

AMERICAN RANDONNEUR



Volume Nine Issue #4

November 2006

Message From the President

The year 2007 promises to be a great one for the American randonneur. In this newsletter you can see the results of the work recently done by your regional brevet administrators and RUSA volunteers to create our schedule of events for 2007. Just looking at our ACP events, we see a great calendar of expanding ride opportunities. I am delighted to report that ACP events will be offered in 46 regions, 7 more than in 2006. Next year there will be 325 ACP brevets and flèches, a 40% increase over the number offered in 2006. (We also have many RUSA events on the calendar with more likely to be added over the course of the year as they were this past year).



MARK THOMAS

Most notably, of course, 2007 brings the 16th edition of Audax Club Parisien's Paris-Brest-Paris event. As the international community's premier randonneur event, PBP serves in many ways as our sport's Olympic games. Randonneurs of the world set their sights on the historic challenge of this event. More than sporting challenge, however, PBP also is a joyful social gathering – old friends meeting again, new friends being made, and in this day and age, riders who know each other because of the Internet meeting in person (and on bike) for the first time.

We expect to bring a great team of US randonneurs to next year's gathering. All the signs suggest that we will have a bigger PBP contingent than 2003, when we had 400 riders finish the event. With our ACP calendar for 2006 almost complete as of this writing, we have had a more than 20% increase in the number of ACP brevet finishes over the prior pre-PBP year in 2002. (Historical results are viewable online at www.rusa.org/points.html). I also note that the participation in 600km events is up more than 50% over 2002. We should have a strong team in France next year.

See you in Paris.

—Mark Thomas

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American Randonneur is a publication of
Randonneurs USA Inc.
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Redmond, WA 98052
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RUSA Welcomes Its New Members!

#	Name	City	State	#	Name	City	State
3630	Jang	Lingo	Rancho Cucamonga CA	3662	Daniel	Grambihler	Gilbert AZ
3631	Tom	Dickinson	Gainesville FL	3663	Darrell	Richard	Covington LA
3632	Robert	Johnson	Everett WA	3664	William S	Ingles	Calgary AB, CAN
3633	Alan	Morris	Seattle WA	3665	Mike	McGuire	Santa Rosa CA
3634	Tyler	DeWitt	Longwood FL	3666	Peter	Grant	Ottawa ON, CAN
3635	Martha	Quinones	Boca Raton FL	3667	Eric	Ahlvin	Corvallis OR
3636	Althea Grace	Pineda	New York NY	3668	Luis	Garza	Santa Cruz CA
3637	Chris	Narvaez	Sarasota FL	3669	Richard N	Ralls	Plano TX
3638	Lothar	Hennighausen	Chevy Chase MD	3670	Jose A	Mendoza	Aguadilla PR
3639	Jerry	Schemmel	Littleton CO	3671	Roberto	Alvarado	Salinas PR
3640	Clare	Zecher	Solomons MD	3672	Luis R	Garcia Boria	Trujillo Alto PR
3641	Robert B	Westgate	Mulberry FL	3673	Ramon R	Berrios	Guaynabo PR
3642	William	Sullivan	Brandon FL	3674	Ruth	Esteban Muir	Stafford VA
3643	Steve	Davis	University Place WA	3675	Kathleen	Thalken	Houston TX
3644	Martha	Hines	Seattle WA	3676	Dion G	Dyer	San Diego CA
3645	John	Hopkins	Renton WA	3677	J Marion	Matherne	Baton Rouge LA
3646	Hipolito	De Jesus Flores	Santa Isabel PR	3678	Joel	Dechter	Silver Spring MD
3647	Jim	Davis	St Petersburg FL	3679	Howard F	Turner	Stockton CA
3648	James D	Herring	Cocoa Beach FL	3680	Katherine	Polk	Stockton CA
3649	John Patrick	Crosby	New York NY	3681	Jane	Werner	Ann Arbor MI
3650	Leon	Beeler	Cocoa Beach FL	3682	George T	Benbow	Sacramento CA
3651	Michael	Burn	Denver CO	3683	James	Clark	Irvine CA
3652	Derek	Christenson	Des Moines IA	3684	Suzanna	Degazon	Glendora CA
3653	Stephen R	Ringlee	Ames IA	3685	Cindy	Gaudette	Lauderhill FL
3654	Eric	Bittner	Houston TX	3686	Gary S	Cole	San Angelo TX
3655	Kyle	Thomas	Folsom CA	3687	Carol	Wessberg	Mountlake Terrace WA
3656	Dale S	Jansen	Tucson AZ	3688	Steven	Sarino	Vista CA
3657	John W	Rhodes	Greenville TX	3689	Audrey	Adler	Los Angeles CA
3658	Donald L	Sincedaugh Jr	Greenville TX	3690	Rick	Walunas	Hudson FL
3659	Briant W	Smith	Santa Rosa CA	3691	Linda	Bott	Ventura CA
3660	Steven	Spencer	Springfield MO	3692	Sarah	Brosier	Davis CA
3661	Gregory	Phillips	Arlington TX	3693	Kim	Ronstadt	Bakersfield CA

To the editor:

I agree with Bill Bryant in his August review of Andy Pruitt's Complete Medical Guide for Cyclists: "Along with your RUSA handbook, it is hard to imagine a more thorough book we randonneurs can make use of."

My business, RBR Publishing Company, was the original publisher of Andy's book. Co-author Fred Matheny and I worked with him for months to collect his great knowledge and turn it into a readable and extremely useful reference. It was published as a paperback and electronic book (eBook) sold by download from our website at www.RoadBikeRider.com.

Unbeknownst to Bill, the eBook version remains available at RBR. It does lack some ancillary material, including a section for those of us "on the wrong side of 50," as Bill puts it. But ALL of the material on bike fit, riding position, and injury diagnosis/treatment/prevention is identical to what's in the paper version Bill reviewed.

The eBook has full-color photos and is searchable so information on specific medical problems can be quickly found. The

eBook can be printed if you'd like Andy's expertise on your bookshelf as well as on your computer.

The eBook costs \$12.95.

There is no shipping/handling charge or sales tax (except for Pennsylvania residents). When RBR receives your order, we instantly reply with a download code. It's that easy to obtain this excellent information.

Get the eBook or get the paperback. Andy Pruitt's advice will help your cycling for years to come.



Ed Pavelka

President, RBR Publishing Company

RUSA No. 73

RUSA NEWS

Wise Honored For BMB

RUSA board members and volunteers on Aug. 20 held a special ceremony to honor Jennifer Wise for her efforts in turning Boston Montreal Boston into one of randonneuring's premier events.

A certificate of appreciation was presented to Wise at the finish line of BMB in Newton, Mass. About 50 BMB riders were on hand for the event.

Wise and her husband Pierce Gafgen have coordinated BMB for the past 11 events. She recently announced this would be her last as its leader.

BMB is the largest 1200k event in the U.S. This year's event had 137 starters and 116 finishers. Several participants traveled from Canada and Europe to compete in this year's event.

The certificate of appreciation read: "Jennifer Wise, Director, Boston-Montréal-Boston, 'the Premier American 1200km Randonnée,' 1993-2006. The Board and Volunteers of Randonneurs USA are gratified to express their heartfelt thanks for your superb leadership of Boston-Montréal-Boston, an event which has been a cornerstone of U.S. randonneuring!"

Wise is one of RUSA's co-founders and served as its first president for five years. She currently serves as chair of the Souvenir Committee.

For a ride report and the 2006 results, see page 22.



RUSA PBP
2003 jersey

RUSA Seeking Design For PBP '07 Jersey

Winner Gets Bragging Rights, Free Jersey

Fancy yourself a fashion designer? Here's your chance to prove it.

RUSA is looking for a new design for its PBP 2007 jersey.

The member with the winning design will get bragging rights and a free jersey.

The details: Entries showing the front and back of the jersey should be submitted as a PDF, JPG or TIFF file.

Designs must be submitted by Dec. 15, 2006.

E-mail your design to otherwise@att.net.



Honoring Wise. RUSA board members at the presentation ceremony (L-R): Don Hamilton, RUSA board member and chair—Membership Committee; John Lee Ellis, RUSA board member and Vice-President; RUSA co-founder Jennifer Wise; husband and BMB organizer Pierce Gafgen; and Tim Sullivan, RUSA treasurer. Not pictured is RUSA President Mark Thomas, who was still on the course.

Riding for some football

Good Sports: Cyclist, an ex-high school lineman, wheels in funds for youth program

BY COLLEEN KANE

Editor's note: This newspaper article originally appeared in the Aug. 13, 2006 issue of the Cincinnati Enquirer. It is reprinted with permission.

Todd Williams once rode a bike 2,800 miles across the United States in 14 days. He twice competed in France's 783-mile Paris-Brest-Paris bicycle race, finishing in fewer than 56 hours in 2003. He rides more than 15,000 miles a year.

So when the Wyoming Youth Football League needed somebody to pull off a big bike ride to raise funds for its five teams, there was no better choice than the former Wyoming High offensive lineman.

Williams, a 46-year-old dentist who started for the Cowboys' 1977 state championship team, spent last Saturday riding non-stop from the 50-yard line of the Wyoming Athletic Field to the Pro Football Hall of Fame in Canton, Ohio. The route covered 268 miles to honor the 268 points in the team's 1977 season. Williams arrived in just more than 15 hours, toting a football for this year's season opener.

The ride was an effort to raise money for the year-old youth football league.



Todd Williams rode 268 miles from Wyoming to the Pro Football Hall of Fame in Canton, Ohio, in just more than 15 hours.

Wyoming players collected donations for each mile of the ride, and organizers hope the total will reach \$9,000.

"It was a chance for me to give back," Williams said, "because I got so much out of playing for coach Bob Lewis at Wyoming."

While at Wyoming High School, Williams cultivated his love of cycling. In those days, when Williams' parents got angry with him, they'd ground him from using the car. The best way to get to see his girlfriend, Kitty, was to ride his bike the few miles to her house. At that time, it seemed like a long ride.

Decades later, and now married to Kitty, Williams rides about 400 miles a week in the summertime, even making a trip to North Carolina to visit his daughter at Elon University. Every month for the past 10 years,

he's ridden 100 miles round trip to Rabbit Hash, Ky. Some Januarys, when it's 17 degrees outside, it's not fun, he said. But he does it anyway, partly just because he always has.

"Motivation gets you going. Habit keeps you going," Williams said.

Tim Marty was a sophomore on the 1977 Cowboys football team, and he and his brother, Jon, grew up playing for the Wyoming Youth Football League their father, Ted Marty Jr., created in the 1960s. The league fizzled out in the 1970s with the emergence of soccer, Tim Marty said. But when he and his brother started raising children, they began to discuss bringing it back.

Reaction from the community was strong, and last year marked the league's first full season back. It drew 125 players, "and the kids had an

absolute blast. That's what it's all about," Marty said. This year, the league needed a fundraiser so it could provide equipment free of charge.

"We were shooting for \$5,000-10,000, which would keep us financially sound," Marty said. "We needed a fun idea to raise money, and they talked about us riding up to the Hall of Fame."

Williams came to the rescue. He left from Wyoming at 4:30 a.m. last Saturday and arrived in Canton at about 7:30 p.m. He rode by himself, stopping only for water. The ride wasn't much of a stretch from his normal weekend ride, he said. After all, he's endured worse.

During the 2003 Paris-Brest-Paris race, Williams was on a bike for almost 56 straight hours. Though most riders have support crews, he had no assistance and didn't speak French. Still, he finished in the top 100 of about 4,000 riders, he said, and earned a spot in the race's hall of fame for American cyclists.

Now, Williams hopes his riding will bring a little fame - and funds - to Wyoming football.

For more information about the Wyoming Youth Football League, call Peter Guggenheim at 513-252-8635.

RUSA PEOPLE & PLACES

By MIKE DAYTON

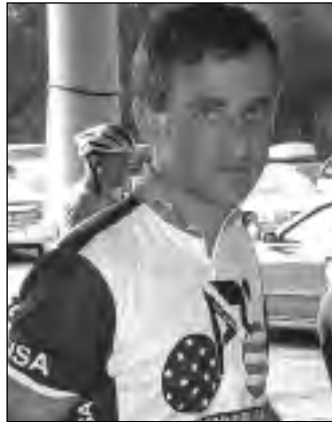
NJ EXPANSION PLANS

New Jersey randonneurs have approved an ambitious course of action to expand their membership. If successful, it could prove a useful model for other groups with expansion plans.

“A look back at the 2006 events showed that 81 different riders entered our events, with 20 riding three events or more,” NJ/NYC RBA **Laurent Chambard** wrote in an e-mail. “Interestingly, while we have a good number of loyal customers on one given year, there is an enormous turn-over when observed on a three-year time span: out of our 81 riders in 2006, only 12 also rode at least one of our events in both 2004 and 2005.”

The group is looking for more consistency among its membership and also wants to attract more out-of-state participants. To that end, NJ randonneurs held their first-ever annual meeting and approved this strategy for growth:

- A Permanents Officer has been elected to create permanents in the region.
- The group will create a website specifically dedicated to the NJ/NYC Brevet series. One volunteer with expertise in Web design agreed to do the work. The target is to have the site up-and-running by Christmas, Chambard said.
- Program and entry



**NJ/NYC RBA
Laurent Chambard**

forms will be mailed to the 81 riders with their 2006 Brevet cards in early November, creating a cushion of entries already on hand by Christmas.

• The NJ group will intensify its publicity efforts at the local cycling clubs. “We will do that by our volunteers pro-actively placing heads-up on their club’s newsletters and websites, as has been successfully done this year with the NYCC,” Chambard said.

• The club will continue its direct e-mail approach for communicating with riders. The e-mail list currently has 135 names.

A CLUB’S GENEROSITY

The bad news is that Seattle rider **Patrick Gray** was struck by a hit-and-run driver while participating in this year’s Cascade 1200. He had multiple injuries, including a broken femur and other problems. His bike was destroyed. (The driver was eventually located and arrested.)



SIR Rider Patrick Gray

The good news: Patrick is back on the road, thanks in part to the generosity of his SIR friends. One club member found a friend who had a bike identical to Patrick’s. The friend wasn’t using it and gave it to Patrick for the price of shipping. Some SIR members chipped in for a generator wheel with headlamp. One member contributed a Berthoud handlebar bag, another gave Patrick a tail light. The club surprised Patrick with their presents during its annual meeting in September.

FRIENDLY RIVALRY

Two hotbeds of randonneuring— Texas and the great Northwest—are apparently engaged in a friendly competition over RUSA awards.

Oregon RBA **Susan France** recently posted a note to the Seattle International Randonneurs listserv to encourage local riders to strive for distance awards.

“There are several SIR

and ORR members who have already attained that 5000k level: **Bob Brudvik, John Kramer, Bert Lutz, Dave Read, Mark Thomas, Peg Winczewski** (3 SR!) and of course **Eric Vigoren** who is sitting at the highest RUSA km ever as far as I can tell with 9500+,” France wrote.

“Several randos are just a smidgen short on distance or they’ve done permanents I don’t know about: **Peter Beeson, Michael Bingle, Wayne Menther, Marcello Napolatino, Brian Ohlemeier, Del Scharffenberg, and RB Buschman,**” she wrote.

She also said there was “a big batch of riders who are at the 3000-plus level, who have event results ‘pending’ who can easily be at 5000k with a few permanents. And look at all the permanents to choose from.”

She concluded with a passing reference to the Lone Star riders: “Last year the NW had 9 5000k award recipients, how many will there be this year? Double? How many R-12 awards will be added to the award list with NW address, which is currently dominated by Texas?”

The gauntlet has been thrown down. Et tu, Texas?

TEXAS RESPONDS!

Well, that didn’t take long...

As I was finishing this

■Continued on page 8

RUSA People & Places (continued)

column, I got word from **Bill Bryant** that two more RUSA members have earned the R-12 award. Both of them are Texans.

Edward Robinson of San Benito and **Bill Fox** of Dallas rode 200-kilometer or longer sanctioned events for 12 consecutive months.

For Fox, this was his second R-12 in as many years. Congratulations, gentlemen!

Details can be found at <http://www.rusa.org/r12.html>.

WOOL WHERE?

Wool is apparently the fabric of choice this brevet season.

Two West Coast groups, the Oregon Randonneurs and the San Francisco Randonneurs, have designed custom wool jerseys for their rando crews.

Oregon RBA **Susan France** sought input from local riders before putting in an order.

“We decided to order jerseys back in April,” she said. “Since Portland Cyclewear is local to us, I called up Chad [Krueger of Cyclewear] and asked for samples to take to our 300k brevet.”

“Folks could then comment on the color choices. We decided on the Dark Red. We asked the members about types of fonts as we don’t really have a logo. The majority picked a block & italic font. The lettering color was chosen by me... We ordered ours in a chenille embroidery front and back.”

The club ordered about 45 jerseys. They arrived in August.

“We should have ordered some extras as others have



San Francisco Design #6



Oregon's Design

wanted to purchase them. They look sharp!” France said.

The San Francisco riders participated in a poll and settled on “Design 6” on wool. The jerseys feature the city’s best-known architectural landmark: the Golden Gate Bridge.

For folks who wish RUSA would offer a wool jersey, your dream may soon come true—one is in the works.

ONLINE LISTS: PART 2

In the August 2005 issue of *American Randonneur*, **Mark Thomas** detailed the proliferation of randonneur listservs around the country (see “Online Randonneering Lists Are Growing, Aug. 06 AmR.”).

■ Continued on next page

RUSA Editorial Advisory Board Members Named



Bryant



Buzzee



Peterson



Plonsky



Robinson



Springsteen



Wise

To keep the newsletter relevant to all its members, RUSA has assembled an editorial board that will assist with the planning and proofing of each issue.

The board includes several members who were actively involved in founding RUSA and have had a hand in its day-to-day operations.

All editorial board members have contributed articles to past issues of

American Randonneur.

They are: **Bill Bryant** (California), **David Buzzee** (Ohio), **Kent Peterson** (Washington), **Susan Plonsky** (Arizona), **Edward Robinson** (Texas), **Lois Springsteen** (California) and **Jennifer Wise** (Rhode Island).

Said editor Mike Dayton, “They’ll be keeping their eyes and ears open for any news from their neck of woods. If you’re in their region and have a story

idea, please drop them a line.”

American Randonneur is published as a benefit to members four times a year—February, May, August and November.

The board will ultimately offer input and direction on RUSA’s other publications, including the annual Results Publication, the PBP Yearbook and the Member Handbook.

RUSA People & Places (continued)

New Rando Listservs	
SF	http://sports.groups.yahoo.com/group/sfrandon/
NC	http://sports.groups.yahoo.com/group/ncrandoncyclists/
DC	http://www.bikelist.org/mailman/listinfo/dcrand

Two more lists have come to our attention in recent weeks:

- The San Francisco Cyclotouring/Randonneuring list is moderated by **James Gourgoutis** or “Jim G” (see box).

- In North Carolina, **Tony Goodnight** of Salisbury has launched NC Randon Cyclists.

Meantime, on Oct. 1, the DC Randonneurs shut down their list on Topica and moved to Alex Wetmore’s noncommercial (translation: ad-free) [Bikelist.org](http://www.bikelist.org). The club’s new listserv has **Ed Felker** serving as moderator.

‘SWAMI’ SESSION

With the next Paris-Brest-Paris looming on the horizon, new riders are often anxious about qualifying for, and doing well at the Big Ride in August. West Coast randonneurs will want to take note of an excellent learning opportunity that will increase their chances of success. On January 13, 2007, the Santa Cruz Randonneurs and the Davis Bike Club will be hosting a Randonneuring Seminar in Davis, Calif. It will be lead by our own **Bill Bryant**. Participants in the “swami’s” previous classes have said the information they received from Bill was a key ingredient

in finishing PBP successfully, and this one promises to be equally beneficial.

The four-hour class will provide lots of useful information for both new and veteran randonneurs. It will be a combination of lecture, slide show, “show & tell” with randonneuring equipment, and audience Q&A.

Topics will include effective randonneuring practices and strategies; training; nutrition; clothing, equipment & lighting; qualifying and travel to PBP; riding PBP intelligently, and more. Also, the DBC will be hosting a 100k populaire the next day so that seminar participants can put their new knowledge into practice.

For more information: <http://pages.prodigy.net/scrandonneurs/>.

CONGRESSIONAL 1200?

Members of the DC Randonneurs are debating whether that group should host a 1200K Grand Randonnée. In a preliminary note to the local listserv, DC RBA **Matt Settle** asked members for their feedback. He also asked whether riders would prefer a “pampered or more self-sufficient event” and whether they’d “prefer a more difficult route or one that tends to not be as chal-

lenging and therefore possibly more fun for more riders?”

That inquiry elicited this response from **Wes Cheney**:

Oh.

Oh my!

A 1200k with Sheetz??

Be still my beating heart!!!

Be full my growling tummy!!!!

I'd take just about any 1200k that was in my backyard, but my preference would be one that takes advantage of the beautiful mountains in our area.

Heck, toss in some Gappity Gap & let people know that this ain't Florida or eastern Colorado.

I'd want to see something like

our 600k, but bigger. I'd love to see a few climbs on par with Middlebury Gap or Terrible Mountain.

However, I can also see enjoying a couple hundred miles of easy riding along the Shenandoah or Cumberland Valleys.

I'd jump at the chance to ride another 1200k, although if I didn't qualify, I'd almost certainly volunteer to help out.

I want a jersey as cool as BMB's, and turn marks as good, too.

For those not familiar with “Sheetz,” turn to page 35 for Wes’ explanation.

2006 RUSA Event Schedule

Region	200 km	300 km	400 km	600 km	other
AZ: Casa Grande		11/5*			
DC: Washington	12/16*				(240 km) 11/11*
FL: Central/South	11/11* 12/2*				
FL: Northwest	11/3* 11/3* 11/4* 11/4* 11/4* 11/5* 11/5*	11/4* 11/5*	11/4*	11/4*	(100 km) 11/3* (100 km) 11/4* (100 km) 11/4*
LA: New Orleans	11/4* 12/30* 12/31*				(120 km) 12/30*
NE: Omaha	11/4*				
NJ: NYC and Princeton					
OR: Portland					(100 km) 11/4* (110 km) 11/25*
PA: Eastern					
TN: Nashville	11/25*				(100 km) 11/25*
TX: Houston	11/18*				

* Items marked with an asterisk indicate domestically sanctioned brevets.

Coming Attraction: Northwest Crank

BY TERRY ZMRHAL

Winter is just beginning, for some it's time to relegate training to rollers and spin classes. For others it's time for cross-training on skis or maybe some running. Some ride through the winter bundled up as best they can. Through those winter miles plan for 2007 and dream of the return of nice weather. We know come March and April we'll be longing for some sun, or dry weather, or just to ride with shorts and jersey alone.

The Seattle Randonneurs have an event to awaken your sense of spring and get those legs used to long days again. The 2nd annual Northwest Crank will be held over 5 days the last weekend of April, 2007. The first one this past April was a great success with 45 riders showing up for wonderful rides. But wait, isn't it still raining in Seattle in April? The event is held in Wenatchee,

WA, on the east side of the Cascade Mountains where it's drier and warmer, so even at the end of April you're likely to find wonderful riding temperatures in the 70s.

Northwest Crank is a great opportunity to catch up with your randonneur comrades who you haven't seen all winter and explore a new part of the country. This spring cycling festival is also a chance to build your spring base miles. The goal is just to finish each day – as you ride you'll build strength and endurance. Most riders who attend a camp like this are stronger in their next events as it gives them a boost of endurance and strength to



A group photo of those still riding on Monday's Populaire.

build on. For those heading to PBP this is a great arena to test your strategies of riding, eating, and recovery for consecutive days.

In the end though it's all about riding so come experience cycling life at its purest for 5 days – ride, eat, sleep, lie, repeat!

Full information can be found at www.northwestcrank.com.

2007 RUSA Event Schedule

Region	200 km	300 km	400 km	600 km	1000 km	flèche	other
AK: Anchorage	4/28	5/12	5/26	6/16			
AR: Little Rock	3/10 10/13	10/13					(100 km) 3/10* (100 km) 10/13*
AZ: Casa Grande	1/6 4/27	2/3 4/28	3/4 4/30	3/31 4/28			
AZ: Desert Camp	3/7 3/21 3/28 4/11	3/10 3/24 3/31					
CA: Davis	3/10	3/24	4/14	5/4			
CA: San Diego	1/20	2/24 4/7 6/2	3/17 6/30	4/21			
CA: San Francisco	1/27	2/24	3/17	4/21		4/7	
CA: San Luis Obispo	2/24	3/24	4/7	5/26			
CA: Santa Cruz	3/17 6/30	4/7	5/12	6/2			
CA: Santa Rosa	3/3	3/31	4/28	5/26			
CO: Boulder	5/5 5/12 7/28 9/22	5/19 5/26 7/7 8/4	6/2 6/16	6/2 6/16	6/2 6/16	5/12	
DC: Washington	1/6* 2/3* 2/24* 3/17 3/31 4/14	4/21 4/28 5/5	5/19 5/26	6/9		4/6	
FL: Central/South	1/6 4/23 5/20 6/3 7/8 7/28 9/1 10/6* 11/3* 12/1*	2/3 4/25	3/3 4/21 6/2 7/7	4/14 4/26	5/17	3/31	
FL: Gainesville	1/6	2/3	3/3	3/31			
FL: Northwest	1/1 1/27 2/24 5/19 9/22 10/27* 11/10* 12/8*	2/24 3/17 5/19	3/17 4/28 7/14 8/4	4/28 06/8 7/14	6/8	4/19	(100 km) 1/1* (100 km) 1/27* (100 km) 2/24* (100 km) 9/22* (100 km) 10/27* (100 km) 11/10* (100 km) 12/8*
GA: Atlanta	3/31 4/28 9/8	4/14 5/26	4/28	5/26		5/5	
IA: Cedar Valley	3/31	4/21	5/12	6/2			(100 km) 6/30* (322 km) 7/14* (130 km) 9/8* (208 km) 9/8*
ID: Yellowstone-Tetons	5/19	5/26	6/9	6/16			
IL: Chicago	4/21 6/16	5/5 6/16	5/19 6/16	6/9			
KY: Lexington	2/17 3/3 3/31 4/21	3/3 3/31 4/21	3/31 4/21	4/21			
LA: New Orleans	1/1 2/17 6/30 11/17*	4/21	9/29*				
MA: Boston	4/7 6/3 6/30	4/28 6/4 7/21	5/12 6/6	6/9			(322 km) 8/11*
MA: Westfield	3/25 5/5	4/1 5/19	6/2 6/16	6/16		4/21	

* Items marked with an asterisk indicate domestically sanctioned brevets.

2007 RUSA Event Schedule

Region	200 km	300 km	400 km	600 km	1000 km	flèche	other
MN: Rochester	5/5	5/19	6/2	6/16			
MO: Kansas City	3/10 3/24 4/14	4/14	4/28 5/12 6/2	5/12 06/2	6/2	4/8	
MO: St. Louis	4/7 4/21	5/5	5/19	06/2 06/16			
NC: High Point	3/24					4/6	(100 km) 3/24*
NC: Raleigh	3/31 4/14 5/5 5/19 8/11*	4/14 5/5 5/19	5/5 5/19	6/2	7/6		
NE: Omaha	5/19	5/12	5/26	6/16			
NJ: NYC and Princeton	4/1 4/14 4/28 5/12	4/28 6/17	5/12	6/2		4/7	(124 km) 4/14* (606 km) 7/7* (201 km) 7/28* (188 km) 8/12* (202 km) 10/14*
NY: Central	4/28	5/11	5/19	6/9			
NY: Saratoga	3/18	4/22	5/19	6/9			
NY: Western							(564 km) 7/14* (645 km) 7/14*
OH: Columbus	4/14 10/14*	4/28 10/27*	5/26	6/9 7/7			
OR: Portland	3/31 5/19 7/14 8/11 9/8 10/6	4/14 6/9 7/14	5/19 8/27	6/9 8/25	6/30 8/25	5/4	
PA: Eastern	3/31	4/21	5/5	5/19	5/25		
PR: San Juan	1/21	2/17	4/14	5/25			
SC: Spartanburg	3/17	4/21					
SD: Black Hills	4/22	5/6	5/19				(100 km) 4/15*
TN: Nashville	3/24 9/22* 10/20* 11/24*	4/7	5/12	6/2			(100 km) 9/22* (100 km) 10/20* (100 km) 11/24*
TX: Amarillo	3/12 3/24 9/8 9/9	3/16					
TX: Austin	1/6	2/3					
TX: Dallas	1/1 1/20 2/3 3/24 4/28 5/26 6/23 7/21 9/15* 10/20* 11/17*	1/20 2/3 3/24 4/28 5/26 6/23 7/21 9/15* 10/20* 11/17*	3/24 4/28 5/26	4/28 5/26	5/26	4/6	(100 km) 2/4* (125 km) 2/11* (150 km) 2/18* (100 km) 4/15* (125 km) 4/22* (150 km) 5/6* (100 km) 6/3* (125 km) 6/10* (150 km) 6/17*
TX: Houston	1/6 1/27 2/10 3/3 3/31	1/27 2/10 3/3 3/31	3/3 3/31 5/5	3/31 5/5			
TX: San Angelo	1/13	2/17					
WA: Seattle	3/17 4/29* 7/8 7/29 9/15	4/7 7/7* 7/28	5/12 6/17 7/6	6/2 6/15	6/15 9/28	4/20	(100 km) 3/3* (100 km) 4/30* (250 km) 7/6* (100 km) 7/7* (100 km) 9/9*
WI: Beloit	5/20	5/21	5/23	5/26			

* Items marked with an asterisk indicate domestically sanctioned brevets.

VanIsle 1200k Report

BY KEN KNUTSON

Last summer's VanIsle 1200k was a lot of fun, and it didn't seem as physically challenging as other 1200's I've completed (PBP '03, GRR '01, Rocky Mountain 1200 '02 & '04, and Last Chance '04.) I'm not sure why—it might have been the weather, the fact I had a support vehicle driven by my wife Lori, or my own health. (I started taking thyroid medication in February and it has made riding a lot easier this year.) Starting in January, I did two complete Super Randonneur series, an Easter Flèches-USA team ride, and another 300k brevet before summer arrived, so I felt ready to tackle another 1200k. At the start of the VanIsle there were 34 other randonneurs from all parts of Canada and the United States, and one fellow came from Germany. In the end, there were 30 finishers for the first running of this ride.

The Course:

This course is completely different from all the others I've ridden. Bill Bryant had remarked to me earlier this year that it would be tough to create a 1200 km route on the island. He's right; Vancouver Island is perfect for a 1000k from end to end, and there has been a popular 1000k

brevet organized there for many years. But coming up with another 200k required a lot of creativity. It also required a lot of controls. There were 32 of them—about twice as many as most other 1200k events have. The route sheet was 13 pages long. As one rider described it, the course was more like a scavenger hunt instead of a bike ride. Still, it was a pretty ride with a lot of nice scenery.

We met at the Oak Bay Marina in Victoria for check-in at 2 AM and then cycled to the start 2 km away. The ride started at 3 AM, with a loop through downtown Victoria. The early start allowed us to circle through the city without much traffic. After 16 km, we passed by the marina again and headed northward. From there we went up to Sidney, then

Schwartz Bay and circled back to Victoria. Our 100 km control was less than 3 miles from the hotel we were staying at and about 5 miles from the start. From there it was mostly north to the far end of the island at Port Hardy, and then back again. The return was slightly different, and we didn't circle through the city.

The Terrain: The route can be broken into three large parts. The first section to Campbell River (382 km) is mostly flat. There is one climb (Malahat Summit, 350 meters), but I really didn't notice it until I was on the downhill. The second section from Campbell River to Port Hardy and back (469 km) contains most of the climbing. My Polar monitor recorded 40,000 feet of elevation gain for the entire ride, with 31,000 feet in this

section alone. The grades were fairly easy compared to many of the steep climbs we have here in California, but there were a lot of uphill. The last section is basically the same as the first, but without the Victoria stuff we did at the start.

The Weather: The temperatures were about perfect for this ride, especially in the first and last thirds. Daytime highs were about 70 degrees, with the night at least 55. The middle third was a bit cooler and had some rain. Usually, 30% chance of rain means a low chance of rain, but for the mountains and up to Port Hardy I think a better description would be that it rains at least 30% of the time. It wasn't a heavy rain, but it drizzled for about 12 hours. The group that finished at 72:50 went to a laundromat in Port Hardy and dried their clothes before heading back, a smart use of time.

Scenery and Traffic:

Because it is on an island, about 80% of the VanIsle 1200k is within view of a body of water. The ride either hugs the coast or climbs high enough to see water. It is wooded in the



Beach Drive in Victoria near the finish

Van Isle 1200K (continued)

country, but it is mostly tourist towns along the highway from Victoria to Campbell River. Being a tourist area, there is a lot of traffic. Fortunately, most of the route has wide, clean, paved shoulders. The traffic and road conditions were not bad because of the wide shoulders. From Campbell River north, the tourist traffic drops off. This is a logging area, so instead of tourists we got logging trucks. The main lumber processing area is between Campbell River and Sayward Junction. I did this area at night going out and back, which minimized my exposure to the trucks.

Finishing Times:

Overall finishing times pretty much depended on when people took their first night's sleep break. Those finishing over 85 hours took their break at Campbell River (382 km). The group that finished under 73 hours stopped at Woss (512 km). I stopped at Sayward Junction (446 km). The two riders ahead of me and the 83-hour folks also stopped at Sayward Junction. Those who went further than Campbell River had less climbing to do after a sleep break, less time in the rain, and less time to share the road with the logging trucks.

Wildlife: Yes, there were bears out there. There are even bear warning signs posted along the northern section of the island highway. The northernmost 25 miles of the road (Port McNeill to Port Hardy) was recently



Sydney Control with Totem Pole

redone, including landscaping. According to the locals, this is a prime bear area since they like to eat the new grass and clover planted along the roadside. I saw three bears in this area. (No, not mama, papa and baby bear—they were all full-grown and seen in separate places.) Ride organizer Ken Bonner had warned us about animals and for that reason we shouldn't consider sleeping outside during the ride as we might at other 1200k events. (The islanders have had a lot of problems with mountain lions too.)

Following Ken's advice brought an unexpected outcome. Looking for a safe spot to take a power-nap, I found a great place to sleep the second night. In Canada there are highway rest stops about every 25 miles. They usually have men's, women's, family, and handicapped facilities. The handicapped and family restrooms are big enough to take a bike inside

to get it out of the weather (and possible tampering by humans and other animals.) At 12:30 AM I found one where I planned on taking a short power-nap. While most of the rest areas usually have the familiar porta-potties, this particular one had lights, a tile floor, running water, and was almost as big as a hotel room—and it was spotless! So, I lay down on the floor and got a half-hour of sleep. The lights were on a sound detector and went off in a couple minutes. They came on when my timer went off. It was sure cheaper than getting a hotel! What I really enjoy about brevets is that you never know what to expect and learn to improvise as the ride develops. It is the odd things that happen that make them so much fun, and this one was no exception.

My Ride: Overall, the ride went smoothly, with only a few rough spots.

The first one occurred

at the 100 km control. The control was at a shopping center. The cement curb driveway was a couple inches higher than the road. As I started making a right turn, a dump truck driver decided to make a left in front of me. This forced me to take the turn at a tight angle, resulting in a crash. Fortunately, Carradice saddlebags are wide and it cushioned my fall. All I got out of it was a slight butt bruise and a little "whiplash". This may be why I didn't notice climbing Malahat Summit on the way out, which came shortly after the control. I guess my adrenaline was still up.

With night coming on the second day and after 12 hours in the rain, I decided that enough was enough and elected to put my fenders on the bike. I had them in the van. I didn't want to ride all night in the rain so at the next control I spent about an hour getting them on and changing into dry clothes. Along with enjoying a hot meal with Lori, I spent two hours there. Of course within an hour of putting on the fenders the rain stopped.

Canada has a law that bicycles can travel on the highway, but can't go under an overpass. So at each intersection you have to take the exit ramp and rejoin the highway on the other side. At 1117 km, I misunderstood the "veer right" to exit instruction. At that time in the ride the directions were

■Continued on next page

Van Isle 1200K (continued)

confusing. I didn't realize I was supposed to get right back on the highway.

Finally, the last hour arrived. No surprise, there was a control at 1200 km. From there it was 5 km to Ken Bonner's house for the final check-in. I reached the 1200 km control in 80:13. Feeling a great sense of accomplishment, I had a snack and did a leisurely ride to Ken's house. Although it is clearly marked as a control, I was thinking the last 5 km didn't count time-wise. Oops. Upon arrival, we chatted, had a beer, and finally got down to the "paperwork" after some time had passed. Ken's best guess was 80:58 as my time. Checking my Polar afterward, it was actually 80:48. But the overall time didn't really matter all that much; the best part was that I finished and felt good!

Overall, this was a fun ride. I think the BC Randonneurs plan on offering it again in four years. If

you get a chance, check it out. Along with doing the ride, Lori and I had a great time exploring the island as vacationers. While we have only been back home a day, we are already planning on returning.

Benefits of Canadian Brevets: How many times have you heard that you should train the way you plan to ride an event? Many RUSA members are already starting to talk about the 2007 PBP. For some, going to France may be their first trip out of the United States or at least their first trip with a bike. If this is your situation, doing a brevet next year in Canada is a good way to get your feet wet without jumping into the deep end of the pool. If you go to Canada, you will experience going through customs, using a different currency, and tracking your ride progress by kilometers. You will need to box your bike if you fly and figure out how to get it to your destination. In Canada you will be exposed to a different varia-

tion of English, or in some regions, immersed in French. Canadian English is slightly different from American English. Most of the time it isn't a big deal, but it can get confusing, especially if that difference shows up on a route sheet (and late in a long brevet when you are very

tired). Riding in Canada provides an opportunity to see beautiful sights, meet friendly people, and practice many of the basic skills to successfully travel to France for PBP. If interested, you can use the RUSA web site's international links section to find Canadian brevet calendars: www.rusa.org

VanIsle 1200: 5-7 July 2006

Karen	Bataille	87 h 08	USA
Randy	Benz	73 h 30	CAN
Ken	Bonner	61 h 14	CAN
Henk	Bouhuyzen	72 h 50	CAN
Elias	Brettler	88 h 52	CAN
Dan	Clinkinbeard	83 h 45	USA
Melissa	Friesen	85 h 56	CAN
Dan	Fuoco	72 h 50	USA
Scott	Gater	85 h 56	CAN
John	Guth	72 h 50	USA
Nancy	Guth	72 h 50	USA
Ron	Himschoot	85 h 56	USA
Bryan	Johnson	56 h 35	USA
Paul	Johnson	88 h 52	USA
Ken	Knutson	80 h 58	USA
Bob	Koen	84 h 54	CAN
Wim	Kok	85 h 15	CAN
Michael	Koth	85 h 15	Germany
John	Kramer	83 h 45	USA
Manfred	Kuchenmuller	83 h 45	CAN
Lindsay	Martin	83 h 45	CAN
Lawrence	Midura	77 h 39	USA
Ken	Myhre	82 h 48	CAN
Toshiyuki	Nemoto	85 h 35	USA
Kent	Peterson	83 h 02	USA
Marc	Pritchard	72 h 50	USA
Maurice	Smith	71 h 36	CAN
Jim	Solanick	72 h 50	USA
Dan	Wallace	83 h 29	USA
Dean	Zimmer	85 h 56	CAN



Knutson at Cheminus Info Control. The question: What is the Engine Number?



Day Three: U.S. 36 between Last Chance and Byers. Part of a line of thunderstorms that built late in the afternoon. The rain that can be seen falling (especially to the right of the road) and accompanying lightning appeared never to have gotten closer than four or five miles away. Photo by Dan Brekke.

The Last Chance...

The Last Chance Randonnée has seen worse weather in previous years but that was little consolation for the 34 randonneurs fighting gusting winds as they rode out and back from Colorado to Kansas this past September. Support crew Margo Bonner described near zero visibility conditions in Kansas as tunnels of dust engulfed the road. Winds at the finish in Louisville, CO were 47 mph, gusting to 62 mph.

The Last Chance Randonnée is named for the town of Last Chance, Colorado through which it travels. The route extends from Louisville (between Denver and Boulder) in the plains of eastern Colorado to the farm fields of Phillipsburg in western Kansas.

For John Mazzola (Cedar Crest, New Mexico) it was his first randonnée. Being an accomplished mountain bike racer, John easily detected a competitive spirit among the Last Chance riders, many of whom had time goals. However, as the miles and days went by, he said, you eventually became more concerned with your own performance and less concerned with what other riders were doing.

Camaraderie extended to the support crews as well. Brevet rider Liz Mazzola crewed for her husband, John, and anyone else who happened to ride into the checkpoint. When she wasn't supporting the riders, Liz used her time to soak up the local culture. She learned

from the locals how to make silage (winter feed for livestock) and the difference between ranchers and farmers. Between checkpoints Liz took pictures of John Deer tractors which dwarfed her Air Stream trailer.

What impressed veteran randonneur Ken Bonner (Victoria, BC) more than the gusting winds and farm implements was the warmth of the Kansas people. Once a rider enters a restaurant or store in that state, it's hard to get out as people want to know where you're from and to where you're going. It seems each randonnée has its own challenges.

—Susan Plonsky

The Last Chance / Dance?

SEPTEMBER 13-16, 2006

BY JOHN KRAMER

Getting There: I flew to Denver on Frontier Airlines and took the Super Shuttle from the airport to the hotel and back. Travel was easy, Frontier was on time, and they only charged me \$50 each way for my bike. The round trip ticket to Denver was inexpensive as was the hotel (by Seattle standards). The TSA inspected my bike box and removed my bike to access the wheels in the lower compartment. The baggies containing my pedals, skewers, chain and stem were askew and one of the restraint straps holding my bike inside the box was undone. I had to ditch the chap stick that I was using for my wind and sun burned lips at the security checkpoint. The enemies of our homeland might be planning to blow up an airliner with a chap stick. I had a middle seat on the flight back and sat next to a 15 year old girl who spent the entire flight trying to get as far away from me as she could. I decided I better not tease her as I was a sun burnt biker with funny tan lines, a six day old growth of gray beard and a funny bike hat. So I used my credit card to watch the movie "Nacho Libre" with Jack Black that caused me to laugh out loud from time to time which only caused the young girl to rest her forehead between her thumb and forefinger and try to shield her eyes from my general direction with the palm of her hand.

The Road to Nowhere: Rule one: Don't change any of your major gear before a big ride. So I bought a new pair of Sugoi RS Flex shorts for the ride with a deeply padded Chamois. This is exactly the type of short that I have avoided in the past as the built-up chamois causes abrasions to the skin around

the edges of the chamois. But the Style Guy says yes to the blue Sugoi so what could I do? Now, despite the Style Guy's abuse, I can say with great certainty, the 3D type of chamois still causes abrasions to the skin around the edge of the chamois where the leg moves across the saddle. Usually I use some Carmex at night to kill any pains, and by the next morning, after a 4 hour break, I am ready to go. I just used my normal dose of Lantiseptic this time and was able to get by without any Tagament dressing. I probably should have used some Carmex after showering though. My normal shorts are less expensive Sugoi without the fancy chamois and a pair of Castelli's and Body Geometry Specialized. The abrasions that I got the first day didn't get any worse but they did remind me of all the stupid stuff I do.

My secondary Schmidt E6 light fuzzed out the second morning. I replaced the bulbs several times and was not successful in restoring its operation. I was reminded that I forgot to put a thin magnifier card in my emergency kit. The bulbs are impossible to read and if I was really smart, I would color code them with a dab of testers model paint. I rode most of the ride with a single E6 and Petzl Myo headlamp. I noticed several other riders discovered the Myo as well. I have since gotten the secondary E6 to work again but the cause of the problem is still unknown. I used new Hutcheson carbon comp tires and had three flats. The carbon comps might be cheap but they sure don't resist thorns very well. Finding a thorn and changing an inner tube is easy with a carbon comp; they are easy to deal with. I abandoned my hydropack and used three

water bottles. The hydropack caused me some problems on the VanIsle so I ditched it. I started the ride with my Oregon wool Jersey. I had to ditch the wool jersey on day two as it was too hot and the moisture that the jersey was collecting was not evaporating but was wicking to my cycling shorts where it started to give me crabby pants. So I reverted to my wool undershirt which worked well. The jersey cut is not generous for old guys like me with big bellies. A shop cut would probably work fine, but the combo, not so good. The only thing old guys like me get with a compromise like that is a big white belly poking out from under the front edge of a wet stinky jersey. It is just sure to humor the doe-eyed high school girls working at the Dairy Queen. I'll have to send the wool jersey to my 10 year old nephew. It should fit him fine after two hot water washings. I wore my summer SIR jerseys the last two days and they were very comfortable. I was shocked to see how much the Cascade 1200 jersey has shrunk since last year just hanging in the closet. Now it's almost a full size smaller!

Help Me Rhonda: My strategy for these long rides is to ride for 18 hours, stop for 6 hours to eat, shower, sleep and eat some more; rinse and repeat. The Last Chance fit this model very nicely so I had a pretty good ride even though I was one of the slowest riders on the route. Some of the riders were UMCA people using the randonnéé to qualify for RAAM. There were special controls called checkpoints set up so that support crews could legally provide support to the riders. One type was

■Continued on next page

The Last Chance / Dance (continued)



Day Two: Veronica Tunucci riding the final stretch of Day Two, between Oberlin and Atwood. Photo by Dan Brekke.

called a personal checkpoint and the other was just a notation on the cue sheet that support was permitted. There were personal support checkpoints every 30 to 50 miles but always where commercial services were also available to riders who did not have personal support crews. So it was a fast group of riders, mostly interested in UMCA stuff. We had a great dinner at the Apres-Finish and the food was excellent too. I got a chance to see the other riders.

The last day was looking pretty good. I rounded by the first three days with only a couple of minor problems. I had plenty of time, had a good night's sleep and a good breakfast. After the fog burned off around 10:00 a.m. and I could once again see out of my eye glasses, the sun came out and it looked

like a great day to finish up the ride. But the weather can change rapidly, which may be one of the lessons of the Last Chance. The route turned into a fairly ugly looking rain storm with high head winds 15 miles before Platteville. The sun went away and the temperatures fell about 15 degrees. I got used to riding using the drops with my head down on this ride. I noticed the big mud clumps on the road were actually toads, out enjoying the day in their own special way, soaking up the rain. So that was my entertainment for the next several hours, watching for toads and practicing evasive maneuvers. I wished those toads a safe journey amongst the passing automobiles. I was glad I brought my rain jacket and helmet cover. I have ridden in wind before but never by choice in wind this

strong. The final run to Boulder and John Lee's house had huge head wind, shoulders littered with falling tree branches and heavy vehicular traffic. The wind was strong enough that it would not be possible to walk the bike and I was feeling pretty lucky to have ample body mass to keep my bicycle on the ground. It was slow going but I finished the last 103 miles in less than eleven hours including breakfast and lunch and a really good burrito at Platteville!

He Ain't Heavy, He's Just Phat: There are some interesting sections on the Last Chance mostly because you have to invent interest in something to keep yourself from going automotive.

■ Continued on next page

The Last Chance / Dance (continued)

For example, the winds allowed me to ride some of the slowest miles of my entire biker life. I was enlightened by this opportunity. So I had plenty of time to think about all of the stupid stuff I have to think. I thought a lot about thinking about nothing but I was not able to think about nothing for any length of time so I counted The White Stripes and wished for my mp3 player. I ditched my mp3 player on day two as I didn't want the extra weight but I was sorry later when I discovered new interpretations for the concept of slow. I think the Last Chance is a good chance to review the Sisyphus myth. There are sections that are not flat but undulate endlessly, unrelentingly, maddeningly, with chip seal and without, with shoulders and without, with cross wind and with head wind, with snakes and with more snakes, a virtual cornucopia of up and down with rider supplied variety to boot.

Jack White, No Stripes, Cold Mountain: I also enjoyed the rattlesnakes warming up on the pavement just after sundown. Many times they were already dead, kilt by an automotive but many times they were moving. So it was interesting to think how to evade them if there was an overtaking automotive. You don't have a lot of reaction time at night with a bike light. Would they strike before your bike crushes their back? What if your bike tire didn't crush them? Would they go for your tire or your leg? What would happen if you were going slow up a steep hill? What would happen if they flipped up into your spokes? I hate snakes. As if "Snakes on a Plane" wasn't bad enough Ack...Snakes on a Brevet...Phft! Is it okay to kill something if you're afraid of it?

On day three, the Atwood control

■Continued on next page

Colorado Last Chance 1200km Randonnée

Rider	Home	Finish
ALDEMAN, Jim	Schaumburg, IL	87h 34m
BAKER, Philip	Baton Rouge, LA	72h 15m
BOL, Timothy	Maitland, FL	56h 27m
BOUHUYZEN, Henk	Toronto, OT, Canada	72h 45m
BONNER, Ken	Victoria, BC, Canada	56h 27m
BREKKE, Dan	Berkeley, CA	1000k
ELLIS, John Lee	Louisville, CO	79h 8m
ENFIELD, Mike	Mesa, AZ	DNF
FOLEY, Paul	Golden, CO	79h 31m
GRAHAM, Larry	Westerville, OH	59h 08m
GRAHAM, Woody	Columbia, SC	87h39m
GREALISH, Chris	Boulder, CO	DNF
GUTH, John	Stafford, VA	75h 20m
GUTH, Nancy	Stafford, VA	75h 20m
HARRIS, Guy	Asbury Park, NJ	77h 10m
HENDERSON, Charlie	Littleton, CO	DNF
IDE, Larry	Monmouth, IL	75h 20m
KNOBLAUCH, Tom	Aurora, CO	64h 36m
KNUTSON, Ken	Tracy, CA	79h 13m
KRAMER, John	White Salmon, WA	85h 22m
MAGPIONG, Earl	Newbury Park, CA	DNF
MAZZOLA, John	Cedar Crest, NM	70h 30m
McLEOD, Grant	Indian Head, SK, Canada	76h 55m
MIDURA, Lawrence A.	East Syracuse, NY	77h 10m
PHELPS, Robin	Durango, CO	79h 31m
PHELPS, Val	Durango, CO	79h 31m
POGORELZ, Robert	Fort Morgan, CO	DNF
SCHEMMEL, Jerry	Littleton, CO	DNF
SCHROEDER, Henrik	Lighthouse Point, FL	72h 15m
SEATON, Russell	Urbandale, IA	79h 23m
SMITH, Vernon	Colorado Springs, CO	79h 31m
TUNUCCI, Veronica	Corte Madera, CA	75h 50m
WALLACE, Dan	Winter Park, FL	87h42m
WERNER, Glen	Englewood, CO	71h 59m

The Last Chance / Dance (continued)



Day Three: Westbound, a few miles east of Cope, Colorado, on U.S. 36. The winds had slackened at midday, and occasionally the riders had a nice following breeze. Photo By Dan Brekke.

ran wakeup calls at 01:30, a very bad time of day for me. I was not able to recover from the lost sleep so all day I felt sleepy and slow and I stopped several times for ditch naps. I would not recommend “Ditch Naps” on Last Chance. There are fire ants, and those toads and the rattle snakes that must come from somewhere. But everywhere looks the same so the snakes could be everywhere! I stopped once at a rest stop, possibly the only rest stop on the entire route, and slept in the wind on a picnic table for about 10 minutes before waking up freezing cold. The next stop was a closed weight scale building where I could get out of the wind and had a large parking lot buffer from snakes and similar things. The other naps I just stood over my bike and put my head in my hands and startled myself awake just before falling over.

Thunder Road: When there is a massive side wind, the box shaped semi

tractor trailers ripping by at 75 mph produce a wind shockwave that is seriously disruptive. A semi coming from behind can produce a vortex that wants to suck you into the trailer wheels. This is a most uncomfortable feeling with different combinations of passing semi tractor trailers approaching and overtaking on sections of road without shoulders. For the most part, the drivers were professional and courteous and probably understood the effect of the vortex created by their trailers so they gave you the lane to buffer out the shockwave. I suppose there are truckstop stories about the deer or the dog that got sucked into the trailer wheels and crushed to bloody bits. It seemed to me that a large percentage of drivers would pass you and leave you lots of room. Not to get down on the truckers in the POW and BC, but the guys that won't give you an inch on the road regardless of the oncoming traffic would be dangerous here and

probably anywhere. I think the roads were remarkably good compared to my home conditions. The shoulders were wide and I observed almost no broken glass and no broken booze bottles, wine coolers or beer bottles. Maybe the wind blows it up north to the Bad Lands or Canada. There was some road construction and chip seal but the Last Chance had the best pavement of any randonné I've ridden.

Home Coming: The best part of a long ride is getting home and greeting the wife and getting hugs and kisses and congratulations and all the food you can eat for free. And also greeting the boys who come racing around the corner, running and jumping, acting up like comedians, squeaking and chirping with sparkling eyes, making funny noises and demanding hugs and tickles with their tongues hanging out and their tails wagging. It is a good feeling to be home.



B M B

Notes of a First Timer

By JERRY PHELPS

Editor's note: I'm proud of my N.C. riding buddy Jerry. In his rookie brevet season, he went from zero to 1200. Not many can say that. He had his fair share of first-year trials—the bonus miles, the broken spokes, the black skies that split open and dumped a river of rain. He persevered through it all, then showed up and kicked booty—mine!—on the saw-tooth hills of BMB.

Jerry often included his family in his training and rides. His wife Beth and daughter Emily were on hand in Newton, Mass. as he

completed the 750-mile course.

Space does not permit the printing of his complete ride report. Following are excerpts from the first three days, and his full account of day 4.

August 17-20, 2006, I completed what some people consider the hardest bike ride in North America: Boston-Montreal-Boston—"The Premier American 1200km Randonnée." The route covers 1,205 km (744 miles) and courses through four New England states and a bit of Canada. Riders enjoy

some breath-taking scenery and equally breath-taking hills. My middle-of-the-pack time of 81 hours and 40 minutes might seem unimpressive considering the first place finisher covered the distance in 49 hours and change, but this was my first 1,200 km randonnée and many veteran randonneurs consider BMB the most difficult. 121 riders started; 103 finished within the prescribed 90-hour time limit; 3 pre-registered riders came to their senses before the ride began and didn't show. It was the toughest, longest, steepest, meanest, and most

BMB (continued)

relentless ride I've ever done, and I wouldn't take anything for the experience.

The first 78 miles to the control in New Salem, MA went by fairly quickly. Once the sun rose, I could tell the day would be clear with a pleasant if not warm temperature. The terrain over the first leg was relatively flat—not too different than riding in the Piedmont. The scenery was beautiful and of course everyone was excited, fresh, and damn near giddy.

The organizers of BMB put on a great ride. The cue sheets are exceptionally understandable and accurate.

They've even gone to the trouble to paint arrows on the road at every turn along the entire course. I can't say enough for their hospitality and support. The food is good and plentiful, mechanics are knowledgeable and prepared, and control staffs are helpful and go out of their way to pamper riders when possible.

The stretch [after Killington] offered a nice descent and then a flat stretch along a river through farm land. I met Jim Melville from Albany, NY during this section and rode with him to the base of Middlebury Gap as the sun set and the sky quickly darkened. This climb is not very long, but the grade is at least 15% in places and the road surface is frankly terrible. I concentrated on completing 1/4 mile sections. With my standard double

chain-ring (53:39) and 12:25 cassette, it was a real knee buster—by far the hardest climb I've ever done. I am not ashamed to admit that I had to stop twice to get my heart rate down and catch my breath. I was maxed out completely.

Passing through Williston, we spotted a Friendly's restaurant and I got a craving for real food.... I think we shocked the restaurant patrons and the staff at how quickly we could snarf down a plate of food.

Soon we were in the region of Lake Champlain as we traveled with a nice tail-

■ Continued on next page



In Tandem. Phelps shot this photo of tandem team Jeff Bauer and Mary Crawley enjoying the ride.

BMB (continued)

Glenn Ammons	Albany	NY	USA	84:28
Dustin Baker	No. Chelmsford	MA	USA	70:47
Charlene Barach	Red Deer	Alberta	Canada	DNF
Merle Baranczyk	Salida	CO	USA	84:17
John Barkman	London		UK	51:33
Jeff Bauer	Nashville	TN	USA	84:38
Kelley Behrens	Mystic	CT	USA	76:58
Brian Berry	Mount Tremper	NY	USA	83:02
Timothy Bol	Maitland	FL	USA	58:53
Ken Bonner	Victoria	BC	Canada	59:49
Henk Bouhuysen	Toronto	ONT	Canada	70:47
John Bower	No. Plainfield	NJ	USA	85:29
Danny Brackett	Halifax	NS	Canada	70:47
Nicholas Bull	Arlington	VA	USA	88:04
Chris Burkhardt	Woodbine	MD	USA	DNF
Rowan Burns	Red Deer	AB	Canada	DNF
Lisa Butkus	Orlando	FL	USA	78:49
Dave Buzzee	Dublin	OH	USA	DNF
Chris Candiello	Maynard	MA	USA	70:47
Timothy Carroll	Cleveland Hgts	OH	USA	67:03
Robert Casciato	Chester Springs	PA	USA	64:23
Wayne Cernak	Westhampton	MA	USA	66:08
Laurent Chambard	Englewood	NJ	USA	DNF
Wes Cheney	Norfolk	VA	USA	85:22
Janice Chemekoff	Lyon Station	PA	USA	89:28
Jan Christiansen	Stockholm		Sweden	51:33
Phil Cohen	Augusta	GA	USA	85:29
Charles Coldwell	Somerville	MA	USA	67:44
John Connaghan	South Queensfer		Edinburgh Scotland	69:22
Linda Crawford	Titusville	FL	USA	85:45
Mary Crawley	Villanova	PA	USA	84:38
Ann Crossland	Snowmass	CO	USA	62:45
Tom Dembinski	Hamden	CT	USA	84:59
Paul Donaldson	Middletown	MD	USA	77:57
John Lee Ellis	Louisville	CO	USA	81:39
Jeff Erickson	Arlington	VA	USA	66:49
John Evans	Mount Martha	VICTORIA	Australia	82:16
John Fessenden	Horseheads	NY	USA	71:34
Lisa Force	Jersey City	NJ	USA	85:29
Michael Fox	Cedar Falls	IA	USA	84:36
Mark Frank	Rochester	NY	USA	84:32
Carey Fry	Waterloo	IA	USA	78:34
Robert Fry	Waterloo	IA	USA	78:34
Joe Gaudio	Niantic	CT	USA	76:58
Christopher Gaughan	Dayton	OH	USA	59:47
Deborah Georges	Miami Beach	FL	USA	64:40
Gerald Goode	Tucson	AZ	USA	DNF
Tony Goodnight	Salisbury	NC	USA	68:37
Anish Goyal	Cambridge	MA	USA	88:35
Robert Gray	Loughborough	Leics	UK	60:56
Roger Hillas	Washington	DC	USA	76:50

wind through small, tidy New England villages such as South Hero, Grand Isle, and Alburg. New York was to our west and we were treated to beautiful views of the lake on both sides of the road. Somewhere in this area we were met by the fast guys on the return leg. They had ridden through the night and some would ultimately finish in less than 50 hours. A rough calculation impressed and depressed me when I concluded they were 150 miles ahead. With nothing to do but keep riding, we crossed a tall bridge that brought us to the end of this 90-mile leg and to the control at Rouses Point, NY. Here I almost made a critical mistake. When changing my jersey, I removed the plastic wallet holding my brevet card and forgot to put it back on. I left it hanging on a peg in the locker room. But the efficiency of the controle workers saved my ride. They make a habit of checking each rider in and out of the controle. As I was leaving the checkpoint, the BMB staffer asked to see my brevet card and I discovered my mistake. Had he not asked, when I reached Huntingdon 49 miles away, I wouldn't have had my card and I would have been disqualified.

Covey Hill kicks in at about 350 miles and goes up at a minimum of 8% for about 3 miles. The temperature was about 85 with no shade and the road surface looked more like a gravel pit than asphalt. Finally at the top we enjoyed a view of Montreal off to the east and a long, gentle descent with better road conditions for the next 20 miles. We rolled through fertile farmland reminiscent of the American mid-west to the halfway point at the Royal Canadian Legion Hall in Huntingdon. Another fairly fast stop ensued and we were on the way home! The trip back to the U.S.

■ Continued on next page

BMB (continued)

was fairly uneventful with a few exceptions. The high-speed descent of Covey Hill was an absolute blast. I stopped at the top to take a few pictures. One was of Mike who in the span of about 15 seconds had opened a gap on me of at least 300 hundred yards. I clipped in to move out, and within three pedal strokes I hit 26 mph and topped out at about 40 on the descent.

In Rouses Point, we took a leisurely stop to shower, change clothes, and fuel up for the 53-mile trip to Williston, VT. We donned our required reflective gear, and turned on our lights as dusk was approaching. For once, we didn't have to pay the full price of having an earlier tail wind as the wind speed had dropped considerably. We made good progress for about 20 miles, but two-days of riding and about 440 miles were having the expected effect. We were dog-tired and the shoulder of the road was looking very inviting and comfortable. With 26 miles to Williston, I asked Mike if we could pull over and he readily agreed. We found a pizza joint that was just about to close. The college-aged workers treated us like celebrities and stayed open. They even let me sit in their walk-in refrigerator to cool off! As we ate the pizza and shared a two-liter Coke, the two Steves and Dave came in. They sat down and I thought, "Damn, I hope I don't look as bad as those guys do" but I was sure that I did. We were all essentially out on our feet.

The [breakfast] stop in Bristol was right out of a Norman Rockville painting. Bristol must be the quintessential New England village with tidy homes

■ Continued on next page

Mark Hnatov	Port Jefferson	NY	USA	DNF
Chuck Howes	Holliston	MA	USA	79:36
Pat Hurt	Lambourn		UK	86:22
Brian James	N. Augusta	SC	USA	85:29
Edward Jones	Houston	TX	USA	DNS
John Jurczynski	Holderness	NH	USA	51:33
Christopher Kaiser	McDonough	GA	USA	85:45
Robert Kassel	Whitby	ON	Canada	DNF
Mike Kerrigan	Salem	NH	USA	68:49
Jerry Khorll	Lake Saint Louis	MO	USA	85:22
David King	Louisville	KY	USA	84:38
Urs Koenig	Seattle	WA	USA	51:33
Paul Kramer	Upper Monclair	NJ	USA	DNF
Fred Krawiecki	Holland Landing	Ontario	Canada	DNF
Ted Lapinski	Northfield	MA	USA	59:49
René SogaarLarsen	Frorup		Denmark	66:37
Jonathan Levitt	Bronx	NY	USA	85:29
Russ Loomis	Williamsburg	MA	USA	64:40
Stig Lundgaard	Skovlunde		Denmark	62:45
Tim Martin	Owensboro	KY	USA	82:38
John McClellan	Concord	MA	USA	DNF
Scott McIntosh	Chicago	IL	USA	64:57
Peter McKay	Seattle	WA	USA	78:49
James Melville	Stuyvesant	NY	USA	DNF
Sylvie Ménard	N-D-Ile-Perrot	QBC	Canada	66:01
Anthony Mennona	Montpelier	VT	USA	63:15
Chris Mento	Glen Burnie	MD	USA	72:44
Catherine Nixon Heibel	Charleston	SC	USA	85:45
Emily O'Brien	Somerville	MA	USA	86:07
Bill O'Mara	Bristol	RI	USA	61:22
Tom O'Neil	Arlington	VA	USA	DNF
Bob Olsen	Washington	DC	USA	DNF
William Olsen	Califon	NJ	USA	85:06
Paul Palmer	Columbia	SC	USA	85:45
Jerry Phelps	Chapel	Hill	NC	USA
Susan Plonsky	Black Canyon Ci	AZ	USA	86:39
Massimilian Poletto	Cambridge	MA	USA	61:22
Larry Powers	Wethersfield	CT	USA	85:06
Burt Prokop	Montgomery	MA	USA	61:22
Dave Read	Tumwater	WA	USA	80:08
Paul Regan	Toronto	ON	Canada	DNS
Steve Rice	Shelbyville	KY	USA	84:38
Peter Riffart	Munich		Germany	62:45
John Rohland	Rumford	RI	USA	85:06
David Ross	Fall River	NS	Canada	68:37
Stephen Roysel	Versailles	KY	USA	85:31

BMB (continued)

Thomas Russell	Alamo	CA	USA	85:31
Ken Sacks	Barrington	RI	USA	85:06
Katie Sayers	New York	NY	USA	DNF
Chris Scherer	Lambertville	NJ	USA	72:44
Bill Schwarz	Kinderhook	NY	USA	DNS
Jeffrey Scornavacca	Bellingham	MA	USA	DNF
Matt Settle	Strasburg	VA	USA	75:57
James Severance	Driggs	ID	USA	85:45
Paul Shapiro	Princeton Junct	NJ	USA	85:29
Kenneth Silvestri	Niantic	CT	USA	76:58
Paul Smith	Charlotte	NC	USA	84:55
Glen Steen	Tillsonburg	ON	Canada	DNF
David Stefanovic	Waltham	MA	USA	85:44
Danny Stevens	Dunnellon	FL	USA	DNF
Robert Stevens	Dunnellon	FL	USA	83:24
Danny Stevens, Jr	Dunnellon	FL	USA	61:22
Michael Sturgill	Phoenix	AZ	USA	63:15
Tim Sullivan	Coronado	CA	USA	66:08
Judith Swallow	Pinner	Middlesex	UK	83:06
Erez Tamari	Mississauga	ON	Canada	85:22
Mark Thomas	Redmond	WA	USA	83:47
Andrea Tosolini	Gainesville	FL	USA	49:40
Merry Vander Linde	Bloomfield	Hill MI	USA	82:08
Paul Vlasveld	San Jose	CA	USA	80:06
Dan Wallace	Winter Park	FL	USA	84:46
Bruce Woodard	Van Meter	IA	USA	61:46
Tom Worster	Boston	MA	USA	70:34

1000K

Mike Dayton	Raleigh	NC	USA	64:25
Spencer Klaassen	St. Joseph	MO	USA	70:01
Jim Koegel	Cincinnati	OH	USA	64:25
Chris Ragsdale	Seattle	WA	USA	44:53
Glen Reed	Medway	MA	USA	70:06

Quads

Daniel Aaron	Long Beach	NY	USA	Finished
Carol Bell	Baltimore	MD	USA	Finished
Dena Cohen	Cambridge	MA	USA	Finished
Andrew Howard	Cambridge	MA	USA	Finished
Jim Joy	Minneapolis	MN	USA	Finished
Jake Kassen	Brookline	MA	USA	Finished
Chris Kostman	Oak Park	CA	USA	DNF
John Riesenber	Stoddard	NH	USA	Finished
Laurie Streff	Oak Park	CA	USA	DNF
Norm tenBroek	Marblehead	MA	USA	Finished

200k

Spencer Klaassen	St. Joseph	MO	USA	10:47
Jim Koegel	Cincinnati	OH	USA	9:45
Chris Ragsdale	Seattle	WA	USA	8:23
Glen Reed	Medway	MA	USA	10:48
Dave Buzzee	Dublin	OH	USA	9:28

and businesses on an active main street. The sturdy folks in the restaurant were obviously curious, but too polite to be nosy. After a few minutes the waitress asked us where we were headed and where we'd come from. I gave her my pat answer of "You wouldn't believe me if I told you" and then proceeded to layout the details of the trip to that point. She and the other customers were astounded. Over plates of eggs, sausage, and pancakes, we got to know the folks a little. As we were walking out the door, one of the ladies said, "My, you fellows sure are brave." I replied with a wave of my hand, "Not brave, maybe just insane." Their smiling, laughing faces are an image burned in my brain.

We left Middlebury knowing we had the two hardest stretches left totaling 110 miles. Within 5 miles we started the climb up Middlebury Gap. It's a longer climb headed south and the best I can say is that I survived to the top. No king-of-the-mountains points, but I was happy to quietly summit it and move on. It was here that I absolutely knew that nothing would stop me from finishing.

The hard part to Ludlow was now over and I thought I could just cruise on flat roads with good surfaces. BMB is notorious for rain—it rains every year on at least some portion of the ride and this year was no exception. A gentle mist quickly turned into a frog strangling, cats and dogs downpour within a couple of minutes. I was soaked within seconds, but I took some solace in knowing that I had dry clothes in a drop bag at Ludlow.

■ Continued on next page

BMB (continued)

The control was fairly busy as lots of riders were taking an extended break to muster up the courage and the fortitude to tackle the highest summit on the ride for the second time—Mt. Terrible.... I think the controle staff was taking some twisted pleasure in knowing precisely what lay in store as I was about to make the left turn out of the Trojan Horse Inn and immediately begin the 5-mile climb. One of them said “Remember; it’s not that bad, it’s just Terrible.” If looks could kill....

DAY 4

I got out of bed Sunday at 3:30 AM with the knowledge that only 112 miles stood between me and the finish in Newton. As I was dressing, I reflected on what a difference a few months had made. In March or April, I would have had a certain amount of apprehension at tackling 112 miles, but on that morning, it seemed like a piece of cake. Then I looked out the window and saw the sky was dumping buckets. The previous day’s machismo went out of me with a long single sigh. I hate riding in rain.

But there wasn’t much to do about it other than to get it over with. So by 4:00 AM I was on the road and tackling, that is if you can tackle something with a feather, the only significant climb of the day—Mt. Pisgah. Once out of Brattleboro and across the Connecticut River, I said goodbye to Vermont and entered New Hampshire. The rain was incessant and even though I was wearing a “waterproof” cycling jacket, I was soaked in a matter of minutes. Fortunately, the only souls on the road were me and bunch of toads trying not to drown. I reached the top of Pisgah moving at an average pace of about 7 mph. In fact the first 14 miles took me 1½ hours. I was crawling. I think one of the toads passed me going uphill! I stopped at a bank with a dry front porch

for a few minutes just to regroup and try to buck up my spirits to tackle the final 100 miles.

Shortly after pulling out the rain lightened and pretty soon the sky started to grow brighter. My attitude improved as I neared Massachusetts and the controle at Bullard Farm in New Salem. I think I woke up the lone worker who had been there for 4 days at this point. She was as tired as I was. She kindly fixed me some oatmeal and coffee as I changed into dry socks and gloves I had packed in my Camelbak. Unfortunately, this was not a drop bag checkpoint, so I had to continue wearing my wet clothes. With only 78 miles to go, I decided I could do without the Camelbak and left it with her to bring to Newton. I made sure I had a spare tire and tube in my seat bag. She gave me a quick run down on the route ahead, where the hills were, and an idea of a breakfast joint in Barre. Eighteen miles later I was drinking hot coffee and eating a big breakfast complete with pancakes. I had a nice conversation with a lady who thought I was insane to be covering so many miles in so few days. She revealed that she worked for the local humane society and had 27 dogs and 22 cats of her own! And she thinks I’m crazy?

A few miles farther down the road, I happened upon Mark Thomas, president of RUSA and a resident of Seattle. He was literally asleep on his feet. Huddled with his arms across his chest and leaning on a guard rail, he was catching a few winks. I didn’t mean to wake him, but I didn’t realize he was asleep either. We exchanged a few words and when it was apparent he wanted to resume his sleeping, I pulled out quietly.

I next caught up with John Lee Ellis of Louisville, CO with about 50 miles to go. We had been playing tag since before Ludlow the day before. It was his turn to be “it” as I passed him on a particularly

bad stretch of Highway 62 on the way to Princeton.

The rain had stopped finally and the sun was beginning to make brief appearances through the slate grey and white clouds. I was tempted to pull into a Dunkin Donuts, one of the official sponsors of the ride, but I was more interested in finishing than eating. As the sun warmed me, I began to regret not having the Camelbak; although I didn’t regret not having the weight. I stopped again for water, orange juice, and a cookie in Weston with about 25 miles to go. John Lee passed me again as I enjoyed my brief repast.

Traffic increased dramatically on the home stretch and I tried my best to stay alert. As I reached the final hill into Newton I tried to savor the moment. I had been visualizing for months what the finishing few miles would be like and now that I was almost home I didn’t want the experience to end. A nice crowd had gathered to welcome each finisher. I pulled in at 81:40, one minute behind John Lee. We had our official finisher’s picture taken together and I took off in search of my friend, Sam Adams! Beth and Emily and Mike congratulated me and the moment was quite emotional.

Fellow North Carolinian and friend Tony Goodnight accomplished his goal to qualify for RAAM by finishing in 68 hours and 37 minutes. A bit of luck is required to finish BMB, but an iron will is also necessary. BMB is the ultimate physical, mental, and spiritual test of a rider and his machine.

Finishing BMB has cemented my interest in randonneuring. I’ll be back on the bike soon pursuing other goals and I plan to ride in PBP next year. I think my experience shows that it’s entirely possible to go from zero rando experience to conquering a 1200 km ride in a single season, so I hope to see some of you in Paris in August 2007.

RUSA Board Member Candidates

It is time again for our annual elections. These RUSA members have been nominated for positions on the RUSA Board. The general board members serve three-year terms, while the RBA Liaison, nominated by the RBAs, serves a one-year term. (Remember, only RBAs can vote for the RBA Liaison position.) Read on to learn more about each nominee, then use the Election Form on this page to cast your votes. RUSA depends on our volunteers to provide its leadership and operations, and in turn these good folks depend on your vote. **Note: You can also vote online at www.RUSA.org.**

RUSA Election Ballot

Three positions on the RUSA Board of Directors are on the ballot. Members may vote for TWO candidates from nominees listed below. The third position is for RBAs only. Check the box to cast your vote.

- Candidate #1: Mike Dayton
- Candidate #2: Don Hamilton
- Candidate #3: Lois Springsteen
- Candidate #4: Jennifer Wise

Your Name: _____ RUSA #: _____

This section is to be filled out by RBAs only.

- Candidate: Susan France

Your Name: _____ RUSA #: _____

Please send this form to:
Terry Zmrhal
RUSA Secretary
9531 112th Ave NE
Kirkland, WA 98033
Or e-mail: terryz@terryz.net

All ballots are due to the RUSA secretary by December 15.

RUSA Board Member Candidates

MIKE DAYTON

I got lucky. I found cycling as a teenager, way back in 1972. It was love at first sight. I completed my first century in 1973 and my first long distance tour in 1975. Today, three decades later, I still feel like a kid when I hop on a bike.

In the past five years, I've developed a passion for randonneuring. I've finished 5 Super Randonneur series in my home state of North Carolina. I completed PBP in 2003, the Cascade 1200 in 2005 and a 1000K this year at BMB. Like many others, I'm

dreaming ahead to PBP '07. I've set up two permanents and am working toward the R-12 award.

In 2004, I was selected as RUSA's newsletter editor. This issue wraps up my third year in the job. I've loved every minute of it because it gives me regular contact with other randonneurs across the country and with RUSA's board. Those contacts have given me a real feel for our sport's past and insight into where it's heading.

I'll bring my riding experience and my enthusiasm as a RUSA volunteer to the RUSA board. And at



the end of the day, I'll be out on the road for a long ride or two with my regular crew.

DON HAMILTON

Don Hamilton, nominee for re-election to the RUSA Board of Directors. Occupation is a Computer Consultant. I have been cycling since 1981 and with my wife Phyllis started randonneuring on our tandem in 1997. We have completed two Paris-Brest-Paris (1999 and 2003) and have ridden many brevets in the Ohio Brevet Series. Though back problems have reduced my brevet participation, Phyllis and I continue to help out as workers for the Ohio Brevets.

I have been the RUSA Membership Chairman since the fall of 2000, RUSA Secretary in 2004 and 2005, RUSA BRM Medals Chairman in 2005 and have

been a member of the Board of Directors for the past three years. One of my accomplishments as a board member was starting the RUSA Safety program which was initiated with Sam Browne style reflective sashes and reflective ankle bands. RUSA subsidizes part of the cost of these items so that RUSA members can purchase them at a low cost and be more visible and safe while on the road.

Over the past six years as a member of the RUSA volunteer team I have seen the tremendous growth of randonneuring in the USA—USA is approaching two thousand active members. With brevets in over 45 locations plus



the increased number of Permanents and Flèches, there are many rides that our members can enjoy. I would like to be re-elected to the board so that I can continue to do my part in the growth of RUSA and randonneuring in the USA.

RUSA Board Member Candidates

LOIS SPRINGSTEEN

I started cycling in 1983 and I rode my first brevet in 1990 in preparation for the 1991 *Paris Brest Paris du Centenaire*. I've been fortunate to complete Paris Brest Paris four times, the Gold Rush Randonnée in 2001 (after coordinating the route design), and I earned the R-5000 medal in 2001. In addition to riding for myself, with the help of my friends and family, I've raised \$85,000 by riding for charity during the past 11 years. Randonneuring has given me many fine memories and some very precious friendships.

It's been my privilege to serve

RUSA since its inception with a very fine group of dedicated individuals. I've served on the Membership Committee, been Vice President, and currently serve as Brevet Coordinator, preparing all of our ACP results for homologation in France. I've represented the USA at the quadrennial RM meetings in Paris, too. In addition to my active involvement in RUSA's day-to-day operations, I work with Bill Bryant as Regional Brevet Administrator for Santa Cruz Randonneurs and I was a control organizer at the most recent GRR. I'm proud of my active role in



keeping randonneuring strong, both in northern California and across the U.S.A. I served on the Board of Directors from 2000-2005 and I would be honored if you would allow me to serve again.

JENNIFER WISE

Every time I see a RUSA jersey in an event, I smile and think "*That's one of my boys.*" It is with enormous pride that I have watched RUSA grow and establish itself as a leader in the world of randonneur cycling. The RUSA board is made up of some really smart, fun and dedicated people who are proven randonneurs. Okay, truth be told, I've ridden one brevet in my life. I've not ridden a full brevet series, BMB or PBP—but I have the passion. I get it. I get the whole French thing. I also get that we have our own strong American identity and a solid domestic calendar of events. Board members need to hold onto the French thing in one hand, and the American thing in the other.

While holding firm to the foundation of French cycle-touring, the board has developed RUSA guidelines, events and a sense of belonging for our members. As we move forward, it's good to remember our roots, traditions and original focus. And that's where I come back in. I got to thinking; as RUSA approaches its 10th anniversary in 2008, maybe my presence on the board would bring a certain balance.

- Past and present
- East and West
- Female and male

I love the dynamics of Randonneurs USA and want to keep those in place while we evolve even more. I'm good at stuff off



the bike. I take ideas and turn them into reality. Just like that RUSA jersey. I've done it before, and I can do it again. If you believe in recycling, then vote for me.

RBA Liaison Candidates

SUSAN FRANCE

When asked if I would consider running for RBA Liaison I said "absolutely." I love the sport of randonneuring, even with all its sometimes-quirky rules. I would be happy to contribute in whatever way I can to help grow and foster the sport in the US, be it RBA Liaison or stuffing envelopes. RUSA is a great organization with great people.

I have been involved with randonneuring off and on since 1987.... Assisting the early 2005 RBA got me further entrenched. Mid-2005 I was asked to take over the Portland

series and it became my full time job with a salary that includes leftover bananas and cup-o-soups. 2006 saw tremendous growth in Portland. We formed Oregon Randonneurs, a double brevet series was scheduled and, with a great deal of help from Seattle International Randonneurs and our volunteers, the club membership and brevet attendance skyrocketed. I asked questions, I got help.

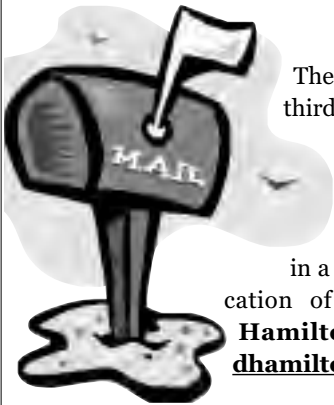
What would I do as RBA Liaison? I have always been known as an organizer and communicator. I

haven't any specific grand ideas, grand ideas exist in everyone they only need to be shared, tried out, with successes and failure communicated. I will

answer questions that I can; I will admit when I do not know and find the answer for all. I will communicate to and from the RUSA board. Communicating is what I do best; I always try to do my best...



Attention Members



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

Don't Forget...

...To renew your RUSA membership!



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

Cascade 1200 Results

Editor's note: Articles about this event appeared in the August newsletter.

First Name	Last Name	City	State	Time
Nate	Armbrust	Portland	OR	89:46
Paul	Bacho	Aurora	OH	88:57
Jeff	Bauer	Nashville	TN	88:57
Michael	Bingle	Vancouver	WA	83:10
Timothy	Bol	Maitland	FL	89:59
Ken	Bonner	Victoria	BC	65:26
Dan	Boxer	Seattle	WA	DNS
Dana	Bradshaw	Tahoe City	CA	DNS
Bob	Brouhard	Davis	CA	87:57
Bob	Brudvik	Edmonds	WA	87:16
Lisa	Butkus	Orlando	FL	89:59
Charles	Coldwell	Somerville	MA	84:28
Sam	Collins	Brooklyn	NY	DNF
Christopher	Conger	Stillwater	MN	DNF
Greg	Cox	Kent	WA	87:16
Michelle	Dulieu	Webster	NY	89:40
Edward	Felker	Washington	DC	88:57
Chester	Fleck	Calgary	AB	89:46
Paul	Foley	Golden	CO	86:11
Bill	Fox	Dallas	TX	DNS
Mary	Gersema	Washington	DC	88:57
Bill	Glass	Nashville	TN	89:40
Gerald	Goode	Tucson	AZ	87:57
Alan	Gosart	Smyrna	TN	89:40
Patrick	Gray	Seattle	WA	DNF
Christopher	Hanson	Redondo Beach	CA	89:46
Jan	Heine	Seattle	WA	63:53
Jack	Holmgren	Oakland	CA	89:08
Michael	Huber	Snohomish	WA	DNF
Sam	Huffman	Banks	OR	84:21
Dave	Johnson	Arlington	WA	87:33
Christopher	Kaiser	McDonough	GA	DNF
Urs	Koenig	Seattle	WA	53:42
Albert	Kong	El Dorado Hills	CA	87:37
Jim	Kreps	Chicago	IL	89:08
Manfred	Kuchenmuller	Richmond	BC	87:57
Joe	Llona	Lynnwood	WA	89:46
Albert	Lutz	Tigard	OR	DNF
Alard	Malek	White Rock	BC	DNF
Ray	McFall	Kent	WA	89:47
Peter	McKay	Seattle	WA	87:56
Jon	Muellner	Port Townsend	WA	DNF
Kathy	Murphy	Orlando	FL	89:59
Thai	Nguyen	Kirkland	WA	88:47
Peter	Noris	Denver	CO	DNF

First Name	Last Name	City	State	Time
Michael	Norman	Mountlake Terrace	WA	DNF
Brian	Ohlemeier	Renton	WA	83:10
Mark	Olsen	Rochester	MN	87:57
William	Olsen	Califon	NJ	87:57
Peter	Rankin	Bothell	WA	82:57
Dave	Read	Tumwater	WA	86:58
Mike	Richeson	Seattle	WA	DNF
William	Roberts	Seattle	WA	DNF
Pat	Rodden	Clinton	WA	DNF
Mark	Roehrig	Redmond	WA	DNF
David	Rowe	Lake Oswego	OR	89:59
Jeff	Sammons	Brentwood	TN	89:40
Del	Scharffenberg	Milwaukie	OR	83:10
Eric	Simmons	Colorado Springs	CO	DNF
Dennis	Slaback	Covington	WA	DNF
Vernon	Smith	Colorado Springs	CO	86:11
Peter	Stary	Burnaby	BC	84:28
Michael	Sturgill	Phoenix	AZ	83:10
Mark	Thomas	Redmond	WA	DNF
Jim	Tolbert	Winter Park	FL	DNF
Dan	Turner	Bellingham	WA	DNF
Eric	Vigoren	Bremerton	WA	DNF
Paul	Vlasveld	San Jose	CA	87:57
Reid	Walden	San Francisco	CA	86:48
Dan	Wallace	Winter Park	FL	88:57
Jason	Wennstrom	Tacoma	WA	87:56
Charlie	White	Marysville	WA	87:33
Marc	Witkes	Durango	CO	86:54

1000/200 Km

First Name	Last Name	City	State	1000K Time	200K Time
Robert	Buschman	Portland	OR	69:20	12:38
Kitty	Goursolle	San Ramon	CA	69:31	12:27
Tom	Lawrence	Mountain View	CA	62:13	
Richard	McCaw	San Jose	CA	66:59	12:17
Wayne	Methner	Lake Forest Park	WA	DNS	
Ken	Shoemaker	Los Altos Hills	CA	69:31	13:07

The Randonnée & The Hero's Journey

BY SUSAN PLONSKY

Having survived all the ordeals, having cheated death, at the end of the story heroes return home.

However, they continue their journeys with the sense that they have been changed by the experience and are starting a new phase in their lives. Heroes (both women and men) bring back a prize, whether it be wisdom, experience, money, love, fame, or the adventure of a lifetime.

After the randonnée is the time to bring your cycling experience back into your daily life. You are more than you were before. You may decide you're more persistent, resourceful, adaptable, focused, confident, in control, compassionate, ruthless, helpful, more alive, more aware, more whole, or more human. After the event is a time to reflect on how you want to carry that forward, not only in your cycling but in your daily life as well. It's time to acknowledge the change, if only to yourself, and it's time to celebrate it, no matter what the result.

From Hero to Zero

Returning to every day life is sometimes a letdown. Other people may not

acknowledge the change. You're not mentioned in cyclingnews.com. You have no trophies, no TV coverage. It seems the longer the ride or the richer the experience, the bigger the letdown.

Your experience may be diminished or lost in the onslaught of daily life. Not everyone will understand it. Most people can't imagine riding 250 miles in a day or 750 miles over four days. In all fairness, if you've never been on a bike more than a couple hours, there may be no way to explain ultra cycling.

Others may even dismiss, criticize, or minimize the experience without intending to do so. Other cyclists may want to know your average speed or if you won, as if everything were a contest. Some people will claim that anybody can go that far if they just sit in the saddle long enough. Your boss may feel threatened to hear that something is as important or more important than your work life.

Marking a Passage

The transition between cycling seasons is an opportunity to mark a passage. Take time to reflect and



acknowledge your emotions and reactions. How have you been changed by this passage? Is there a gift to be claimed? What do you want the next part of your life to look like?

Here are some activities that may help you with the answers:

1. Don't shove that medal or event jersey into a drawer when you get home. Leave it out where you can see it daily and savor the experience while it's fresh in your mind.

2. As soon as you can after the ride, journal about the experience or write a ride report. Find the positive in the event first, even if it didn't go the way you wanted.

3. Learn from your past. Every event or race is an event in itself and a practice run for the next event. Even if your event was totally successful, make a list of things to try next time to make the next event even better.

4. Accept responsibility. We tend to attribute success

to our efforts and we tend to blame external forces or other people for our failures. This is our way of preserving our self esteem and protecting ourselves from getting hurt. While such an attitude may provide temporary relief, it also prevents us from taking appropriate actions to deal with our failures. By accepting responsibility you bring the problem within your realm of control where you can then deal with it.

5. If something happened during the ride that you feel you didn't handle particularly well, visualize the scene, but this time imagine yourself acting in ways that make you proud of yourself. Be careful not to visualize anything you wouldn't want to become a reality.

5. Above all, find ways to celebrate the end of another cycling season. Reconnect with friends and family, buy yourself a gift, or ride with a friend who's doing his/her first century.

Oh In praise of the local convenience store Sheetz!!!

By WES CHENEY

It's been 90 miles and eighteen hours since I last had a hot meal. Breakfast this morning was scarfed down while driving to the check-in: a couple of fruit bars washed down with yesterday's coffee, conveniently refrigerated in the car cup holder as the temperature dipped below freezing.

But now I've perked up as I read some beautiful words on the cue sheet: "Sheetz 0.5 miles on the right."

"Oh dude, we gotta stop at Sheetz!"

"Sheetz?"

"Yeah, Sheetz!"

My riding companion of the present morning betrays his lack of local ways as he asks in an odd New Zealand-via-Newark accent, "What is a 'Sheets?'"

"Sheetz! It's this great chain of convenience stores."

"Thanks, but I don't need anything."

"Nah, you don't understand, they've got food!"

The quizzical quirk of his eyebrows above his rim-

less, rounded glasses betrayed a stereotypical dismissal as visions of Twinkies and potato chips danced o'er his head.

"Look, do you like Subway sandwiches? Then you'll love Sheetz. See, it's all made to order in this, sort of 'convenience restaurant.' They've got these great touchscreen computers where you can place your order. Then you get a number printed out on a receipt, and by the time you pay the clerk, your sandwich is ready."

I glanced over again as we crested a small hill and looked down to where the road joined the river under a canopy of still-barren trees. I was starting to see that glazed look on my *ancien* companion that my father always showed when I tried to explain menu function options on the new VCR.

"See, it's more than sandwiches. They've got bagels too, and bagel sandwiches, or 'Schmagels,' as they call them. But then, oh man, you've gotta try their macaroni and cheese. Oh diggity dang, it's good and creamy! And they've got



The author at his favorite feed zone.

chili mac and cheese and even triple cheese macaroni and cheese! And see, you can customize everything on the menu! 'Bing!' goes the touchscreen and asks you, 'would you like a sauce on that?' And then there's like seven sauces you can choose from. And their Schmagels? You can put tons on them. I love the everything bagel with sausage, egg and double swiss cheese and lettuce and tomato and the fire-roasted tomato sauce."

I got a noncommittal grunt as we resumed pedaling at the bottom of the hill.

"But that's not all: they've got great coffee! And they keep it in thermoses so it doesn't get that nasty, bitter burnt taste. And then there are these great 'no-bake' cookies. 'Sheetz Dotz' I think they call them. And then they've got these new custom milkshake machines. Do it yourself! And it's a

modest size too, no super-sized shake! Of course, sometimes they have fries, but I stay away from them when I'm on the bike, you know. Or maybe you don't want to know...Still, they're great fries. Boardwalk style."

As we rode along a glowing red and yellow fuel island awning emerged from the early spring drizzle emblazoned with a single word.

"SHEETZ."

Beside the gas canister cage were propped almost half a dozen bikes, and inside we could spy bedraggled fluorescent cyclists, who clopped and clicked and skidded around the common folk, dripping gray puddles behind them. A few more sat at a booth table at the window and waved as our headlights caught their eyes.

"Well," my companion said as he signaled a right and we rolled past the gas pumps, "I guess it's worth a try."

A Long Sleeve Sunscreen jersey for hot weather?

Product Report:
Bouré TEAM SPF-50
Long Sleeve Jersey
www.boure.com
Price: \$80.00



REVIEWED BY RICHARD MCCAUL

About the jersey: The Bouré Team & IHBC Mountain Goat SS & LS (SPF-50) jerseys are made of a new material called SQ Pro® with Mynx UV fabric. The SQ Pro® material is only available from Voler (Cascade 1200 jersey, Amgen Tour of California) but I haven't seen Voler advertise any LS SQ Pro® jerseys. The Mynx UV fabric is bonded chemically with the yarns, to greatly increase the UV-reflective properties of the fabric. The UV rating is 50+ SPF. The small block micro-mesh construction of the jersey enables air to easily pass through the fabric. You can feel the airflow going through the jersey when you are riding. Thus keeping you cool & dry. No need to apply suntan lotion on your arms before or during the ride (just the area between the sleeves and your gloves).

First Impressions: At first I was skeptical about wearing a long sleeve jersey in hot weather. Then I got the e-mail stating the Cascade 1200 km route (www.cascade1200.com) needed to be changed and that the weather forecast was shifting to above average temperatures without any possibility of a drop of rain (so much for the wet weather training in the spring San Francisco Brevets & Santa Cruz Flèche!). I needed to find the right clothing solution for the possibility of riding 2 days in a row in temperatures above 95 F. I called Wade at Bouré

and he indicated that they were getting great feedback from bicyclists in areas like Arizona who are wearing the jersey. So I decided to take the gamble and ordered the jersey and other clothing options for the ride.

I saved the jersey for the second day of the ride from Cowiche to Quincy. Temperatures were from 55 – 90 F+ during the day. To my surprise the jersey kept me warm enough early morning and then when riding at night (down to the upper 40's while wearing a wind vest on other rides) and then the jersey keeps me cool when the temperatures rise above the upper 70's to 100 F+. We rode both ways through the Yakima Canyon in the morning. After that there weren't too many opportunities for shade and the benefits of the jersey started to materialize. I felt more comfortable and less fatigued at the end of each day than I normally would with my arms exposed to the sun for 16 hours per day. It's not easy to apply sunscreen to be effective 16 hours a day. On the third day from Quincy to Mazama it was one of the hottest routes I had ever ridden. I was certainly glad I was wearing this jersey or I might not have finished the ride—everyone was feeling the effects of being

exposed to the hot sun. I took the jersey off & rinsed it out in the Beebe park sink (which had cold running water!) near the Columbia River where it was 97 F in the shade. Then I put it on for some extra cooling. The jersey dried out within a couple of minutes. Tough to keep motivated to ride when it is 100 F but this was my remaining brevet I need to complete to achieve the Randonneur 5000 award. Then the jersey switched to a warming mode when descending Loup Loup in the dark until I got to the overnight control stations. The off white sleeves help the jersey to be more noticeable in the dark and more reflective in the sun.

In summary—this has become my jersey of choice for double centuries (Marin & Knoxville), brevets and hot day rides when I don't have time (or want to) to put on suntan lotion. The negatives I have observed are you will feel hotter if there is no airflow. E.g. you stop for a rest in the sun or on a steep climb in no wind. I would recommend this jersey for PBP 07 and I will definitely be wearing it if I go.

2007 RBA Directory

Region	Organizer	Address	Tel.	E-mail
AK: Anchorage	Robert VORIS	PO Box 771361 Eagle River AK 99577	907-694-4683	eravoris@alaska.com
AR: Little Rock	Dana JOHNSON	46 LedgeLawn Drive Little Rock AR 72212	501-350-4562	dana@greengoblin.com
AZ: Casa Grande	Susan PLONSKY	1995 Cox Road - Campground Buena Tierra Lot 17B Casa Grande AZ 85222	520-450-1335	susan@azbrevet.com
AZ: Desert Camp	Lon HALDEMAN	PO Box 303 Sharon WI 53585	262-736-2453 Fax: 262-736-2454	haldeman@pactour.com
CA: Davis	James SHARP	414 Village Circle Winters CA 95694	530-795-1937	jwsharp@ucdavis.edu
CA: San Diego	Barclay BROWN	1804 Garnet Ave. #425 San Diego CA 92109	858-752-3478 Fax: 619-374-7095	rusa@barclaybrown.com
CA: San Francisco	Todd TEACHOUT	172 Tanager Way Hercules CA 94547-1517	510-799-6051	thteach@community.net
CA: San Luis Obispo	Kevin MAIN	720 Higuera Street San Luis Obispo CA 93401	805-547-0662 Fax: 805-547-0625	kevin@kevinmain.com
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FL: Gainesville	Jim WILSON	620 NW 27th Way Gainesville FL 32607	352-373-0023	wilson@afn.org
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GA: Atlanta	David BUNDRICK	4001 Northlake Creek Drive Tucker GA 30084	404-656-5000 Fax: 404-651-9292	roadkill@randonneur.org
IA: Cedar Valley	Robert FRY	2124 Touchae Street Waterloo IA 50702-4126	319-226-5436	cvbrevet@mchsi.com
ID: Yellowstone-Tetons	James SEVERANCE	56 East Aspen Meadow Rd. #43 Driggs ID 83422	208-354-3984 Fax: 208-354-3986	jseverance@penpoly.com
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MA: Westfield	Don PODOLSKI	55 Franklin St. Westfield MA 01085	413-562-5237 Fax: 413-562-5237	don@newhorizonsbikes.com

American Randonneur

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MO: Kansas City	Bob BURNS	PO Box 1387 Blue Springs MO 64013	816-229-6071 Fax: 816-229-6444	bobgburns555@aol.com
MO: St. Louis	John JOST	4713 Woody Terrace Court St. Louis MO 63129	314-416-1299	stlbrevets@yahoo.com
NC: High Point	Richard LAWRENCE	2288 Turner Rd Lexington NC 27292	336-249-1114	richardtherider@yahoo.com
NC: Raleigh	Alan JOHNSON	308 Ashe St Morrisville NC 27560	919-467-8457	alanj@email.unc.edu
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OR: Portland	Susan FRANCE	25797 SW Neill Rd. Newberg OR 97132	503-628-7324	susanfrance@teleport.com
PA: Eastern	Tom ROSENBAUER	300 Burke St Easton PA 18042	610-559-1145 Fax: 610-559-1145	trosenbauer@rcn.com
PR: San Juan	William A. MEDINA	PMB 242, 100 Grand Paseo Boulevard, Suite 112 San Juan PR 00926-5902	787-477-8121 Fax: 787-283-2934	sanjuancyclingclub@gmail.com
SC: Spartanburg	Bethany DAVISON	229 Maple Blvd Clemson SC 29631	864-654-7434	greenforestsc@yahoo.com
SD: Black Hills	Tim RANGITSCH	4258 Canyon Lake Drive Rapid City SD 57702	877-520-3731 Fax: 605-343-9534	tim@acmebicycles.com
TN: Nashville	Jeff SAMMONS	1512 Aberdeen Dr Brentwood TN 37027	615-373-2458 Fax: 615-833-3407	jsammons@bellsouth.net
TX: Amarillo	Nick GERLICH	P.O. Box 53 Canyon TX 79015	806-499-3210	nickgerlich@cs.com
TX: Austin	Wayne DUNLAP	3108 Creeks Edge Parkway Austin TX 78733	512-402-9953 Fax: 512-372-7139	wgdunlap@aol.com
TX: Dallas	Dan DRISCOLL	2811 Hollywood Dr Arlington TX 76013	817-460-5734 Fax: 817-461-5100 (cell) 817-925-0158	dansmark@flash.net
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TX: San Angelo	Dennis COOK	4022 Green Meadow Dr., Apt #2204 San Angelo TX 76904	325-763-9993	dennis.j.cook@verizon.com
WA: Seattle	Mark THOMAS	13543 160th Ave NE Redmond WA 98052	206-612-4700 Fax: 425-702-8881	rba@seattlerandonneur.org
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When Wheels Go Bad...

The Ride To Destruction

Editor's note:
On the Aug. 28 Seattle 400K, Albert Meerscheidt had a major wheel problem. He persevered and finished in what Seattle RBA Mark Thomas called "a great testament to persistence and resourcefulness." Albert's account of his mechanical difficulties follows.

I've never ridden a wheel to destruction before.

Shortly after control 2, the hub flange cracked, releasing the first spoke. I wrapped the fiber spoke around the axle and threaded it into the spoke nipple. In the process I lost the spoke nipple inside the rim. So I had to take off the tire and put in the spare spoke nipple that came with the fiber spoke kit—now the wheel went 'click, click, click'.

I thought I was in good shape, but each hub flange supports two spokes and the other one broke free shortly afterwards. I only had one fiber spoke, what could I do? I loosened opposing spokes, backed off my rear brake and now the wheel went 'thik, click, thik, click, thik, wobble, wobble'.



Meerscheidt's wheel with multiple repairs

I picked up a hose clamp, pliers, screwdriver, and some fishing line at Rockport—but I couldn't figure out a repair—so I went on. I picked up a carabiner and turnbuckle at the Red Apple—I thought I had it made! (and the spokes on the wheel went 'thik, 'click, thik').

When the electrical tape holding the 'spare' spoke worked loose the wheel went 'click, snick, thik, clink, snik, thik'.

But I had weakened the wheel so much that eventually other spokes broke loose. Then the wheel went 'click, snick,

thik, shudder, shudder'. Perhaps if I had bought more turnbuckles? I might have to try that just for grins.

If I had had either two fiber spokes to begin with or had been able to put together the jury rig sooner, the wheel might have lasted—as it was, I couldn't keep ahead of it, the wheel was falling further apart every few miles. I wasn't going fast, but at least I kept moving while my wife drove up from Federal Way with a spare wheel. I made it to control 4 at 8 p.m. What's that, almost 60 miles on a bad wheel?

Maybe it's a guy thing, but I couldn't keep from thinking that I've never ridden a wheel to destruction before—and how unpleasant it would be when the wheel pretzeled on me.

So what did I learn from this?

- Buy a wheel with more spokes, many more spokes.
- Always carry two fiber spokes.
- Don't ignore the convenience store.

—Albert Meerscheidt



Roadside Attractions....

Milk Man? Dan Brekke, who recently rode the Colorado Last Chance 1200km Randonnée, snapped this picture on Day 1. He wrote: "Finally revealed: whereabouts of lesser known co-monarch of the realm of dairy delights (in Last Chance, Colorado, U.S. 36 just east of intersection with Colorado 71.)" For more of Dan's pictures, see the Last Chance articles that begin on page 17.

www.rusa.org

THE American Randonneur Award

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

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

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

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

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

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

The previous recipients of the award:

Year
2001
2002
2003
2004
2005

Recipient
Johnny Bertrand
David Buzzee
Jennifer Wise
James Kuehn
Daryn Dodge

NOMINATION FORM

Your name: _____ Your RUSA # _____

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

Brief reason for nomination: _____

Send this form to:

Johnny Bertrand, 858 Carrick Pike, Georgetown, KY 40324

RUSA SOUVENIRS CATALOGUE



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



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



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



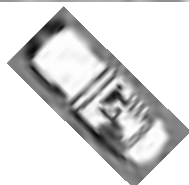
Item: Randonneurs USA Cycling Jersey
Description: Lightweight touring jersey with short sleeves
Zip: 15 inch long zip
Pockets: Three rear pockets with reflective strip across the top
Fabric: Microdry
Colors: RUSA logo in red, white, blue, and black; blue sleeves, white line, red trim
Sizes: S, M, L, XL, XXL (unisex)
Side Panels: Blue background with Randonneurs USA in white lettering
Sleeve: RUSA in white lettering around outside edge of blue background
Cost: \$55.00



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



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



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



Item: Randonneurs USA Polo Shirt
Description: Short-sleeve polo shirt with RUSA logo
Fabric: Soft knit, two-ply cotton with banded cuffs, no pocket
Color: White with RUSA logo embroidered on left side
Size: S(34-36), M(38-40), L(42-44), XL(46-48)
Cost: \$27.00

RUSA SOUVENIRS CATALOGUE



Item: Randonneurs USA Windvest
 Description: Lined windvest; lycra jersey back with 3 pockets
 Fabric: Non-stretch poly front; lycra jersey back
 Color: red, white & blue with Randonneurs USA logo on rear
 Sizes: S-M-L-XL-XXL (order a **size larger** than jersey size)
 Cost: \$55.00



Item: Randonneurs USA Cycling Socks
 Description: Snug-fitting Sock-Guy ankle socks
 Fabric: 100% wool
 Color: Grey with with Randonneurs USA logo
 Sizes: S/M & L/XL
 Cost: \$10.00 per pair



Item: Randonneurs USA Coffee Mug
 Description: 10oz mug with RUSA logo front & back
 Fabric: Ceramic - microwave safe
 Color: White with color RUSA logo
 Sizes: One size fits all
 Cost: \$8.00



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



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



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



Item: RUSA PBP 2003 Commemorative jersey
 Description: Short sleeve Special Edition PBP 2003 jersey
 Fabric: Microdry with long zipper
 Color: White with Eiffel Tower graphic and PBP route on back
 Sizes: S-M-XL-XXL
 Cost: \$55.00 Closeout Price \$33.00

RANDONNEURS USA Souvenirs Order Form

ITEM	DESCRIPTION	PRICE	SIZE	QTY	TOTAL
PBP 2003 VIDEO	45 MINUTES OF PBP 2003 (FRENCH)	\$45.00			
PBP 1999 VIDEO	42 MINUTES OF PBP 1999 (FRENCH)	\$25.00			
PBP 2003 YEARBOOK	PBP 2003 STORIES & RESULTS	\$10.00			
PBP 1999 YEARBOOK	PBP 1999 STORIES AND INFO	\$7.00			
RUSA HANDBOOK	THE MEMBERS' GUIDE TO RANDONNEURS USA RULES, REGULATIONS, STORIES AND ADVICE	\$6.00			
RUSA DUFFEL BAG	LIGHTWEIGHT NYLON DUFFEL BAG	\$10.00			
RUSA JERSEY	SHORT-SLEEVE S-M-L-XL-XXL	\$65.00			
NEW! RUSA LS JERSEY	LONG-SLEEVE VERSION OF CLASSIC RUSA JERSEY S-M-L-XL-XXL	\$70.00			
Sale! 40% off RUSA PBP 2003 JERSEY	COMMEMORATIVE PBP 2003 JERSEY - Limited quantities SHORT-SLEEVE S-M-L-XXL	Now \$33.00			
RUSA POLO SHIRT	WHITE WITH EMBROIDERED LOGO: S-M-L-XL	\$27.00			
RUSA SHORTS	LYCRA BLACK SHORTS: S-M-L-XL	\$45.00			
RUSA WIND VEST	SLEEVELESS WINDFRONT VEST WITH REAR POCKETS RUNS SMALL: ORDER NEXT SIZE UP S-M-L-XL-XXL	\$55.00			
RUSA LOGO DECAL	5.25"x3" - REMOVABLE VINYL	\$1.00			
TOP TUBE DECAL	5"x1" REMOVABLE (BLUE & WHITE)	\$0.25			
T-SHIRT	WHITE SHORT-SLEEVE S-M-L-XL-XXL	\$12.00			
FLECHE T-SHIRT	WHITE SHORT SLEEVE - BLACK TRIM M-L-XL	\$12.00			
WATERBOTTLE	WHITE 28 OZ WATERBOTTLE	\$4.00			
RUSA LAPEL PIN	SINGLE PIN	\$2.00			
RUSA LAPEL PINS	2-9 PINS	\$1.75			
RUSA LAPEL PINS	10 OR MORE PINS	\$1.25			
RUSA REFLECTIVE SASH	SAYRE SAM BROWN-STYLE REFLECTIVE SASH	\$5.00			
RUSA REFLECTIVE ANKLE BANDS	SAYRE REFLECTIVE ANKLE BANDS: Sold in pairs	\$2.00/p			
REFLECTIVE TAPE	3" STRIP OF SCOTCHLITE ADHESIVE TAPE	50¢			
NEW! RUSA SOCKS	SNUG FITTING WOOL SOCKS: S/M or L/XL	\$10.00/p			
NEW! RUSA CERAMIC MUG	WHITE 10oz MUG WITH RUSA LOGO	\$6.00			
NEW! RUSA TRAVEL MUG	STAINLESS 15oz TRAVEL MUG WITH RUSA LOGO	\$8.00			

SHIPPING & HANDLING (USA):

- 40-cents for up to 6 decals (or BASE)
- 60 cents for up to 6 Scotchlite strips (or BASE)
- .65-cents for each tape cm
- \$4.50 for first item
- Add \$1.50 for each additional item.

	SUB-TOTAL
	SHIPPING & HANDLING
	TOTAL

Questions?
email us: souvenirs@rusa.org

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

Use PayPal to pay electronically with a credit card.
 Go to www.paypal.com and send payment to souvenirs@rusa.org
 Or pay by check payable to Randonneurs USA.



Send order form and payment to:
 Randonneurs USA Souvenirs
 10 Bliss Mine Road
 Middletown, RI 02842



4-1-0000

10 ways ...

... randonneuring gives you practice for old age!

BY NICK BULL AND CHRIS BURKHARDT

4



Gets you used to a diet that largely consists of liquids, particularly Ensure.

1

Gets you used to waking up at all sorts of strange hours.



3



Gets you used to treatments for pressure sores, such as Lantiseptic or Bag Balm.



Creates an overwhelming need to take a nap.




Everything you eat is institutional food that tastes like crap.

5

8

Makes it hard to balance.




6

Gets you used to being confused.




7

You're used to wearing shorts that have a built-in diaper.




9

Makes it hard to get in or out of the car or climb stairs.



10

You find yourself engaging in long rambling stories with no point or ending.





Randonneurs USA Membership Form



PLEASE PRINT CLEARLY!

Renewal *New Member*

Name : _____ RUSA # _____

Address : _____

City : _____ State: _____ ZIP: _____

Country : _____ Tel: (_____) _____

FAX: (_____) _____ 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
307B Wakeshire Drive
Dublin Ohio 43017

Please allow two weeks for processing!