td>$45.00</td>
</tr>
<tr>
<td><strong>Randonneurs USA Duffle Bag</strong></td>
<td>Lightweight duffel for PBP bag drop</td>
<td>Nylon</td>
<td>Royal Blue with Randonneurs USA in white lettering on both sides</td>
<td>10 in. x 20 in. (one size fits all)</td>
<td>$10.00</td>
</tr>
<tr>
<td><strong>Randonneurs USA Waterbottle</strong></td>
<td>Plastic waterbottle</td>
<td>White with Randonneurs USA logo on both sides</td>
<td>Black, wide mouth, screw-on</td>
<td>Large (one size fits all)</td>
<td>$4.00</td>
</tr>
<tr>
<td><strong>Randonneurs USA Polo Shirt</strong></td>
<td>Short-sleeve polo shirt with RUSA logo</td>
<td>Soft knit, two-ply cotton with banded cuffs, no pocket</td>
<td>White with RUSA logo embroidered on left side</td>
<td>S(34-36), M(38-40), L(42-44), XL(46-48)</td>
<td>$27.00</td>
</tr>
</tbody>
</table>
# RANDONNEURS USA

## Souvenirs Order Form

<table>
<thead>
<tr>
<th>ITEM</th>
<th>DESCRIPTION</th>
<th>COST</th>
<th>SIZE</th>
<th>QUANTITY</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>PBP 2003 VIDEO</td>
<td>45 MINUTES OF PBP 2003 (FRENCH)</td>
<td>$45.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PBP 1999 VIDEO</td>
<td>42 MINUTES OF PBP 1999 (FRENCH)</td>
<td>$25.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PBP 2003 YEARBOOK</td>
<td>PBP 2003 STORIES &amp; RESULTS</td>
<td>$10.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PBP 1999 YEARBOOK</td>
<td>PBP 1999 STORIES AND INFO</td>
<td>$7.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUSA HANDBOOK</td>
<td>THE MEMBERS’ GUIDE TO RANDONNEURS USA RULES, REGULATIONS, STORIES AND ADVICE</td>
<td>$6.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUSA DUFFEL BAG</td>
<td>LIGHTWEIGHT NYLON DUFFEL BAG</td>
<td>$10.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUSA JERSEY</td>
<td>SHORT-SLEEVE: S-M-L-XL-XXL</td>
<td>$55.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUSA LOGO DECAL</td>
<td>5.25&quot; x 3&quot; – REMOVABLE VINYL</td>
<td>$1.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CUSTOM DESIGNED JERSEY</td>
<td>SHORT-SLEEVE: S-XL-XXL</td>
<td>Now</td>
<td>Limited quantities</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUSA POLO SHIRT</td>
<td>WHITE WITH EMBROIDERED LOGO: S-M-L-XL</td>
<td>$27.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUSA SHORTS</td>
<td>LYCRA BLACK SHORTS: S-M-L-XL</td>
<td>$45.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUSA WIND VEST</td>
<td>LINED WINDFRONT WITH REAR POCKETS</td>
<td>$55.00</td>
<td>S-M-L-XXL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOP TUBE DECAL</td>
<td>5&quot; x 1&quot; REMOVABLE (BLUE &amp; WHITE)</td>
<td>$0.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>T-SHIRT</td>
<td>WHITE SHORT-SLEEVE: S-M-L-XXL</td>
<td>$12.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FLECHE T-SHIRT</td>
<td>WHITE SHORT SLEEVE – BLACK TRIM: M-L-XXL</td>
<td>$12.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WATERBOTTLE</td>
<td>WHITE 20 OZ WATERBOTTLE</td>
<td>$4.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUSA LAPEL PIN</td>
<td>Single Pin</td>
<td>$2.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUSA LAPEL PINS</td>
<td>2-9 pins</td>
<td>$1.75</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUSA LAPEL PINS</td>
<td>10 or more pins</td>
<td>$1.25</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUSA REFLECTIVE SASH</td>
<td>Sayre Sam Browne-style Reflective Sash: one size fits all</td>
<td>$5.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RUSA REFLECTIVE ANKLE BANDS</td>
<td>Sayre Reflective Ankle-Bands: one size fits all</td>
<td>$2.00</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**SHIPPING & HANDLING (USA):**

- $4.00 for one item
- $5.50 for two items
- $6.80 for three items or more
- 37-cents for each decal
- 60-cents for each lapel pin

**EMAIL otherwise@att.net for foreign shipping rates**

---

**NAME:** __________________________  **RUSA MEMBER #:** __________________________

**ADDRESS:** __________________________

**CITY:** __________________________  **STATE:** ______  **ZIP:** __________________________

**TELEPHONE:** __________________________  **EMAIL:** __________________________

---

Want to pay with a credit card?  Go to www.paypal.com to pay electronically; send payment to otherwise@att.net

Or pay by check payable to Randonneurs USA.

Send order form and payment to:

Randonneurs USA
10 Bliss Mine Road
Middletown, RI 02842

---

www.rusa.org
Follow-Up

Confessions of A Butt-Cream Test Dummy

BY DAVID BUZZEE

Editor’s note: I reviewed Lantiseptic Skin Protectant in the November 2005 issue of American Randonneur. The manufacturer of that product sent me about a dozen samples and I gave them to RUSA members through Topica’s Randon list. Ohio rider David Buzzee was one of the recipients (see his article, “What We Ride,” on page 32) and he kindly sent in this “road test.”

Product tested: Lantiseptic Skin Protectant.

The label reads, Pressure Sores “Stage I, II), Reddened skin, Adult diaper dermatitis, As a skin barrier for incontinence.” I thought, Is this really what I need?” But memory of distress early in my riding career, along with a small sample to test, and an impulsive agreement to try it, drove me to this evaluation.

Test conditions: First time on the bike in eight weeks, no residual calluses from the fall rides.

Weather: heavy fog, high humidity, 50 degrees temperature, changing to intermittent sprinkles and mid-60s temperature.

Distance: 200 Km.

Terrain: flat to rolling.

First impressions: This stuff is really thick, the thickest and stickiest salve I have used. Unlike vaseline-based products, it does not initially feel greasy but feels more like heavy cake icing. The texture is very tenacious. It is in fact purified lanolin, off-white in color, with other ingredients to improve usability, maintain shelf life, and provide a mild suitably medicinal odor. I scooped up a modest amount (a lump perhaps the size of a largish grape) and applied it to the skin. The generous layer which remained on my hand did not easily wipe or wash off. I anticipated that on the proper application site the material also would stay where it started.

Ride experience: The product behaved the way it should. Riding 200 Km in wet shorts did not remove the layer. I suffered absolutely no abrasions or chafed skin where the product was applied. It was not necessary to re-apply during the ride. The product I previously used, an over-the-counter triple antibiotic salve, did rub off when I rode in wet shorts. This new salve did not and I remained unblemished. I used the previous product with antibiotics to prevent sores and boils from infections. With the new product I also got no sores or boils on this short ride. Lanolin has no antibiotic properties but the protective and lubricant layer provided by this cream may prevent minor skin tears which lead to boils. All in all, I was very pleased with the results of this trial. The next real test will come when I do a multi-day ride.

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.
Randonneurs USA Membership Form

PLEASE PRINT CLEARLY!

☐ Renewal  ☐ New Member

Name: ___________________________ RUSA #: ___________________________
Address: _____________________________________________________________
City: ___________________________ State: ___________ ZIP: _____________
Country: _________________________ Tel: (__________) _____________________
E-mail: ______________________________________________________________
Local Club: (full name) ________________________________________________
Birth Date: ______________________ Gender (M/F): ________________________
Signature: _________________________ Date: _____________________________

Randonneurs USA keeps personal member information private.

Membership Types and Terms - Please Check One

- Individual Membership
  - One Year $20.00  ☐ Two Years $40.00  ☐ Three Years $60.00

- Foreign Membership (if residence and mailing address is outside the United States)
  - One Year $30.00  ☐ Two Years $60.00  ☐ Three Years $90.00

Household Membership (limit two names; please add the second person's information below)
  - One Year $30.00  ☐ Two Years $60.00  ☐ Three Years $90.00

Complete this section for Household Membership only

Name: ___________________________ RUSA #: ___________________________
E-mail: ______________________________________________________________
Birth Date: ______________________ Gender (M/F): ________________________
Signature: _________________________ Date: _____________________________

Memberships are active for the calendar year of January to December.

Should RUSA publish a Membership Directory, may we list your name and mailing address?
  ☐ Yes  ☐ No

Make check payable to Randonneurs USA in US Dollars. Amount enclosed: $ ______

Send this form and payment to:
Don Hamilton
RUSA Membership Office
3078 Wakeshire Drive
Dublin Ohio 43017

Please allow two weeks for processing.