



AMERICAN RANDONNEUR

Volume Fourteen Issue #1

Spring 2011

Inside:

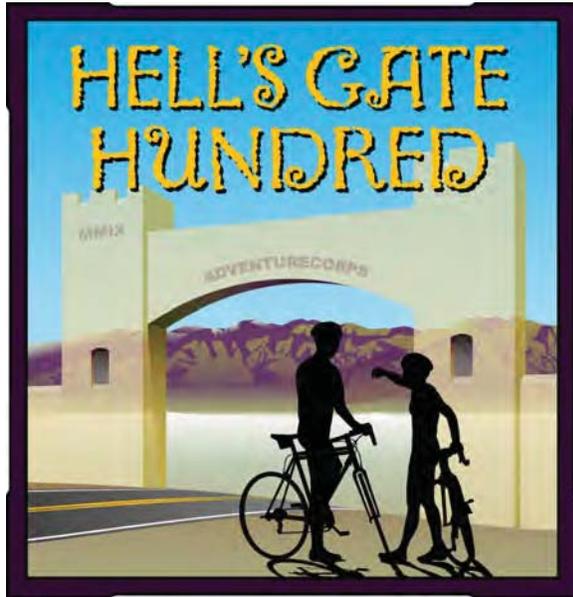
Encore! (Notes from Paris)

Ride More, Ride Hard

Distance Riding Gone Wild

adventureCORPS™

"Out There Since 1984"



March 26, 2011

Death Valley, CA

"I wanted to thank you for the suffer fest I experienced on Saturday. It was my hardest ride to date, but even after all the pain, suffering and mental anguish, I am left wanting more and harder. There is something about the Death Valley landscape, and challenging events like this that require something more of you than you are perhaps comfortable to give. I know I crossed a line I hadn't ever crossed before. I will be back, you can bet on that." - Marcus Edvalson

Hell's Gate Hundred includes locations and sights that are not visited in any other one-day cycling event in Death Valley National Park, including Artist Drive, Daylight Pass, and the ghost town of Rhyolite. The 100-mile route features 8500 feet of elevation gain, while a 65-mile version is also offered.



April 16, 2011

San Diego County, CA

"Wow - THAT was EPIC! From the pre-event communication, to the on-course support and to the course itself and lastly but not least to the post ride food and atmosphere - this event was fantastic. It will be a quick sell out for years to come. That last loop was one for the record books in its difficulty. I highly recommend every rider that is looking for a real challenge they give this a go!" - Cliff Clermont

Mount Laguna Bicycle Classic features 101 miles with nearly 11,000 feet of climbing and three different ascents of San Diego County's Mount Laguna. There are just three stop signs and NO traffic lights on this incredible route which starts and finishes in Pine Valley, CA.

For info and registration, visit www.adventurecorps.com

AMERICAN RANDONNEUR



Volume Fourteen Issue #1

Spring 2011

RUSA Executive Committee

President.....Lois Springsteen
 Vice-President.....Jennifer Wise
 Treasurer.....Eric Vigoren
 Secretary.....Edward Robinson
 Board Member.....Cecil Reniche-Smith
 Board Member.....Mark Thomas
 RBA Liaison.....John Lee Ellis
 Brevet Coordinator.....Mark Thomas
 Medals & Awards Coordinator.....John Lee Ellis
 Membership Office.....Don Hamilton
 Newsletter Committee.....Mike Dayton
 Permanents Committee Chair.....Crista Borrás
 Routes Committee Chair.....John Kramer
 Rules Committee Chair.....John Lee Ellis
 Souvenir Coordinator.....Jennifer Wise
 Team Randonnée Coordinator.....Paul Johnson
 Webmaster.....Don Bennett

American Randonneur

Editor: Mike Dayton. Editorial Committee: Joshua Bryant, William DeRossett, Maggie Williams, Jennifer Wise.

Published 4x Yearly. Advertising: mdayton@nc.rr.com

RANDONNEURS USA, INC.
 IS A TAX-EXEMPT 501(C)(3)
 NONPROFIT CORPORATION

American Randonneur is a publication of
 Randonneurs USA Inc.
 226 West Avenue
 Santa Cruz, CA 95060
 Website: www.rusa.org.
 e-mail: lois@bryant-springsteen.net
 Phone: 831-227-6266
 All rights reserved.©

Contents	Page
President's Message	4
RUSA News	6
Welcome New Members	9
Passings	11
Ask Bill: What Makes a Great Award	12
PBP Quota Thoughts	14
Encore! (Notes from Paris)	16
American Randonneur Award	17
RBA Directory	18
Events Schedule	20
New Region: Salt Lake City	26
Our Favorite Rides	27
Permanents Location Map	28
Interview with the Permanista	30
Training: Ride More, Ride Hard	32
Commentary: Randonneuring Is... ..	36
Team Events: The Dart	37
How To... Boot a Tire	38
Distance Riding Gone Wild	40
K-Hounds Invade North Carolina	41
Membership Form	42
RUSA Store	43

On the cover...

Photographer extraordinaire Vélécia took this shot during the SFR 300 km on Feb. 27, 2010 on Highway 1, along a section known as "Shoreline Highway" between Marshall and Tomales, CA. The subject of the photo is Ken Emerson, RUSA #5216. He did the ride on a fixed gear bike. At the time of this photo, he was riding with two other fixed gear riders, Susan and Barley Forsman, and a non-fixie rider, Lane Parker. They're all RUSA members, and they all finished the ride.



P 12: A New Award Announced
 Interview With Crista Borrás
 PBP News from Paris!

MESSAGE FROM THE PRESIDENT

The year 2010 is in the books and what a year it was! As Mark Thomas wrote in his recent piece about PBP quotas, we did well last year. We maximized our openings for PBP by having great participation in ACP events. The entire field grew by 16% over 2007 but our American allocation grew by 22%. My mailbox is brimming with questions about the individual odds of getting into PBP. While I can't promise that relaxing will get the result you want, I know that stressing out about it won't get you there, either. With so much PBP energy in the air, it's pretty hard not to get excited.

January in "sunny" California was beehive of activity as we've already held five 200k brevets and one 300k. Well maybe it wasn't so sunny after all as 37 hearty riders took the soggy start of the Santa Cruz Randonneurs Gray Whale 200k on New Year's Day. The weather didn't dampen anyone's spirits though as there were hugs and hearty handshakes all around as everyone agreed that a brevet was the perfect way to start the new year.

We made many new friends – younger, older, faster and slower, men and women alike. Some rode

traditional bikes, others rode recumbents, but they all came to celebrate the New Year together, participating in a favorite activity with some of their best friends. Some were riding their very first event while others were working on their P- or R-"whatever." **Tom Baker** travelled from Arizona to get primed for his 7th PBP and others were looking to our exciting domestic program of 1200k rides for this year's challenge. Many are eagerly recruiting Flèche/Dart/Arrow teammates as the warm camaraderie of our sport continues to attract new members. Volunteers showed up all psyched to be of service and the owners and friends of the local bike shop in Aptos couldn't resist opening early just to check out the scene. And what a beautiful scene it was!

Oh, and, speaking of volunteers and new members, how about that **Don Hamilton**, our American Randonneur Award recipient for 2010? In addition to serving on our Board of Directors for years, he's efficiently, carefully, and caringly



processed every new membership and renewal for us, almost since RUSA's beginning. Thank you so much, Don, for all that you do for us as you set an example of service for the rest of us to follow.

While we Californians are already out on the road, many of you in other parts of the country are too, while still others are enjoying the ski slopes, bagging peaks, or riding indoors in anticipation of another terrific year of randonneur-ing with pals.

As in any community and like our counterparts around the world, though, we sadly said goodbye to too many of our dearest friends and we'll forever feel their loss. Of course, we'll carry fond memories of them always as we start this very special year. As I begin my qualifying campaign for my 6th PBP, I reflect on all of the fine friends I've made through our wonderful sport and on the many others who came before me that I only know from the mark they've left on our sport.





Helping make good riders
better since 1981

Upcoming Events in 2011

Arizona Desert Camps and Tours

This is our 16th year offering early season tours in dry and sunny Arizona. Each week has a different theme for different types of riders. You can combine weeks to extend your cycling training season in Arizona.

Week #1 Cactus Classic Desert Tour \$995

Arrive in Tucson (fly in), Saturday, February 19
68-89 miles per day to Wickenburg and back
Depart from Tucson (fly out), Saturday, February 26

Week #2 Coaching Week \$1,095

Arrive in Tucson (fly in), Saturday, February 26
Based in Sierra Vista 50-82 miles per day
Depart from Tucson (fly out), Saturday, March 5

Week #3 Tour of the Historic Hotels \$1,295

Arrive in Tucson (fly in), Saturday, March 5
50 miles per day between classic Arizona hotels
Depart from Tucson (fly out), Saturday, March 12

Week #4 Chiricahua Challenge \$1,095

Arrive in Tucson (fly in), Saturday, March 12
75-90 miles per day to the Chiricahua Mountains
Depart from Tucson (fly out), Saturday, March 19

Week #5 Century Week \$1,095

Arrive in Tucson (fly in), Saturday, March 19
Based in Sierra Vista 60-100 miles per day
Depart from Tucson (fly out), Saturday, March 26

Week #6 Mountain Tour \$1,195

Arrive in Tucson (fly in), Saturday, March 26
80-100 miles per day, to New Mexico and up Mt. Graham
Depart from Tucson (fly out), Sunday, April 3

NEW Tour for 2011

Week #7 Assault on Mt. Graham \$1,095

Arrive in Tucson (fly in), Sunday, April 3
80-100 miles per day with 3 days possible to ride Mt. Graham
Depart from Tucson, Sunday, April 10

All prices based on double occupancy motels.
See the PAC Tour web site for more details.
Website registrations opens mid August 2010.

Cycling Route 66 (Eastern Half)

Arrive in Amarillo, Texas Saturday, May 21.

75-100 miles per day, 1,200 miles in 15 days

Depart home Sunday, June 5th from Chicago

We will ride Old Route 66 across Texas, Oklahoma, Missouri and Illinois. These states are famous for their Rt. 66 museums, cafes and points of interest. Road bikes with 25mm tires are recommended for this old cement slab road. This tour includes many meals in old diners and lodging at classic motels from the 1950s. A selection of Rt. 66 DVDs and books will be sent to you before the tour to get you in the Rt. 66 travlin' mood.

Wisconsin Tour

New route near Door County, Wisconsin

Arrive Saturday, June 18,

Fly home Saturday June 25

80-90 miles per day

This route travels around beautiful Door County in northeastern Wisconsin. We will cycle through southern Michigan on this loop tour beginning and ending near Green Bay, Wisconsin. This Wisconsin Tour travels to different towns and hotels each night. Some lunches are at small town cafes. This is a fun tour suitable for intermediate to advanced riders. This tour is intended for riders who can travel 50 miles in four hours on hilly terrain.

Ridge of the Rockies (new route)

Arrive Kalispell, Montana Saturday, July 9

(optional ride to Glacier Park)

80 - 120 miles per day, 20 days, 2,000 miles

Depart home Sat. July 30 from Albuquerque, NM

This will be a new route with several additional mountain passes. Our route will zigzag across the Continental Divide several times on our way across, Montana, Wyoming, Utah, Colorado and New Mexico. This is a tour with lots of climbing while viewing the best scenery of the Rocky Mountains.

Southern Transcontinental

Arrive San Diego Saturday, September 10th

26 days, 2950 miles about 115 miles per day

Depart Savannah, Georgia, Friday October 7th

If you ever dreamed of riding coast to coast this is the best tour to fulfill your goal. This route crosses the southern states with plenty of mountains and hills. We added some new roads and towns while exploring a different way across America. This is always a popular tour and a good way to extend your cycling season.

The Rockies and Southern Tour prices are for groups of 30 or more paid riders. There is a \$300 surcharge for groups of less than 30 paid riders.

www.pactour.com

Lon Haldeman and Susan Notorangelo

Contact us at 262-736-2453 or

info@pactour.com

Three Ultra Randonneur Awards Presented

The Ultra Randonneur Award is for RUSA members who have ridden ten (10) Super Randonneur series. The Super Randonneur (SR) series of brevets (200 Km, 300 Km, 400 Km and 600 Km in a calendar year) that are used to qualify for the Ultra Randonneur Award need not



be in consecutive years, nor is there a time limit on how long it takes to accumulate the ten SR series. Note that it is possible to earn more than one SR series per year, making it possible to earn this award in fewer than ten seasons.

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

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

Year	RUSA #	Name	City & State
2010	2739	Robert Riggs	Houston, TX
2010	4089	Geoff Swarts	Mercer Island, WA
2011	3491	Thomas R Russell	Alamo, CA

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

Latest Mondial Recipients Announced

Honor given to members who log 40,000K in RUSA events

The Mondial Award is for RUSA members who have successfully completed at least 40,000 km in RUSA events.

The name "Mondial" comes from the French adjective meaning worldwide or global. The name relates to the fact that the circumference of the Earth is approximately 40,000 km.

This award can be earned just once by a member and is

automatically awarded upon completion of the required distance (no application or purchase required).

The qualifying distance for this award is based on all events on RUSA's calendar (ACP brevets and Flèches, RUSA brevets, populaires, arrows and darts), RUSA permanents, and 1200km events held in the United States after 1999. Foreign events (including PBP) are not counted.

RUSA congratulates the riders who have earned the Mondial Award.



Year	RUSA #	Rider	City & State
2010	3239	Jerry Austin	Arlington, TX
2010	2692	Dana A Pacino	Aledo, TX
2010	4495	Vickie Tyer (F)	Grandview, TX
2010	1989	Spencer Klaassen	Saint Joseph, MO
2011	1609	Michael Dayton	Raleigh, NC

P-12 Award Announced

Earned by riding 12 months of 100-199K events

Randonneurs USA is pleased to announce that it has a new addition to its awards program—the P-12 award, earned by riding at least one populaire-distance brevet or permanent each month for a year.

Just like its R-12 “big brother,” the P-12 rewards constancy, but with 100-199 km events instead of 200 km or longer events.

In addition to honoring determined cyclists, RUSA hopes pursuing the P-12 will open up the sport to more riders for whom the traditional brevet distances might be a bit much. Earning the award could help encourage more randonneuring in regions with harsh winter weather, or be an enticement for riders recovering from serious injury or illness to get back on their bikes, and it could be an enjoyable goal for randonneurs trying to bring their significant other, teenage children, and friends into the sport.

There is no medal per se, but the P-12 laureates will be listed on the RUSA website. Already there are five recipients at this writing.

Early indications show that the new award will be popular. RUSA permanents coordinator Crista Borrás has reported that a surprising number of new permanent populaire routes have already been submitted for approval.

To learn more, go to: http://www.rusa.org/award_p12.html.

PBP Jersey Unveiled



RUSA would like to thank all the members who submitted thoughtful and creative designs to the RUSA PBP 2011 Jersey Contest.

The selection committee chose the winning design idea submitted by Mark Thomas, of Redmond, WA. RUSA's PBP 11 jersey will have a familiar look—Mark's design simply takes the official RUSA jersey and adds PBP 2011 design

details in order to make this a RUSA collectable jersey. It's simple, straightforward and classic. Our members will be pleased to wear this special edition RUSA jersey at PBP and afterwards.

As the PBP riders assemble in the field before each start, everyone will be able to recognize the Americans, when they see this familiar jersey, with a little French dressing.

Congratulations, Mark!

Q&A | The P-12 Award

How is the award earned? The **P-12 Award** is earned by riding a sub-200km randonneuring event in each of 12 consecutive months. The counting sequence can commence during any month of the year but must continue uninterrupted for another 11 months.

What events count? Events that count toward the **P-12 Award** are:

- Any populaire (100km - 199km) on the RUSA calendar.
- Any RUSA permanent of 100km - 199km. A particular permanent route may be ridden more than once during the twelve-month period for P-12 credit.

What is the award's purpose? The award is modeled on the R-12 award. It is intended to encourage riding shorter events, particularly in harsh climates where longer rides might not be offered.

Which month is credited? If an event straddles two months (e.g., July 31st-August 1st), it counts toward the month in which the event begins.

The scheduled date of the ride determines which month is credited. If the applicant rides a workers' pre-ride that falls in the

month preceding the scheduled date, e.g., a ride on 3/29 for a populaire scheduled for 4/4, the scheduled month (in this case, April) gets credit.

If the event is postponed into the next month (e.g., a 4/25 populaire postponed to 5/2), the scheduled month (in this case, April) gets credit.

Permanents are considered to be scheduled on the date actually ridden. If the date of the ride needs to be changed, it is treated as a new arrangement to ride the permanent.

Are there other rules and requirements? The P-12 counts a series of *months* in which one or more sub-200km rides was completed. Therefore, a given month can only be used towards one P-12 award and one may earn only one P-12 award during a twelve-month period.

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

How are recipients honored? This award simply recognizes one's accomplishment on the RUSA web site. There is no tangible item (medal, ribbon, etc.) that is associated with the award.

List of Latest R-12 Recipients

Editor's Note: The list is sorted by approved date. The 2010 list includes several earlier applicants who were inadvertently omitted in 2010 newsletters. Apologies to those award recipients.

—2010—

Geoff Swarts [2] Mercer Island, WA
 Bobbi Fisher (F) North Hollywood, CA
 Michael R Sturgill [3] Phoenix, AZ
 Christine Newman (F) Skillman, NJ
 Sandra Estes (F) Whitewright, TX
 Jeff Bauer [2] Nashville, TN
 Donald Boothby [3] Seattle, WA
 Robert Donald Nolte Woodbury, CT
 Irene M Takahashi (F) Boulder, CO
 Clif Dierking Severna Park, MD
 William Dussler Burien, WA
 Ellen Bone (F) Orlando, FL
 Joel Lawrence High Point, NC
 Allen Jansa Garden City, TX
 John Preston [2] Plantation, FL
 Patrick Nolan [2] McKinney, TX
 Chris Mento [4] Glen Burnie, MD
 Stephen Hazelton Garland, TX
 Miles Stoneman Marion, IL
 Stuart Keith Sutton [2] Virginia Beach, VA
 George C Moore [2] Arlington, VA
 Tammie Nakamura (F) Aurora, CO
 George Winkert [4] Highland, MD
 William Fischer [2] Elmira, NY
 Jonathan Gray [3] Davis, CA
 Ward Beebe [4] Oak Harbor, WA
 Richard McCaw [2] San Jose, CA
 Robert Riggs [5] Houston, TX
 Steve Frey Seattle, WA
 Donald Jagel Germansville, PA
 Charles Jenkins [3] Denison, TX
 Patricia Jenkins (F) [3] Denison, TX

Geoffrey Hastings San Francisco, CA
 Chuck Wood Rockville, MD
 Henry J Snavelly Centennial, CO
 Bryan Norton Pinehurst, TX
 Clint Provenza [2] Millersville, MD
 Brenda Barnell (F) [6] Dallas, TX
 John Droese [2] Sherman, TX
 Kenneth Jessett [2] Houston, TX
 Kenneth Ward Kent, WA
 Tom Bardauskas [2] Florence, SC
 Steven Elliott San Diego, CA
 Dave Zion [2] Westford, MA
 Shane Beake Old Bridge, NJ
 Sam Robert Coleman San Diego, CA
 Theresa A Furnari (F) Baltimore, MD
 R. Mark Kaufman Lancaster, PA
 Alex Plumb Alameda, CA
 Barbara Anderson (F) [2] Hamilton, NJ
 Ronald Anderson [2] Hamilton, NJ
 Kalleen Whitford (F) Cleburne, TX
 Cheryl Grubbs (F) Springfield, VA
 Lowell D Grubbs [2] Springfield, VA
 Noel Howes Seattle, WA
 Greg Merritt Berkeley, CA
 Janet Borg (F) Torrey, UT
 Stephen D Haas Alameda, CA
 Matthew Farrell [2] Wernersville, PA
 Amber Hutt (F) Running Springs, CA
 Terry Hutt Running Springs, CA
 David Dunlap Houston, TX
 Jack Twitchell [3] Pomona, CA
 Kathy Twitchell (F) [2] Pomona, CA
 Tim Creamer Athens, OH
 Peter Hoff [3] Boulder, CO
 Christopher S Lane Arnold, MD
 Jon Zbasnik [4] Pleasanton, CA
 Spencer Klaassen [5] Saint Joseph, MO
 John Potis San Francisco, CA
 W Thomas Reeder [5] Alexandria, VA
 Gary Shaffer Topsham, ME
 Jerry Austin [4] Arlington, TX
 Carol Bell (F) [4] Baltimore, MD
 Ralph Nussbaum [2] Seattle, WA

Steve Phillips Kimberly, AL
 Keith Sherrick Winter Garden, FL
 Willy Nevin [5] Pacifica, CA
 Henrik Schroeder [4] Lighthouse Point, FL
 Kerin Huber (F) Pasadena, CA
 Michael K Binnix Severna Park, MD
 Chip Adams [3] Severna Park, MD
 Neil Fleming Atlanta, GA
 Ken Heck Broomfield, CO
 Dennis Horchoff Mandeville, LA
 Ken Emerson San Jose, CA
 Glen Juranek Glendora, CA
 Craig Mathews [3] The Woodlands, TX
 Dylan Carney Seattle, WA
 Molly Cook (F) San Diego, CA
 Bob Bingham Graham, NC
 Dave Buyns Plant City, FL

—2011—

Dean Furbish [4] Raleigh, NC
 Mark Stone Greenville, SC
 Patrick A Donovan [3] Orange Park, FL
 Peter M McKay Seattle, WA
 Rob Hawks [2] Richmond, CA
 Bryan Rierson Garner, NC
 Gary Gottlieb [6] Aledo, TX
 Nicholas Bull [5] Arlington, VA
 Russell D Cummings Prescott Valley, AZ
 Steve Williamson Seattle, WA
 Branson Kimball [4] Durham, NC
 Susan Pogue (F) Burleson, TX
 Daniel Oldale Arnold, MD
 C Richard Whittenberg [4] Arlington, TX
 Janis Ayers (F) Durham, NC
 Clyde Butt San Jose, CA
 Cathy Cramer (F) La Veta, CO
 Robert Owen St George, UT
 Mark Thomas [4] Redmond, WA
 William Larson Davis, CA
 Al Pless Leesburg, VA
 John T Conklin South San Francisco, CA
 John Morris [2] Durham, NC
 Toshiyuki Nemoto Loveland, OH

Attention Members



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

Don't Forget...



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

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

RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
Alaska				6617	Peg Miller	Walnut Creek	CA
6573	Anthony Berberich	Palmer	AK	6626	Gene Clarkson	Reseda	CA
6574	Julie Berberich	Palmer	AK	6627	Michael McGaughey	San Jose	CA
6606	Donna Gryder-Boutet	Anchorage	AK	6629	Denise Primrose	Oakland	CA
6697	Jonathan Woodman	Eagle River	AK	6630	Richard D Bland	Sebastopol	CA
6698	Cheryl Duda	Eagle River	AK	6634	Donato DeJesus	Van Nuys	CA
Alabama				6635	Sanford Aniya	Oceanside	CA
6542	Jonah Elijah Chitty	Dothan	AL	6636	Thomas Verniere	San Francisco	CA
Arizona				6637	Michael J Melville	San Lorenzo	CA
6699	Bruce Williams	Birmingham	AL	6638	Kurt V Scholtens	Concord	CA
6487	Andrew Rankine	Phoenix	AZ	6641	Matthew Redmond	Irvine	CA
6565	James F Duncan	Tucson	AZ	6644	Larry Jindra	Oceanside	CA
6584	Fred Jarmuz	Peoria	AZ	6653	Bill Honeycutt	Discovery Bay	CA
6593	Tatyana Strong	Phoenix	AZ	6654	Barb Hailey	Danville	CA
6602	John Langdon	Glendale	AZ	6657	Richard Allen	Lake Forest	CA
6612	Jesse Shepherd	Tucson	AZ	6659	Susan Bump	Redwood City	CA
6639	Leonard Zito	Mesa	AZ	6660	Gary Wesley	Palo Alto	CA
6640	Tracy J Castell	Tucson	AZ	6661	Rick Stewart	Janesville	CA
6648	Phil Kotofskie	Tucson	AZ	6662	Anna Stewart	Janesville	CA
6684	Jen Andrews	Tucson	AZ	6672	Daniel C Harris	Seaside	CA
6702	Pete Dusharm	Gilbert	AZ	6676	David Porter	Fairfield	CA
6703	Stefaine Dusharm	Gilbert	AZ	6677	Sam Lavigne	San Francisco	CA
6706	Mario Gil Castagnino	Scottsdale	AZ	6681	Anne Paulson	Los Altos	CA
6734	Robert Hayden	Sun City	AZ	6686	John Breinholt	Los Angeles	CA
California				6687	Michael Vare	Tiburon	CA
6489	Jose Plascencia	Orangeville	CA	6690	Chad Boehren	Vacaville	CA
6490	Mary Wholey	San Jose	CA	6691	Nicole Churchill	Berkeley	CA
6491	Dave Brunjes	San Jose	CA	6692	Phillip Yip	Oakland	CA
6498	Rod Chew	Pasadena	CA	6704	Stephen Brannon	San Jose	CA
6499	Chris Tolbert	Santa Clara	CA	6705	James McInerney	Canoga Park	CA
6500	John Guzik	Sunnyvale	CA	6709	Carrie Britten	Clayton	CA
6501	Kimber Guzik	Sunnyvale	CA	6715	Michael Svihura	Belmont	CA
6504	Debra Protho	Santa Monica	CA	6717	Jake Mann	San Francisco	CA
6506	Rick Strickland	Poway	CA	6718	Leah Johnson	San Francisco	CA
6516	Mike Shaw	Oceanside	CA	6719	Balvinder Singh	Redding	CA
6521	William Cox	Cupertino	CA	6727	Todd Law	San Rafael	CA
6522	Joule Voelz	San Francisco	CA	6735	John Corkill	National City	CA
6523	Daniel A Granahan	Concord	CA	6738	Andy Stockman	Fairfax	CA
6529	Indre Budvytiene	Castro Valley	CA	6741	Joan O'Conner	Orangeville	CA
6533	Louise Wholey	Saratoga	CA	6742	Rahner James	Orangeville	CA
6535	Lee Pope	Lotus	CA	6744	Aric Gregson	Los Angeles	CA
6540	Jim Kaufman	Berkeley	CA	6747	Adam Scwharcz	San Francisco	CA
6541	Richard Sawyer	Sonoma	CA	6752	Rex Gordon	Cameron Park	CA
6547	Gabi Nevin	Pacifica	CA	6753	William Schramm	Oakland	CA
6550	Mary Greene	Sacramento	CA	6754	Brad Bini	Campbell	CA
6551	William A Lindsay	El Cerrito	CA	6755	Jesse Marsh	San Francisco	CA
6553	Brian Terczynski	San Diego	CA	Colorado			
6561	Claire Olmstead	San Diego	CA	6486	Dan Layne	Larkspur	CO
6563	Kirstine Wolfe	San Marcos	CA	6581	David Hackett	Colorado Springs	CO
6564	David Horwitt	San Diego	CA	6605	Jon Hartwell	Aurora	CO
6566	Scott Wayne Allen	Santa Rosa	CA	6736	Robin R Martin	Littleton	CO
6570	Christian L Redfearn	Pasadena	CA	Connecticut			
6571	Jorge Cruz-Rios	Los Altos	CA	6673	Richard F Boutin	Cromwell	CT
6578	Darell Dickey	Davis	CA	6740	William Yellig	Hamden	CT
6582	Adrian Bennett	Mill Valley	CA	Washington, DC			
6583	Ricardo Moran	Oakland	CA	6510	Tricia Shaw	Washington	DC
6587	Ross Simkover	Piedmont	CA				
6592	Phyllis Brinckerhoff	San Rafael	CA				
6604	Constantin Bancila	Van Nuys	CA				
6608	Matthew Wietrick	Sacramento	CA				
6615	Daryl Oya	Coronado	CA				

■Continued on next page

RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
Delaware				Maryland			
6494	Hamilton Easter	Dover	DE	6488	James Pou	Baltimore	MD
Florida				6492	Timothy Bender	Sykesville	MD
6520	Peter Matt	Kissimmee	FL	6517	Alec Burney	Annapolis	MD
6558	Maria del Pilar Cabal	Miami	FL	6530	Earl Janssen	Severna park	MD
6585	Werner Huss	West Palm Beach	FL	6548	Calista Phillips	Frederick	MD
6594	Garrett Pless	St Petersburg	FL	6559	David R Schneider	Davidsonville	MD
6600	Richard A Yost	Palm City	FL	6707	Daniel Wilson	Frederick	MD
6603	Eric Clonce	Clermnt	FL	Michigan			
6614	Mike McAdams	Miramar Beach	FL	6619	Edwin R Micalizzi	Kalamazoo	MI
6620	Ron Bennett	Holiday	FL	6696	Tom Palmer	Twin Lake	MI
6621	Petra Bennett	Holiday	FL	Minnesota			
6624	Paul K Smith	Cooper City	FL	6497	Renee Schepers	Minnetrsta	MN
6625	John M McGill	Interlachen	FL	6508	Scott Weinberg	Minneapolis	MN
6631	John Chapman	Lauderhill	FL	6518	Ed Hassler	Minneapolis	MN
6633	Curt Brandt	Brandon	FL	6527	H. Edward Boltz	Red Wing	MN
6643	Vance Eaddy	St Petersburg	FL	6632	Loren Schomaker	West St Paul	MN
6646	Andrew Bridgman	Saint Petersburg	FL	6655	Travis Stuckey	Rochester	MN
6656	Jacque Hafner	Bradenton	FL	6674	Craig Aamodt	Cottonwood	MN
6658	Steven Olsen	Inverness	FL	Missouri			
6669	Darrow Neves	St. Petersburg	FL	6555	Pamela Creech	Hartsburg	MO
6680	Eddie Sanders	Gulf Breeze	FL	6757	Casey Dahn	Lee's Summit	MO
6688	Cathy F Kamhi	Largo	FL	North Carolina			
6693	JoAn Weaver	Gainesville	FL	6502	Jack Cleaves	Swansboro	NC
6695	Doug Folkerth	Gainsville	FL	6512	Kim Craig	Charlotte	NC
6700	Steven McCarthy	St. Petersburg	FL	6567	David Clark	Charlotte	NC
6751	Mike Pettis	Apopka	FL	6568	Dwayne Hunter	Winston Salem	NC
Georgia				6569	Sarah Green	Raleigh	NC
6531	Robert Thornton	Kathleen	GA	6628	Robert Bergeron	Raleigh	NC
6552	Joseph H Todd	Decatur	GA	6650	Matthew C Perrin	Cary	NC
6572	Mike Stabler	Gainesville	GA	6711	David J Smith	Garner	NC
Illinois				6713	Phillip Haradon	Chapel Hill	NC
6496	Edward Bartnicki Sr	Zion	IL	6749	Edwin Brookes	Chapel Hill	NC
6524	Mark Hsu	Dunlap	IL	6750	Carolyn Dicus	Chapel Hill	NC
6611	Bettina Cuneo	Chicago	IL	New Hampshire			
6647	Ed Hoffman	Oak Forest	IL	6575	Daniel Greene	Merrimack	NH
Indiana				New Jersey			
6642	Dave Small	Carmel	IN	6513	Anthony B. Lee Sr	Leonia	NJ
6649	Susan Wells	Granger	IN	6556	David C Eisenberg	Morristown	NJ
6694	Bill Lambert	Fort Wayne	IN	6732	Thomas J Arey	Beverly	NJ
6731	Richard J Rupp	Angola	IN	6748	Jim Gutacker	New Egypt	NJ
Iowa				New York			
6760	Pam German	Dallas Center	IA	6511	Albert Schaeffer	New York	NY
Kansas				6554	Angel Figueroa	New York	NY
6618	Barry Pener	Leawood	KS	6667	Cassidy Vare	Brooklyn	NY
Kentucky				6668	Kimberly Kaplan	Brooklyn	NY
6590	John Dickinson	Nicholasville	KY	6675	Erica Jacobs	New York	NY
6728	Stephen B Maurer	Louisville	KY	6683	Yiping Lin	Upton	NY
6729	Jody Patterson	Louisville	KY	6758	Richard Mulvey	Rochester	NY
Louisiana				6759	Kathleen Mulvey	Rochester	NY
6591	John T Martin	Harahan	LA	Ohio			
6679	Shannon Atkinson	Thibodaux	LA	6670	Dr John R Sadaghiani	Granville	OH
Massachusetts				6678	Paul Rudolph	Dayton	OH
6746	Michael A Quagliato	Braintree	MA				

■ Continued on next page

RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
6701	Rick Smith	Shaker Heights	OH	6509	Tommy Seymore	Abingdon	VA
6712	Ted T Martin	Cincinnati	OH	6514	Brian Wyrer	Strasburg	VA
6721	Jon Salmon	Uniontown	OH	6534	Bennett Minton	Arlington	VA
6745	Kayla Starr	Lancaster	OH	6544	Mary McLaughlin	Fairfax	VA
6756	Stephen Hicks	Columbus	OH	6545	David Wilson	Richmond	VA
Oregon				6546	Laura Murray	Reston	VA
6519	Geoff Lay	Tualatin	OR	6549	Brent Fulton	Virginia Beach	VA
6525	James Briscoe	Portland	OR	6557	Curtis B Hunter	Alexandria	VA
6599	Jack Newlevant	Portland	OR	6622	Charles Sather	Charlottesville	VA
6665	Ryan Good	Portland	OR	Vermont			
6666	Rodney Lee	Portland	OR	6597	William G Wallace	Plainfield	VT
6671	Jon Wasserman	Portland	OR	6645	Hubert H d'Autremont	Burlington	VT
6716	Bukie Mabayoje	Hillsboro	OR	Washington			
6720	Oliver B Smith	Portland	OR	6505	Adam Morley	Seattle	WA
6726	Steven Kasper	Portland	OR	6536	Stephen M Kittel	Seattle	WA
Pennsylvania				6539	Rachelle Wilson	Seattle	WA
6528	Kurt Schenk	Philadelphia	PA	6595	Donna Wilder	Seatac	WA
6562	Ted Straub	Berwin	PA	6623	Matthew Conroy	Seattle	WA
6579	John Capriotti	Dillsburg	PA	6651	Nora Wright	Seattle	WA
South Carolina				6652	Jason Hansen	Seattle	WA
6560	Andrew Lesko	North Augusta	SC	6685	Susan Krezelak	Bonney Lake	WA
Tennessee				6689	David K Miller	Kingston	WA
6507	Anthony Watts	Tullahoma	TN	6708	Christopher Schneider	Olympia	WA
6710	Andy Garner	Nashville	TN	6725	Terry Williams	Seattle	WA
Texas				6733	Mike VanOrden	Seattle	WA
6493	Tim Baris	Grand Prairie	TX	6737	Allison Sliter	Seattle	WA
6503	Johnny Phillips	Fort Worth	TX	6743	Damian Jordan	Bellingham	WA
6515	Steve Belton	Midland	TX	Wisconsin			
6526	Jennie Banta	Midland	TX	6588	Patrick O'Brien	Appelton	WI
6532	Ankur Wadhwa	Houston	TX	6589	Jenny O'Brien	Appelton	WI
6537	Mary Alice Tudor	Fort Worth	TX	Foreign			
6538	Scooter Conner	Fort Worth	TX	6714	Gary Baker	Cultus Lake	BC Canada
6543	Bernd Scheffler	Fort Worth	TX	PASSINGS			
6576	Mike Driggers	McKinney	TX	<hr/>			
6577	John M Monnig	Katy	TX	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>SELF PORTRAIT, THANKS TO ROBERT HENDRY</p> </div> <div style="text-align: center;">  <p>PHOTO BY BRIAN CHUN</p> </div> </div>			
6586	Chad W Freeze	San Angelo	TX				
6596	Sandy Carpenter	El Paso	TX	<p>Peter Wing Kong Lee October 17, 1957— November 10, 2010</p>			
6601	Chuck Mason	Houston	TX	<p>Donald Eric Mitchell, August 8, 1962— November 10, 2010</p>			
6607	Tim Trout	Dallas	TX	<p>For obituaries and profiles, please visit www.RUSA.org.</p>			
6609	Connie Cuming	Houston	TX				
6610	Harding Rome	Houston	TX	<hr/>			
6613	William E Weidlein	The Woodlands	TX	<p>Utah</p>			
6616	Wilfred D Whiteside	Houston	TX				
6663	Charles Hoke	Corpus Christi	TX	<p>6580 JB Harward Spring City UT 6598 Yarden Livnat Salt Lake City UT</p>			
6664	Heidi Hoke	Corpus Christi	TX				
6682	Eloy Gonzalez	Eules	TX	<p>Virginia</p>			
6722	David Tumlin	Fort Worth	TX				
6723	John R Kotria	San Angelo	TX	<p>6495 Jack Thomas Falls Church VA</p>			
6724	Stephanie Harnden	Joshua	TX				
6730	Sandra Musgrave	Austin	TX	<p>6495 Jack Thomas Falls Church VA</p>			
6739	Cindy Quenneville	Fort Worth	TX				

Ask Bill | What Makes a Great RUSA Award?

Bill, you've been the mastermind behind several RUSA awards including the popular R-12 and the new P-12. What do you see as the role of these award programs and what ingredients are needed for a great award?

In addition to being a tangible way to recognize the members' cycling accomplishments, I think the main role of RUSA's award program is to encourage the membership to do more randonneuring. Awards have a way of motivating people to ride and we kept those dual purposes in mind when we developed the various RUSA awards. Basically, we wanted to enlarge randonneuring beyond doing just the four Super Randonneur brevets once per year, which was the main pattern in most areas of the nation when RUSA got started in 1998. Doing PBP every fourth year was too much the main focus of American randonneuring back then. We wanted to evolve beyond that mindset and felt that offering more awards could help change things.

Besides working with the RBAs to organize their brevet series and trying to promote the BRM style of randonneuring here in the US a decade ago, it was pretty much a blank canvas so to speak. We knew we wanted to build up randonneuring participation in the non-PBP years, and to find ways to get more events of all lengths on the calendar, especially more 200 km brevets. Early on we created the yearly Distance Awards for



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

racking up kilometers in randonneuring events, and of course there were the familiar ACP Super Randonneur and Randonneur-5000 medals to earn as well. These awards were (and are) the backbone of the RUSA awards program.

From there, we took a little time to think about what else we should offer to the membership. I developed the R-12 idea because I felt we needed something that most randonneurs could aspire to, even if they didn't think they could complete an entire SR series successfully. Basically, I wanted something virtually all our members could do and still make it a meaningful sporting honor to earn. At first some folks thought that knocking off a 200 km ride once per month was not all that tough, especially if you got lucky with the winter weather. But that is precisely what makes the R-12 so difficult in my estimation; you need to be in good shape and remain mentally determined all year to earn it (and you do need some luck with the weather.) The Super Randonneur medal, on the other hand, can be earned in a

few months of intense effort and focus during (generally) good cycling weather. As we all know, doing a 200 km permanent in the dead of winter is pretty tough even on the best of days, and it can be a solitary ride too. (Happily, I see more and more randonneurs these days getting a little group together to chase the R-12 when most other cyclists have cut way back on their riding.) A few purists asked if doing just 200 km rides was "real" randonneuring or not. I think that it is, and tradition has it that one can be rightly called a "randonneur" or "randonneuse" after they have completed their first 200 km brevet. Further, there is something special about doing those rugged winter rides that resonates with me. They represent the very essence of randonneuring; out on a lonely road when most people are inside, taking what Mother Nature throws at you, doing some night riding due to the short hours of daylight, perhaps fighting the time limits, but ultimately persevering until you reach the finish line—and then you need to repeat it all again a month later. Overall, I

feel earning the R-12 is a nice compliment to doing just the traditional SR brevet series, and earning either one puts the recipient in a special "tough guy" category of rider.

At any rate, the creation of the R-12 was fortuitous in that it created tremendous interest in our nascent RUSA permanents program. Until then the permanents were doing okay, but certainly not growing by leaps and bounds. However, with the arrival of a special medal for an entire year's worth of randonneuring, the permanents program really took off and it is now a big part of the overall randonneuring scene in our country. In addition, more RBAs started offering additional 200 km brevets outside the normal brevet season, and RUSA's goal of getting randonneurs out on their bikes more often has been achieved in many regions. With the new P-12 award for populaire distances, I don't know if that will create the same sort of interest that the R-12 did, but preliminary comments from riders around the nation have been very positive and make me think it will be a success too.

What are the ingredients of a good award? First, I think the basic concept has to be simple and easily understood by everyone, whether it be the participants, or their family members and co-workers. Our sport has quite a few regulations, customs, and foreign phrases, and that is to be expected given randonneuring's

■ Continued on next page

RUSA Awards (continued)

French roots. But for the awards, keeping things simple whenever possible is important. With the Ultra Randonneur, for example, one needs to simply (*said with tongue firmly in cheek*) ride ten Super Randonneur series of brevets. (!) It is a randonneur's "lifetime achievement award," and one can take as long as needed.

Second, a RUSA award shouldn't proclaim the best/fastest/most whatever. It has to be open to any number of recipients each year. I think a big part of the growth of randonneuring in our country is that randonnées are *not* races. Our sport encourages riders to push themselves athletically and mentally (via the long distances and time limits) while still not ranking anyone as you see so often in other sports. With its alphabetical listing of finishers instead of by arrival time, randonneuring is unique—but let's not forget that a key ingredient of covering the long distances successfully without support is that it is *much* easier to do with friends than if working against adversaries. Similarly, I would never be in favor of some RUSA award proclaiming some "Kilometer King/Queen" each year. One of the best things about our sport is that it is egalitarian and everyone who finishes a brevet inside the time limit is considered equal to someone who did the course hours faster; the same philosophy must be true of its awards. (Yes, the American Randonneur is awarded by the RUSA Board to *one* recipient

each year, but it is in a special category since it is earned largely off the bike instead of on it.)

Third, I think that a "big tent" sporting organization like RUSA should offer several kinds of awards since the participants come into randonneuring with different abilities and attitudes. For example, if someone had very poor night vision or strong family/work obligations that limited the length of their rides, earning a Super Randonneur medal would be quite difficult due to the implicit night riding and sheer distance involved. But that same person could try to get an R-12. Both are hard to earn in their own way and will bring the recipient a lot of personal pride and the respect of one's peers. Or, a rider with lots of money and time to travel could do multiple 1200 km events per year and earn honors for that impressive feat. But consider the dedicated randonneur of more modest means who does the local SR series year after year; his subsequent Ultra Randonneur medal will bring a lot of prestige too. So, offering a variety of awards is a key ingredient since they will motivate different types of participants.

Well, hopefully you can see some of the thinking behind the awards. RUSA's awards program is truly rich and I've only scratched the surface here. Hopefully RUSA members, no matter their ability and outlook, will find something that they want to

pursue. I think they will discover that the hunt to bag the award will bring a lot of personal satisfaction, a few adventures, and some lasting memories and friendships. I would also encourage our most experienced members to go after something new this season since that helps keep the sport "fresh." What if they recruited several randonneuring rookies and the group of them all went after the new P-12 together? Being a mentor to riders just discovering the joys of self-sufficient long-distance cycling can be very rewarding. Or, for those mem-

bers who have focused on the shorter events until now, maybe this is the year to "stretch" themselves and go after their first Super Randonneur medal? If successful, they will be a stronger person after the series is done. Or maybe 2011 is the year to work with a coach and train much better than you ever have before, and try to join the Charly Miller Society at PBP in August? These are just a few ideas, and there are many more to consider. Whatever you choose to do, I know the journey will be worth the effort. *Bonne Route!*

Spring is just around the corner!

Get an early start to your cycling season and stay warm with Bouré Thermal cycling clothing.



Ice flows just starting to break up on the Animas River in Durango.

Visit our Website to view all of our Thermal Cycling Clothing.

www.boure.com

Clothing designed, tested, cut & sewn in Durango, Colorado for all-day comfort.

FREE Shipping for Web Orders

Online Catalogue with Complete Product Specifications, Web Specials, Vintage Bikes & More.

For any and all info:
info@boure.com
 or
 888.889.9242





PBP Quota Thoughts and Registration Information

—By MARK THOMAS—

Although the ACP hopes "to allow all applicants to participate in the 17th edition of Paris-Brest-Paris Randonneur," they are currently limiting the number of participants to 6,000. We've recently learned that

the USA's entry quota for PBP 2011 is currently set at 719. We did well last year in maximizing our openings by having great participation in ACP events. The entire field grew by 16% over 2007 and our allocation grew by 22%.

Readers who are planning to enter PBP 2011 should pay particular attention to information that is available on the

ACP's PBP Website as this year's registration for RUSA members will be handled by the event hosts.

RUSA will have no role in the registration process, so riders should refer directly to the registration information at www.paris-brest-paris.org.

Please pay particular atten-

■ Continued on next page

CUSTOM BUILT WHEELS

WHEN YOUR ENTIRE SEASON OF TRAINING CAN COME DOWN TO YOUR EQUIPMENT'S PERFORMANCE. DON'T TAKE CHANCES, FEEL SECURE KNOWING YOUR WHEELS ARE HAND BUILT FOR STRENGTH AND PERFORMANCE.



(Formerly known as GravyWheels)

PARADIGM CYCLES USES ONLY THE FINEST QUALITY BRAND NAME PRODUCTS:
DT-SWISS • ZIPP • SAPIM • VELOCITY • PHIL WOOD • SUN • CAMPAGNOLO • RITCHEY • SHIMANO
CALL TOLL-FREE FOR QUOTES AND ADVICE • 1.877.437.2988 • www.paradigmcycles.com

PBP Quota & Information (continued)

tion to the following dates extracted from the above, but keep in mind that the definitive word will be found on the ACP's PBP site:

- April 3 - Begin preregistration period for riders completing a 1000km+ in 2010
- April 17 - Begin preregistration period for riders completing a 600km in 2010
- May 1 - Begin preregistration period for riders completing a 400km in 2010
- May 15 - Begin preregistration period for riders completing a 300km in 2010
- May 29 - Begin preregistration period for riders completing a 200km in 2010
- June 11 - Registration opens for preregistered riders (and others if places are available)
- June 19 - Deadline for preregistered riders to register
- June 20 - Places reserved for preregistered riders who have not registered are released and open registration begins
- July 17 - Final registration deadline

Riders may have up to three steps in their registration process, which will require individual vigilance:

- #1: Pre-register in April or May (with payment of 30 euros)
 - #2: Register by June 19 (with payment of balance) and listing at least 3 brevet homologations
 - #3: Perfect registration by July 17 by listing final homologation
- Failure to do #2 voids #1; failure to do #3 voids #2.

Charts

The charts on this page provide some perspective that may help riders assess the impact of the US quota on their chances of participating in PBP.

Year	Registrants	Starters	US Starters
1971	367	325	2
1975	729	667	7
1979	1880	1766	35
1983	2220	2106	107
1987	2675	2587	230
1991 (Cent.)	3388	3276	398
1995	2976	2860	283
1999	3669	3573	397
2003	4185	4069	458
2007	5312	5160	591
2011 (quota)	6000	719 (quota)	

Sources: PBP website, RUSA / IR records)

	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
1000+	17	64	100	106	31	109	165	182	65	118	178	326
600	415	81	112	152	567	132	171	228	752	192	302	416
400	98	63	56	109	159	91	149	155	206	151	150	238
300	79	94	99	122	169	207	170	212	282	228	230	271
200	79	91	94	185	234	237	302	302	342	322	353	471
Total	688	393	461	674	1160	776	957	1079	1647	1011	1213	1722

Note: ACP & RM events only; US resident RUSA members only; by year and by member's longest distance.



Ton de Mike (Netherlands), Robert LeDuc (Pres, RM), Jan Pieter Broekhoven (VP, RM), Raina Paffrath (Germany), Jean-Gualbert Faburel (VP, ACP), Jennifer Wise (RUSA), Francesc Porta (Spain)

ENCORE

BY JENNIFER WISE

The enormous Air France jumbo-jet took flight into the night sky bound for Paris. Once again, I was headed to the Audax Club Parisien Annual Meeting, on January 15, to represent Randonneurs USA. It felt special this time. Because, it's a PBP year.

The anticipation of Paris-Brest-Paris is rumbling underground, like the Metro hurtling below the streets of Paris. PBP has its own



Facebook page. The Paris-Brest gateau is in all the patisseries. It's on the desert menu of all the bistros and brasseries. There is even a Paris-Brest pastry stamp.

This is France; so, first, we eat. Jean-Gualbert Faburel, ACP Vice President, treated the Randonneurs Mondiaux international attendees to a tasty lunch at a nearby bistro. Then we met at the Espace Charenton on the southeastern edge of Paris, where ACP members filled the room, including ACP dignitaries Bob and Suzanne Lepertel, accompanied by Samy Amar. Thierry Rivet, President of the ACP, got the meeting underway presenting ACP members with awards for their 2010 cycling accomplishments. Jean-Gualbert took over and announced international awards. I accepted the award for the foreign country with most amount of ACP brevet results for 2010 on behalf of Randonneurs USA. After a short break, Jean-Gualbert began the carefully detailed Paris-Brest-Paris 2011 presentation, by introducing the PBP supporting sponsors, partners and committee heads. While many things will remain the same, some things have changed. Here are a few of the notable new things:



Jean-Gualbert Faburel

- PBP entries will be accepted by online registration only. No paper.
- Pre-registration is an option for riders who qualify.
- PBP entry fees will be accepted by credit card only. No cash or checks.
- PBP entry fees are non-refundable. The estimated entry fee is 105 Euros.
- PBP has a field limit of 6000 participants.
- Each country is assigned a maximum number of entrants. USA = 719.
- A new control for sleep and meals is added between Loudeac & Carhaix.
- Riders are required by law to wear a reflective safety vest at night. No sashes.
- Riders will wear a "chip" that will record arrival at each control check-in.
- A new "free start" has been added.

Riders must be vigilant about registration dates, confirming registration and be fully committed to the process. RBAs must be conscientious about submitting brevet results quickly, especially for the 600k brevets, so results are certified quickly, and riders can register for PBP.

It's been 20 years since major changes have been made to the organization of PBP. For PBP 2011, everyone is making a significant effort to accommodate as many participants as possible and ensure that the PBP experience is safe, enjoyable and unforgettable. The ACP has fortified its relationship with its partners, specifically the towns of St. Quentin-en-Yvelines and Brest. As always, The French Federation of Cycling Tourism (FFCT) are continuing their support for this legendary cycling event.

If you have never been to Paris-Brest-Paris, make 2011 your first time. If you have been to PBP before, go back for an encore.

AMERICAN RANDONNEUR AWARD | DON HAMILTON

RUSA is pleased to honor Membership Chair Don Hamilton with the 2010 American Randonneur Award. Don has worked tirelessly for the organization as its Membership Coordinator since early 2001. Membership is a vital RUSA job and one that few people could handle so well. He has always effectively balanced the needs of the individual and those of the organization. His warm new-member greeting is a perfect extension of RUSA's member-elected leadership. Don also served on the RUSA Board for two terms.

While many people know Don from his RUSA efforts on the national level, not so many know that he has also worked enthusiastically on the local level with the Ohio Randonneurs. Whether it was route-scouting, staffing a control for long hours, driving sag, or helping with new-rider orientation, Don spent a lot of time encouraging others in our sport while helping his local RBAs. Those RBAs have valued Don's contributions to the Ohio brevet series, especially as he was a useful link between the two during their transitional period. Following are their comments.



"There are rocks, coal dust and tree branches washing down the hill toward us. Look, Phyllis."

"I can't look, Don. My eyes are closed so I don't have to see the lightning."

Don and Phyllis Hamilton were climbing a steep southeastern Ohio hill in the middle of a ferocious summer storm. It was on the outbound half of the 1998 Ohio Randonneurs 400 Km brevet, and the Hamiltons were seriously re-thinking their decision to take on randonneuring. I had met them when I relocated to Columbus several years earlier, had ridden many centuries and other club rides with them, and enjoyed their company. They had years of loaded touring experience, but were unsure of their ability to finish brevets and ultimately PBP. The 1998 series was to test their preparation and



resolve for such long events. The 400 was a tough ride through the most rugged topography in Ohio; it took place in an absolute typhoon of rain and wind. More than half of the riders abandoned, but the Hamiltons finished strongly and went on to confidently finish PBP '99.

I remembered this sense of determination, preparation and pleasure of accomplishment later when I asked Don to accept a term as RUSA membership secretary.

"Not too tough a job, Don, we have just a few hundred members," I said.

Don accepted the appointment and has watched both the membership and the job grow dramatically. Certainly his riding success was a factor in his selection as the American Randonneur recipient (multiple SRs and twice a PBP ancien). But more than that, as a RUSA member Don has consistently been supportive of the sport and riders, whether willingly providing a generous draft to struggling fellow riders, or manning out-of-the-way controls at all hours, or showing up at the start of Flèches to provide encouragement and enthusiasm.

Most of all, however, Don has earned the present recognition for his tireless volunteer work as a RUSA board member and Membership Secretary. Certainly his

organizational skills and persistence have been vital to the smooth operation of the office. But beyond that, his warm letters of welcome and renewal provide a real human link between individual RUSA members and the organization.

In recognition of his long service to fellow riders, and to his careful nurturing of the membership office, it is fitting that RUSA has honored Don Hamilton with American Randonneur recognition for 2010.

—David Buzzee, American Randonneur recipient, RUSA co-founder, former Ohio RBA, PBP ancien.



It's awesome that Don is being awarded this honor. He certainly is a worthy candidate. I met Don and Phyllis in 2001 on my first brevet. It's a rare site to see them apart and not on their old tandem. I think I've only seen him on the bike without Phyllis a few times when his back was really bad and he had to ride a more upright machine than the tandem. Together they have put in more hours for the cause of randonneuring than anyone I know. Everyone appreciates the work that they put into processing memberships and supporting RUSA and the sport. Don has always been a mentor and storyteller for the Ohio club. He has a mind full of memories. Speaking of memories, he has one like a steel trap. Don can remember roads and landmarks from rides he rode 10 years ago, while I can't remember the turns on routes I designed a month ago. He can go on and on about his experiences on the road. He's always there when you need someone to help out whether it's scouting a new route, manning a secret control or helping to check in riders at the start and finish of events. His enthusiasm for the sport is unsurpassed. He has been an inspiration to all of us.

—Bob Waddell, RBA, Columbus OH.

RUSA RBAs | 2011 Directory

Region	RBA Name	Address	RBA Phone	RBA FAX	RBA E-mail address
AK: Anchorage	Kevin TURINSKY	2301 Saint Elias Drive Anchorage, AK 99517	907-276-6299		kjturinsky@mac.com
AZ: Casa Grande	Susan PLONSKY	1488 W Horseshoe Bend Drive Camp Verde, AZ 86322	520-450-1335		susan@azbrevet.com
CA: Davis	Dan SHADOAN	812 Eucalyptus Street Davis, CA 95618	530-756-9266	530-756-0187	djshadoan@ucdavis.edu
CA: Los Angeles	Greg JONES	4465 Cedarglen Ct Moorpark, CA 93021	805-523-2774	805-523-2774	gsjco@pacbell.net
CA: San Diego	Dennis STRYKER	4233 Arguello Street San Diego, CA 92103	619-977-9334		dstryker@cox.net
CA: San Francisco	Rob HAWKS	5630 Santa Cruz Ave. Richmond, CA 94804	510-526-2653		rob.hawks@gmail.com
CA: Santa Cruz	Lois SPRINGSTEEN	226 West Avenue Santa Cruz, CA 95060	831-227-6266	650-964-7037	president2009@rusa.org
CA: Santa Rosa	Robert REDMOND	814 Winton Drive Petaluma, CA 94954	707-799-0764; 707-769-9678		redmond.bob@gmail.com
CO: Boulder	John Lee ELLIS	2155 Dogwood Circle Louisville, CO 80027-1169	303-604-1163		jellisx7@juno.com
FL: Central	Timothy BOL	1140 S Orlando Ave Apt E5 Maitland, FL 32751	407-538-0580		TJB4828@aol.com
FL: Gainesville	Jim WILSON	620 NW 27th Way Gainesville, FL 32607	352-373-0023		wilson@afn.org
GA: Atlanta	Andy AKARD	1326 Pasadena Ave NE Atlanta, GA 30306	404-216-9601		akard.andy@att.net
IA: Cedar Valley	Robert FRY	2124 Touchae Street Waterloo, IA 50702-4126	319-226-5436		cvbrevet@mchsi.com
IL: Chicago	Jim KREPS	2732 N. Central Park Chicago, IL 60647	773-862-9879		jimmyk22@aol.com
IL: Marion	Miles STONEMAN	105 S. Virginia Marion, IL 62959	618-889-6560		milesstoneman2006@hotmail.com
IL: Quad Cities	Joe JAMISON	1101 20th Avenue East Moline, IL 61244	309-235-4284		j-jamison@sbcglobal.net
KY: Louisville	Steve RICE	40 Plantation Drive Shelbyville, KY 40065	502-494-5288		srice@insightbb.com
LA: New Orleans	Patrick HORCHOFF	8909 Ormond Place River Ridge, LA 70123	504-738-1352; 504-957-1768		larba1955@aol.com
MA: Boston	Tracey INGLE	204 Barton Road Stow, MA 01775	978-212-5500; 508-789-6290		tracey@inglelaw.com
MA: Westfield	Don PODOLSKI	55 Franklin St. Westfield, MA 01085	413-562-5237	413-562-5237	don@newhorizonsbikes.com
MD: Capital Region	William BECK	17719 Foxmoor Drive Woodbine, MD 21797	410-442-9946		william.a.beck@gmail.com
MN: Twin Cities / Rochester	Rob WELSH	7907 Upper Hamlet Ct Apple Valley, MN 55124	612-801-4196		rgwelsh@aol.com
MO: Kansas City	Bob BURNS	PO Box 1387 Blue Springs, MO 64013	816-229-6071	816-229-6444	bobgburns555@aol.com
MO: St. Louis	John JOST	9122 Conser Court St. Louis, MO 63123	314-843-4486		stlbrevets@yahoo.com

RUSA RBAs | 2011 Directory

Region	RBA Name	Address	RBA Phone	RBA FAX	RBA E-mail address
MS: Jackson	Michelle WILLIAMS	213 Hillside St. Ridgeland, MS 39157	601-573-2057	601-932-3987	mwilliams_spmr@hotmail.com
MT: Bozeman	Jason KARP	713 Cheery Drive Belgrade, MT 59714	406-388-1099; 406-599-2897		belgradebobcat@msn.com
NC: High Point	Tony GOODNIGHT	1939 Barringer Rd Salisbury, NC 28147	704-637-6289		rusa.contact@bicycleforlife.org
NC: Raleigh	Alan JOHNSON	308 Ashe St. Morrisville, NC 27560	919-467-8457		alanmj@mindspring.com
NE: Omaha	Larry LARSON	2477 North 150th Street Omaha, NE 68116	402-496-1840		nebraskabrevet@cox.net
NJ: NYC and Princeton	Leroy VARGA	27 Beaufort Ave Dover, NJ 07801	373-366-5098		leroyvarga@verizon.net
NM: Cedar Crest	John MAZZOLA	PO Box 811 Cedar Crest, NM 87008	505-263-7090		nmnightrider@comcast.net
NY: Central/Western	Peter DUSEL	1119 Lake Road Ontario, NY 14519	315-524-8519		pdusel@sprintmail.com
NY: Saratoga	John J. CECERI JR	7 Pearl Street Schuylerville, NY 12871	518-583-3708		john@adkultracycling.com
OH: Columbus	Bob WADDELL	254 South Westgate Ave Columbus, OH 43204	614-561-4914	866-712-2207	rba4914@ohiorand.org
OR: Portland	Susan FRANCE	25797 SW Neill Rd. Newberg, OR 97132	503-628-7324; 503-685-1337		susanfrance@teleport.com
PA: Eastern	Tom ROSENBAUER	300 Burke St. Easton, PA 18042	610-559-1145	610-559-1145	trosenbauer@rcn.com
PA: Pittsburgh	Jim LOGAN	215 Lindenwood Dr. Pittsburgh, PA 15209	412-822-7778		jimlogan@verizon.net
PR: San Juan	William A. MEDINA	PMB 242, 100 Grand Paseo Boulevard, Suite 112 San Juan, PR 00926-5902	939-745-0707	787-283-2934	sanjuancyclingclub@gmail.com
TN: Nashville	Jeff SAMMONS	1512 Aberdeen Dr. Brentwood, TN 37027	615-373-2458	615-833-3407	jsammons@bellsouth.net
TX: Amarillo	Nick GERLICH	P.O. Box 53 Canyon, TX 79015	806-499-3210		nickgerlich@gmail.com
TX: Austin	Wayne DUNLAP	3108 Creeks Edge Parkway Austin, TX 78733	512-402-9953; 408-857-5458	512-372-7139	wgdunlap@aol.com
TX: Brownsville	Edward ROBINSON	3750 N. Sam Houston Blvd. San Benito, TX 78586	956-276-9171		edward.e.robinson@gmail.com
TX: Dallas	Dan DRISCOLL	2811 Hollywood Dr. Arlington, TX 76013	817-460-5734; 817-925-0158	817-461-5100	dansmark@flash.net
TX: Houston	Robert RIGGS	4418 Kingfisher Houston, TX 77035	713-301-7093		elantier@hotmail.com
TX: West Texas	Mark HARDWICK	2512 Concord Avenue Fort Davis, TX 79705	432-683-3322; 432-553-8553		mark@mphardwick.com
UT: Cedar City	Lonnie WOLFF	PO Box 416 Cedar City, UT 84720	435-559-0895	435-586-0594	lonnie@oldairhead.com
UT: Salt Lake City	Richard STUM	11874 East 18500 N Mt Pleasant, UT 84647	435-462-2275		info@bgear.com
VA: Northern	Matt SETTLE	67 Cullers Lane Strasburg, VA 22657	540-465-2116		liznmatt@shentel.net
WA: Seattle	Mark THOMAS	13543 160th Ave NE Redmond, WA 98052	206-612-4700	425-527-6926	mark@muthomas.net

ACP EVENTS | 2011 Schedule

Region	200 km	300 km	400 km	600 km	1000 km	Fleche
AK: Anchorage	30-Apr 14-May 11-Jun 25-Jun 17-Sep	28-May	11-Jun 25-Jun	25-Jun		20-May
AZ: Casa Grande	08-Jan 02-Apr	29-Jan 09-Apr 23-Apr	26-Feb 14-May	19-Mar 04-Jun		
CA: Davis	05-Mar	26-Mar	30-Apr	10-Jun		
CA: Los Angeles	01-Jan 08-Jan 14-May 28-May 04-Jun 10-Jul 17-Sep	29-Jan 05-Feb	05-Mar 12-Mar	02-Apr 29-Apr 28-May		15-Apr
CA: San Diego	15-Jan 11-Jun 16-Jul 10-Sep	19-Feb 07-May 06-Aug	19-Mar	09-Apr		
CA: San Francisco	22-Jan 12-Feb 04-Jun 06-Aug 08-Oct	26-Feb	09-Apr	07-May		22-Apr
CA: Santa Cruz	01-Jan 12-Mar	05-Feb 02-Apr	16-Apr	14-May		
CA: Santa Rosa	15-Jan 19-Feb	19-Mar	16-Apr	21-May		
CO: Boulder	16-Apr 23-Apr 30-Apr 23-Jul 28-Aug 10-Sep 17-Sep 02-Oct	07-May 14-May 06-Aug	21-May 28-May 04-Jun 18-Jun	21-May 18-Jun	18-Jun 11-Jul	22-Apr
FL: Central	08-Jan 19-Feb	12-Feb 19-Mar	12-Mar	16-Apr		
FL: Gainesville	15-Jan	05-Feb	05-Mar	09-Apr		
GA: Atlanta	01-Jan 26-Mar	05-Feb 16-Apr 18-Jun	05-Mar 07-May	02-Apr 28-May		
IA: Cedar Valley	09-Apr 30-Apr 21-May 18-Jun	30-Apr 21-May 18-Jun	21-May 18-Jun	18-Jun	15-Jul	
IL: Chicago	23-Apr 07-May 21-May 04-Jun 25-Jun	23-Apr 07-May 21-May 04-Jun 25-Jun	21-May 04-Jun 25-Jun	21-May 04-Jun 25-Jun		
IL: Marion	07-May	18-Jun				
IL: Quad Cities	02-Apr 09-Apr 23-Apr 04-Jun	09-Apr 23-Apr 04-Jun	23-Apr 04-Jun	04-Jun		
KY: Louisville	19-Feb	05-Mar	02-Apr	30-Apr		
LA: New Orleans	02-Jan 05-Mar 18-Jun	26-Feb	26-Mar	22-Apr		
MA: Boston	02-Apr 09-Apr	16-Apr 30-Apr	14-May 21-May	11-Jun		03-Jun
MA: Westfield	27-Mar 30-Apr	09-Apr 14-May 06-Aug	04-Jun	25-Jun		20-May
MD: Capital Region	19-Feb 26-Mar 23-Apr	09-Apr 07-May	21-May 08-Jul	04-Jun		15-Apr
MN: Rochester	16-Apr 23-Apr 07-May 14-May 04-Jun 11-Jun 25-Jun 24-Sep	07-May 14-May 04-Jun 11-Jun 25-Jun 23-Jul	14-May 04-Jun 11-Jun 25-Jun 06-Aug	11-Jun 25-Jun 10-Sep		
MO: Kansas City	26-Mar	09-Apr	30-Apr 14-May	14-May 28-May	28-May	22-Apr
MO: St. Louis	12-Mar 19-Mar 20-Mar 26-Mar 02-Apr 16-Apr 30-Apr 14-May 21-May 11-Jun 18-Jun	26-Mar 02-Apr 16-Apr 16-Apr 30-Apr 14-May 21-May 11-Jun 18-Jun	16-Apr 30-Apr 14-May 21-May 11-Jun 18-Jun	21-May 11-Jun 18-Jun		

American Randonneur

Region	200 km	300 km	400 km	600 km	1000 km	Flèche
MS: Jackson	15-Jan 19-Feb	16-Apr				
MT: Bozeman	30-Apr 23-Jul	21-May 06-Aug	04-Jun	18-Jun		
NC: High Point	01-Jan 08-Jan 22-Jan 05-Feb 19-Feb 19-Mar 23-Apr 02-Jul 06-Aug 03-Sep 05-Sep 08-Oct	08-Jan 22-Jan 05-Feb 19-Feb 9-Mar 02-Jul 06-Aug 08-Oct	22-Jan 05-Feb 19-Feb 19-Mar 02-Jul 06-Aug 08-Oct	05-Feb 19-Feb 19-Mar 02-Jul 06-Aug 08-Oct	19-Feb 03-Sep 08-Oct	22-Apr
NC: Raleigh	02-Apr	16-Apr	30-Apr	14-May		
NE: Omaha	13-May	14-May	16-May			
NJ: NYC and Princeton	03-Apr 23-Apr 31-Jul 24-Sep	14-May	28-May	10-Jun 09-Jul		
NM: Cedar Crest	26-Mar 14-May	23-Apr	28-May	25-Jun		
NY: Central/Western	30-Apr 07-May	21-May	04-Jun	18-Jun 25-Jun	13-Jul	13-May
NY: Saratoga	27-Mar	24-Apr	14-May	04-Jun		
OH: Columbus	29-Mar 13-Aug 03-Sep	09-Apr 16-Jul	14-May 30-Jul	04-Jun		22-Apr
OR: Portland	01-Jan 05-Feb 05-Mar 12-Mar 02-Apr 01-Oct	05-Feb 26-Mar 02-Apr	16-Apr 14-May 21-May 22-Aug	07-May 11-Jun 20-Aug	20-Jul 20-Aug	
PA: Eastern	01-Jan 05-Feb 05-Mar 02-Apr 14-May 26-Jun 30-Jul 13-Aug 17-Sep	02-Apr 15-May	30-Apr 19-May	21-May 25-Jun	20-May	15-Apr
PA: Pittsburgh	26-Mar 18-Jun	23-Apr 09-Jul	07-May 30-Jul	28-May		
PR: San Juan	16-Jan	19-Feb	12-Mar	15-Apr		
TN: Nashville	22-Jan 12-Feb 26-Mar	26-Feb 19-Mar 09-Apr	19-Mar 30-Apr	14-May		
TX: Amarillo	14-Mar 18-Mar	18-Mar				
TX: Austin	15-Jan 05-Feb 26-Mar	05-Feb 26-Mar	26-Mar 30-Apr	30-Apr		
TX: Brownsville	15-Jan	26-Feb				
TX: Dallas	01-Jan 22-Jan 12-Feb 26-Feb 19-Mar 16-Apr 28-May	22-Jan 12-Feb 26-Feb 19-Mar 16-Apr 28-May	26-Feb 19-Mar 16-Apr 28-May 25-Jun	19-Mar 16-Apr 28-May	11-May 03-Sep	
TX: Houston	08-Jan 29-Jan 12-Mar	29-Jan 19-Feb 12-Mar	19-Feb 12-Mar 23-Apr	12-Mar 23-Apr		
TX: West Texas	29-Jan	05-Mar				
UT: Cedar City	07-May 11-Jun 17-Sep					
VA: Northern	19-Mar 20-Mar 06-Aug	16-Apr 13-Aug	30-Apr 10-Sep	28-May 24-Sep	08-Oct	
WA: Seattle	19-Mar 23-Apr 31-Jul 17-Sep	09-Apr 21-Apr 30-Jul	24-Apr 14-May 19-Jun	19-Apr 04-Jun 17-Jun	17-Jun 23-Sep	29-Apr

U.S. 2011 1200K Randonnées

Location	Date	Contact	Web Site
AK: Anchorage	2011/08/21	Kevin Turinsky	http://alaskarandonneurs.blogspot.com/
CO: Boulder	2011/07/11	John Lee Ellis	http://www.rmccrides.com/brevets.htm
NC: High Point	2011/09/03	Tony Goodnight	http://www.bicycleforlife.org/rusa/index.html
TX: Dallas	2011/05/11	Dan Driscoll	http://www.lonestarrandon.org/
VA: Northern	2011/06/09	Matt Settle	http://www.romabrevet.org/

YOUR ROAD MAP

Randonneurs must be self sufficient—it's part of the rules—which means they have a lot to think about and take care of, including what products they choose to carry and use to fuel their bodies. Hammer Nutrition makes this all-important aspect of randonneuring infinitely easier with our wide range of time-tested, high-quality endurance fuels. Randonneurs around the world have come to rely on Hammer Nutrition to help them enjoy superior energy and endurance, kilometer after kilometer. Put our fuels to work for you!



Superior electrolyte replenishment in capsules, powder, and now in fizz form!

ENDUROLYTES

- Now available in an effervescent tablet!
- Superior cramp prevention
- Full-spectrum electrolytes in a well-balanced formula
- Versatile dosing for a variety of conditions



HEED

- Steady energy
- Buffers lactic acid
- Helps prevent cramps



A mild-tasting High Energy Electrolyte Drink... delicious!



Since 1987 we have sold only natural, safe, high-potency fuels and supplements that contain exactly what the label says they do and nothing else. When you use our fuels and supplements correctly, you'll experience higher quality, more consistent training with quicker recovery.

FOR SUCCESS!



NEW!

Extreme endurance fuel for long rides!

PERPETUEM

- Now available in a solid tablet!
- NEW flavor - Strawberry-Vanilla
- Consistent, stable energy
- Easy to digest
- Minimizes lean muscle tissue cannibalization

Superior recovery drink, fortified with glutamine, that's great after any ride!



RECOVERITE

- Minimizes post-exercise soreness
- Rebuilds muscle tissue
- Restores muscle glycogen



Rapid energy that lasts!

HAMMER GEL

- Rock-solid energy
- Made with real fruit
- Made with wholesome ingredients
- Versatile and economical

Try any of our superior fuels today and find out for yourself what it means to *"Fuel Right, Feel Great!"*

ORDER TODAY

1.800.336.1977 / www.hammernutrition.com



RUSA EVENTS | 2011 Schedule

Region	RUSA Events
AK: Anchorage	13-Feb (105) 19-Jun (100) 16-Jul (100)
CA: Los Angeles	13-Aug (Dart-180) 30-Oct (200) 12-Nov (200) 03-Dec (200)
CA: San Francisco	25-June (115) 30-July (300) 1-Oct (115)
CA: Santa Cruz	17-Sep (180) 17-Sep (200)
CO: Boulder	20-Mar (103) 3-Apr (108) 9-Oct (129)
GA: Atlanta	10-Sep (200)
IL: Marion	01-Jan (200)
MA: Boston	26-Mar (107) 15-Jul (600) 01-Oct (114) 01-Oct (200)
MA: Westfield	20-Mar (100) 09-Oct (150)
MD: Capital Region	19-Mar (Dart-200)
MO: St. Louis	16-Jul (200) 16-Jul (300) 16-Jul (400) 20-Aug (200) 20-Aug (300) 20-Aug (400)
NC: High Point	21-Apr (Dart-200)
NJ: NYC and Princeton	23-Apr (120)
NM: Cedar Crest	24-Sep (300) 22-Oct (300) 03-Dec (200)
OH: Columbus	03-Sep (150) 15-Oct (200)
PA: Eastern	15-Oct (150) 15-Oct (200) 05-Nov (200) 03-Dec (200)
TN: Nashville	24-Sep (250) 22-Oct (200) 26-Nov (200)
TX: Austin	03-Dec (200)
TX: Brownsville	26-Feb (200)
TX: Dallas	01-Jan (100) 13-Feb (100) 5-Mar (101) 30-May (205) 25-Jun (200) 25-Jun (300) 16-Jul (217) 16-Jul (300) 20-Aug (411) 20-Aug (200) 20-Aug (600) 20-Aug (317) 27-Aug (150) 27-Aug (216) 27-Aug (300) 03-Sep (214) 03-Sep (301) 03-Sep (400) 03-Sep (603)
TX: Houston	19-Feb (200) 02-Apr (300) 02-Apr (400) 21-May (300) 21-May (400) 11-Jun (200) 11-Jun (300) 09-Jul (200) 09-Jul (300) 06-Aug (200) 17-Sep (200) 08-Oct (200) 05-Nov (200) 03-Dec (200)
TX: West Texas	16-Sep (200)
UT: Salt Lake City	16-Apr (200) 14-May (300)
WA: Seattle	05-Mar (100) 11-Sep (110)



Original Vintage
Paris-Brest-Paris
 1901 Poster

This 4-sheet poster measures
 7' x 9'-10" as framed.

\$6800

Shipping or pick-up to be arranged
 Poster is located in Chicago suburbs

For more information contact:
 Richard Kuhlman
 BicycleGifts.com
 rkuhlman@BicycleGifts.com
 630.462.5428

PARIS – BREST – PARIS

August 21-25, 2011

- Airfares to Charles de Gaulle airport in Paris
- Bus transfers to/from CDG airport to St. Quentin
- Hotels near the Start/Finish in St. Quentin
- Bag drops in Villaines La Juhel and Loudeac
- Hotels on the course
- Hotels in Paris
- Rental cars and trains
- Half-day sightseeing trip to Paris from St. Quentin
- Celebration dinner – August 26, 2011
- Add-on vacation in France and Europe

For more information, visit our PBP 2011 website.

www.desperestravel.com

Online registration is available.



DES PERES TRAVEL

www.desperestravel.com

(636) 300-1562

dptravel@primary.net

We have been organizing trips to the PBP since 1991.

RBA REPORT | Stum Opens Salt Lake City Region

A new region has been sanctioned by RUSA. Officially known as the Utah, Salt Lake City Region, the group calls themselves the Salt Lake Randonneurs.

This region covers central and northern Utah, encompassing metropolitan Ogden, Salt Lake City, and Provo. This part of Utah, which includes the Wasatch Front, sports vast, empty deserts, winding mountain roads, ski resort communities and rolling city streets.

A more populated part of Utah, this area has never sponsored a RUSA region. Utah's first region is located in southern Utah, notably Cedar City and St. George and their environs.

In an effort to further promote randonneuring in Utah, we have partnered with the largest bike club in Salt Lake, called Bonneville Cycling Club.

Richard Stum, designer of many Permanents in Utah and Nevada, is a central Utah resident and the new RBA. As with all new regions, their status for their first year is provisional.

Consequently, for the spring of 2011, they will be offering only two brevets, a 200k and a 300k. Their 200k is a flat and fast ride through outlying communities, north of Salt Lake City. Their 300k, on the other hand, will cover a wide range of terrains, from an isolated mining community, passing into the west desert and then traveling through the hanging valley of the Sanpete, a rural farming community.

"We invite you to come and experience Utah's unique scenery and share your enthusiasm for randonneuring with other local cyclists as we introduce them to this variation of cycling," Stum says.



Volagi

www.volagi.com

Volagi Cycles

By Endurance We Discover

Introducing the revolutionary **Liscio**

*Numbness will be
the one sense you
won't experience
on our bikes*



Our Favorite Rides

In honor of the new RUSA region near Salt Lake City, we've selected a permanent from there, the Moab Double Whammy, as the first of "Our Favorite Rides." If you have a favorite route with exceptional scenic beauty, historic value or overall toughness, please submit it to American Randonneur for consideration in an upcoming issue.

Moab Double Whammy

RUSA Permanent #832, Approved March 2010

Introduction: Moab Utah is ground zero for world famous slick rock mountain biking — so, why not have a classic road bike Permanent here too? Here it is...

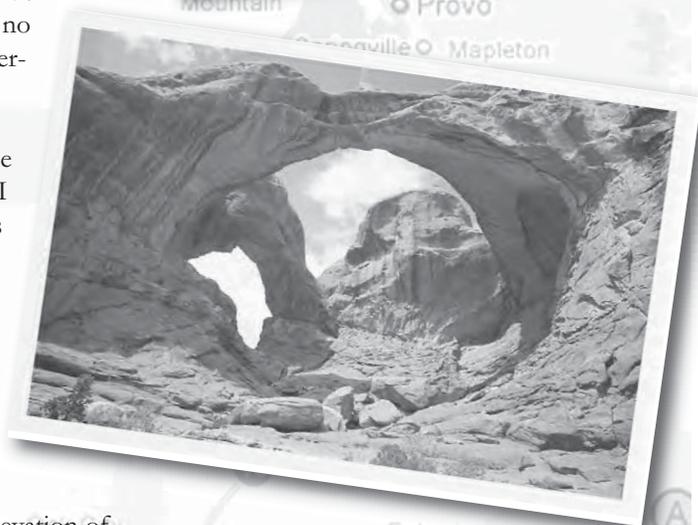
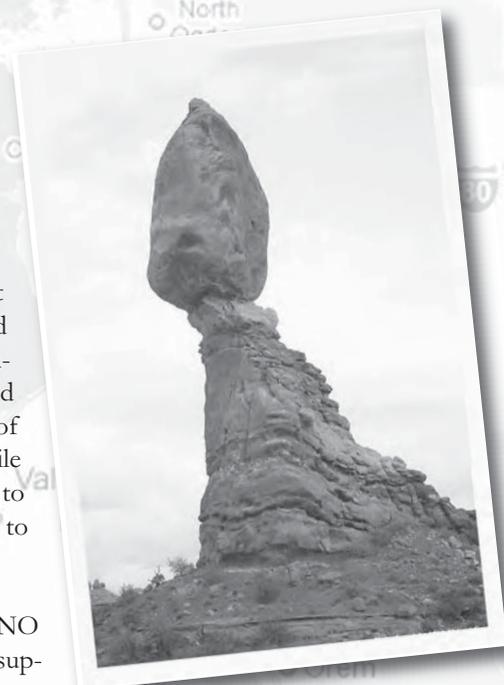
This Permanent begins and ends in Moab, Utah, in southeastern Utah. It climbs through two of my favorite national parks—Arches and Canyonlands, hence the name "double whammy!" This Permanent is composed of two out and back routes. It leaves Moab and proceeds to the end of the paved road in Arches National Park. It returns to the entrance of Arches and then starts climbing towards Canyonlands via a new 6.5-mile paved bike path. At the end of this path it continues on a state highway up to the park for a stunning view of the Colorado River. It then returns back to Moab.

Warning! This route requires self-sufficiency! Once you begin, there are NO services, other than water and restrooms. You must bring your own food supplies. Between mile 40 (Arches Visitors Center) and mile 70 (Canyonlands Visitors Center) there is a 2,100 foot climb and no water along the way. Three water bottles or a large hydration reservoir are recommended for this leg.

Season to Ride: This route is available during most months of the year, except during the hot months of June, July and August. I would recommend late February, March and April as good months to go. Also, consider late August (if it is cooler than average), September, October and early November, too. My guess is that there are more crowds (tourists in cars) in the spring compared to the fall season.

Stats: 202.7 km (125.9 miles) with a whopping 7170 feet of cumulative elevation gain according to Bike Route Toaster (6400 ft according to an on-bike GPS). The lowest elevation of the ride is 4038 feet at the start point and climbs to a maximum elevation of 6200 feet in Canyonlands.

Start Point: Downtown Moab at 220 North Main Street.



Announcing the RUSA Permanent Locations Map

BY JOHN LEE ELLIS

Permanents can be a great way to explore new places or get in a randonnée when you're away from home. RUSA has now added a Permanent Map Locator (using Google Maps) which let you see where permanents start across the country.

The Permanents Search page allows you to search by state, distance, etc.

Zooming into Colorado, my home state, shows you the locales (currently seven) from which our permanents start.

[Figure 1.]

Since multiple permanent starts often cluster in one spot, RUSA creates one pushpin for each start locale (town), so that the map is less cluttered. Clicking on a pushpin shows a list of the permanents starting there.

You can click on an individual list item to go to the RUSA info page for that route.

Distances are color-coded. Here are the couple leaving Golden: (600k+ in **red** (see online map), and 300k+ in the "safer" **green** zone.

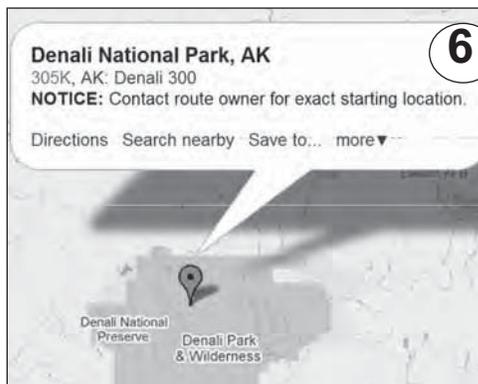
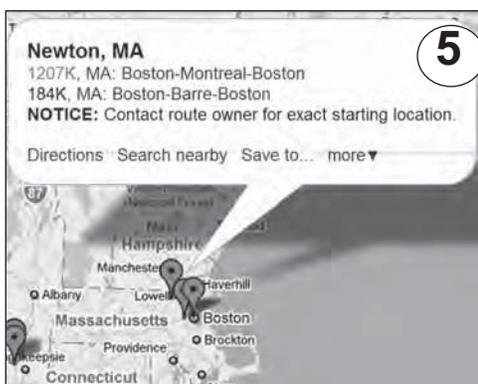
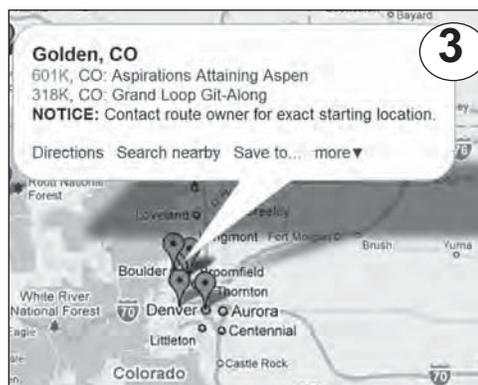
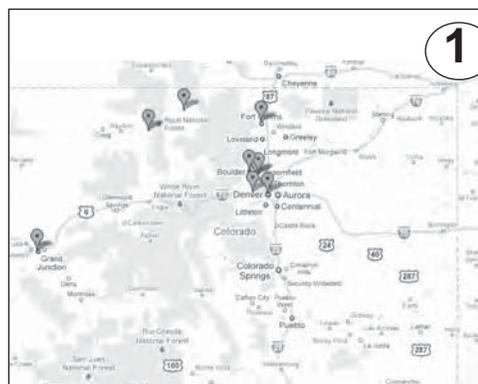
Of course **green** and **blue** (see online map) don't necessarily mean "easy"—witness Will de Rosset's offerings out of Ft. Collins.

The big power of this map is in researching more far-flung places you might want to visit, say the Boston suburbs. ... or Denali National Park.

A big thanks to RUSA member Andy Dingsor of Durham, NC for coming with the idea, and working with RUSA's database guru to implement this great feature!



RUSA's permanents map. Alaska and Hawaii also have permanents.



The new benchmark
from the world leader in bearings!



The first bottom bracket that lives up to its promise:

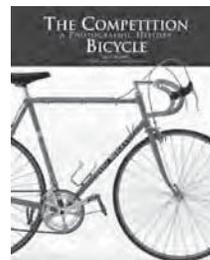
- **10-year warranty** includes bearings
- **100% maintenance-free**
- **Extra-large bearings** for higher load rating and durability
- **Roller bearing** on drive side for higher load rating, less wear
- Patented **seals** for protection against water and dirt
- Easy installation
- Available for **ISIS** and **square taper** (ISO, JIS) cranks
- Spindle lengths from 107 to 126 mm

www.SKFbb.com



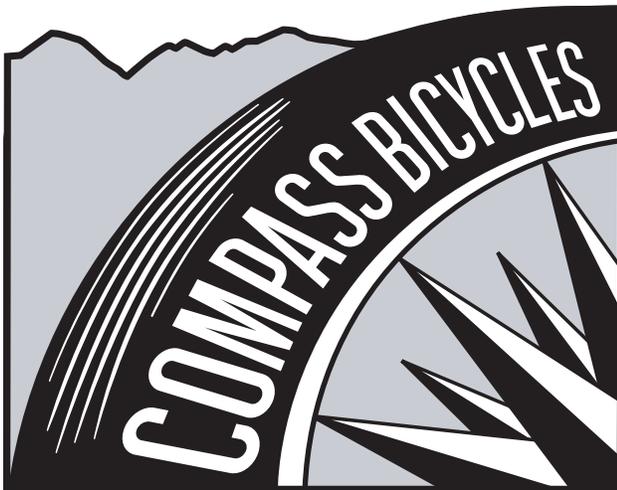
The *Bicycle Quarterly* Bookstore

Featured Title:



The Competition Bicycle – An Illustrated History tells the history of competition bicycles with professional studio photographs. The first pneumatic tires, unusual pioneering machines, the fastest tandem in Paris-Brest-Paris, the bikes of great champions Bartali, Coppi, Merckx, Moser, Rominger, LeMond, Kelly and Hampsten, but also randonneurs, mountain bikers and amateurs. 172 pages, hardcover, \$60.

www.bikequarterly.com

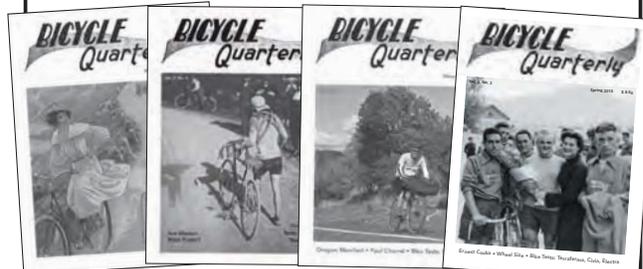


Components designed
by randonneurs
for randonneurs!

Follow our blog "Off The Beaten Path"

www.compasscycle.com

The magazine
about the sport we love!



- Tests of randonneur bicycles.
- **Randonneuring Basics** series with advice from experienced randonneurs.
- Real-road **testing** of rolling resistance, aerodynamics, handling and performance.
- **History of randonneuring.**
- Just \$ 30/year. You deserve it!

www.bikequarterly.com

Interview | Crista Borrás—RUSA's Permanista!

BY MIKE DAYTON &
MAGGIE WILLIAMS

The permanents program recently hit an historic milestone, with 1,000 routes now on the books. That number of approved routes could rapidly expand, thanks to RUSA's new P-12 award (see page 5).

American Randonneur thought this was a fitting moment to catch up with Crista Borrás, RUSA's permanents coordinator, for a look at where the program is today and where it's headed.

A member of DC Randonneurs, Crista is one of the organizers of that organization's weekly centu-

ry rides. She is known for creating some of the best cue sheets out there (see American Randonneur, November 2008) and she brings that level of attention and detail to every new route she approves with fellow Permanents Committee members Susan Plonsky and George Evans.

Am/R: Why did you decide to become the RUSA permanents coordinator?

Crista: Well, it came at a very propitious time, because I had just been laid off from my job, and I wanted to do some volunteer work. It was just a few days after I had been laid off that I was approached

by Edward Robinson, who asked if I wanted to take over the position. Edward was stepping down because of other RUSA obligations. I thought, "Well, what could be more perfect for me?" So I started officially on January 1, 2010.

At first I needed a lot of hand holding. I still get a lot of counseling from John [Lee Ellis]— but I'm getting better. He has a ton of wisdom, and a ton of patience, and he loves to philosophize.

Am/R: What role do you see the permanents program playing for RUSA's members?

Crista: The permanents program keeps people rid-

ing during the winter months, keeps them connected with each other between ACP events, and just encourages them to ride more. I think it's great — I just love it.

Am/R: What is your goal as head of the permanents program?

Crista: One of my goals is to have a permanent route in every state. Recently I've been reviewing a route submitted from Hawaii, and it's just about ready for approval. There are several states — Connecticut, Delaware, Hawaii, Indiana, New Hampshire, North Dakota,

■ Continued on next page

Coaching Publications By John Hughes

Beyond the Century

How to Train for and Ride 200 to 1,200 km Brevets—15 page eArticle

Intensity

How to Plan & Gauge Your Most Beneficial Training Efforts—13 page eArticle

Stop Cycling's Showstoppers

Sharing 35 Years of Experience to Keep You Riding—65 page eBook

Available now: www.RoadBikeRider.com

RUSA's Permanista! (continued)

Rhode Island, and Vermont – that do not have permanent routes. I'd especially like to see more permanents in New England, although I know they have a tough winter up there.

Oh, and I'm also planning to design more populaires.

Am/R: Were you surprised to see the program hit the 1,000-route mark?

Crista: Yes, but it didn't hit me until a couple months ago, when I realized that we could have a thousand permanents by the end of the year. But then we went through kind of a slow period when I wasn't receiving many new applications, and I started to think it wouldn't happen after all. Then the applications started coming in all of a sudden, and we hit the one-thousand mark by the end of November! It was a very big jump in just one year, and I'm thinking it's going to be even bigger this year, with the P-12.

The P-12 program will allow people to make the rides that they *want* them to be – without having to get exactly to 200k. You know, when you're trying to plan a 200k, sometimes you come up a little bit short, and then you have to add a little leg on it or tweak it in some way, and it just doesn't end up being as good a ride – it doesn't flow as well. My favorite distance, for example, is a century. You can start a little bit later, and, even in the win-

ter, you don't have to ride in the dark – unless you dilly-dally, which I sometimes do! For route planning, I think it's a distance that's much more flexible.

Am/R: What makes a good permanent route?

Crista: Good flow, I think, is really important, although I understand that not every ride works out that way. If you can design a route – in particular, a loop route – that has a nice flow, good food stops, well-spaced controls – but not too many – beautiful scenery, and quiet roads, you've got it made. And I like hills, of course! Actually, it's hard for me to say, because it just seems obvious what makes a good route.

Am/R: Do you have any tips for members who are thinking about designing a route?

Crista: If I were talking to someone designing a route for the first time, my number one piece of advice would be that you *must* personally check out the route. Don't design a route just by looking at a map or using mapping software. Go out and get to know the roads yourself. I'd also tell people to think carefully about where they put controls. You want them to be well-spaced, and preferably at places where people can eat and where there are restrooms. And you don't want to have a control every 10 miles – very annoying!

If a route requires the



PHOTO BY BILL BECK

Crista Borrás with tandem partner Chuck Wood.

use of an information control, be sure to check it out personally before submitting an application. You want to pick a site where you can formulate several questions so that you can alternate them whenever a rider repeats the same permanent. Your cue sheet should indicate the precise location of the information control and reference some landmark at that location, e.g., “cemetery on left at top of hill,” “hideous brown house with chartreuse shutters on right,” etc.

Care should also be taken in cueing routes that incorporate one or more bike paths or multi-use trails. They often have a lot of feeder paths leading away from the main path and it's easy for a rider who isn't familiar with the path to make a wrong turn and get lost.

I guess I'd have to say

that when I'm looking at a proposed cue sheet, I want to see detail and accuracy.

Am/R: Do you have a favorite route?

Crista: I don't have just one favorite route, but one of my favorites is a pair of point-to-point permanents that offer the rider an epic weekend of riding. Day 1, “Splendor in the Blue Grass,” is a beautiful and challenging trek from Middletown to Monterey, Virginia, featuring several mountain climbs and a spectacularly scenic stretch through the lovely Blue Grass Valley of Highland County, Virginia. Day 2, “Many Mountains from Monterey to Middletown,” returns by a different route, starting with climbs over Jacks, Bull Pasture and Shenandoah Mountains and followed by a scenic journey through the Shenandoah Valley.

TRAINING | Ride More, Ride Hard, Ride Specifically

BY JOHN HUGHES

Ride more, ride hard, ride specifically—but not all at once! To train most effectively for brevets divide your training into different phases:

- Base (3-4 months): Increase endurance.
- Build (1-2 months): Build power.
- Peaking (4-6 weeks): Combine endurance and power in specific event training.
- Taper (2-3 weeks): Store energy for the event.

In part 1 of this two-part article I describe Base training. During your Base phase you increase your endurance and the same principles apply whether your goal is to earn the R-12 award, to complete the 200, 300, 400 and 600 km brevets, or to qualify for and finish a 1200.

In part 2 I will discuss the Build, Peaking and Taper phases.

Burn Fat

When you ride a brevet, approximately equal amounts of the energy for your muscles come from fat and glycogen. The fat used for fuel may come from both food you eat during the ride and stored body fat. The glycogen also comes from food you eat and glycogen stores in the body. Even if you are lean, you have enough body fat to ride a brevet, whether a 200 km or a 1200 km; however, your glycogen stores are limited. After three or four hours of brevet riding you'll start to run out of glycogen and unless you replenish it the bonk lies ahead.

When you do a long ride at an *easy conversational pace* you train your body to rely more on fat for energy, thus sparing glycogen. This training effect doesn't happen if you ride harder. Riding at that conversational pace is the key to effective base training.

Training your body to utilize more fat won't change your weight. Endurance training is not a miracle diet: complete a brevet series and lose 20 pounds! Ah, were it so simple. You only lose weight by burning



John Hughes at 1999 PBP.

more calories than you consume.

Ride Economically

In *Serious Cycling*, the late Dr. Edmund Burke emphasizes the importance of endurance cycling because it:

- Enhances your ability to burn fat during long rides.
- Increases the glycogen storage capacity of your muscles and liver.
- Improves your respiratory system, providing more oxygen to the blood.
- Boosts the stroke volume of your heart so it pumps more blood to the working muscles.
- Increases the blood flow to the skin thus helping your thermoregulatory system.
- Brings about increased neuromuscular efficiency of pedaling.
- Improves your muscular endurance by increasing the number of mitochondria where aerobic energy is produced in your muscles.

During the endurance phase you train your body to ride more economically, i.e., go farther or faster for the same amount of energy. Particularly for brevets of 600 km and longer many of us worry about making the time cut-offs *and* getting a bit of sleep! During the Base phase, by training to ride more economically you start to increase your cruising speed. Then having built the

endurance you need for the longer brevets, in the Build phase you will shift gears and work specifically on power and speed.

For now, patience. Ride the brevets with friends, admiring and chatting about the scenery. Only if you ride at this conversational pace will you accrue the benefits described by Dr. Burke.

Go Long

The 200, 300, 400 and 600 km brevets provide a structured increase in training volume and if spaced out about four weeks apart allow you to use the brevets to ramp up your endurance. Over the years I've developed these rules of thumb for training:

1. Increase the total week-to-week volume by 10-20%.
2. Increase the monthly volume by 15-25%.
3. Increase the weekly long ride by 10-20%.
4. The weekly long ride should be no more than 1/2 to 2/3 of the total weekly volume, except during brevet weeks.
5. For rides up to 600 km, build the weekly long ride until the duration is 2/3 to 3/4 the duration of the target ride.
6. Every 4 to 6 weeks cut back the weekly volume by 10-25% for a recovery week.
7. Every 2 to 4 months include a *very easy* week as a physical and mental break.

We build fitness through progressive overload. You ask your body to do a little more than it's accustomed to and you improve. You don't provide some overload and you don't get better. You lay on too much so that your body can't handle the load and instead of improving you get break down, you can't ride as well as you can last week.

Follow those simple rules of thumb and you should progressively get fitter.

Go Hard (but not too much)

To improve you also need to ride at different levels of intensity.

■ Continued on next page 34



Available now, the Grande Route from Tout Terrain. Chrome-moly frame and fork, integrated rear rack, clearance for 35mm tires and fenders, disc brakes, fittings for dynamo light wiring and "The Plug" charger, many component options, and wheels built by me. The bike pictured here is our medium size demo fitted with Ultegra 10 speed STI triple gearing, Berthoud fenders, Schmidt dynamo hub and lights, and Berthoud leather saddle on a Nitto NJS-P72 seatpost. I've left the steerer extra long for fitting many different test riders. Drop by and take it for a spin. Send me an email and I'll reply with a spreadsheet listing many component options and pricing. See the URL below for photos and info.

PETER WHITE CYCLES

24 Hall Rd. Hillsborough, NH 03244
603 478 0900 Phone 603 478 0902 Phax

www.PeterWhiteCycles.com/ttgr.asp

Training (continued)

I describe intensity in terms of perceived exertion:

1. Digestion pace: Active recovery outings at the pace at which you ride or walk after a large meal.

2. Conversation and scenery pace: Riding along enjoying the scenery and talking about it with friends. These rides build endurance.

3. Headwind pace: Riding a bit faster. If you can whistle you aren't going hard enough; if you can't talk at all you're going too hard. These rides increase cruising speed.

4. Sub-barf pace: Riding just below the level where you lose it. These rides build power.

For more about training at different levels of intensity, including using a heart rate monitor, see my eArticle listed at the

end of this article.

Catch the Wave

Imagine that each of the brevets is a successively bigger wave. You want to time your training so that you catch each wave and ride it, rather than getting knocked down. To do this, set up your training so that between the big waves you catch smaller waves (rides) so that you are ready for the next big wave.

Assuming that your brevets are four weeks apart to prepare:

Week 1 after the brevet, playing in the breakers:

- A short (1-4 hour) endurance ride on the weekend.
- Two or three easy recovery rides.

Week 2, a moderate wave:

• An endurance ride of 1/3 to 1/2 the expected duration of the next brevet. (The previous brevet satisfies the rule of thumb to complete a ride 2/3 to 3/4 the length of the next brevet.)

- One brisk ride of an hour or two primarily at the headwind pace.
- One hard ride of an hour or so including some sub-barf riding.
- A couple of easy recovery rides.

Week 3, a small wave:

- An endurance ride of 1/4 to 1/3 the expected duration of the next brevet.
- One brisk ride of an hour or so.
- One hard ride of an hour or so.
- A couple of easy recovery rides.

■ Continued on next page

29th Year

**NATIONAL
24 HOUR
CHALLENGE**

June 18-19, 2011
Middleville, Michigan

Held annually on Father's Day weekend since 1983. Low traffic route in scenic Barry County. Three loops: 121.6 miles, rolling to hilly; 23.7 miles rolling; 7.5 miles mostly flat night loop. Traditional bagpipe send-off.

- **22 Solo Bicycle Classes:** Male & Female, 18-24,25-29,30-34,35-39,40-44,45-49,50-54,55-59,60-64,65-69,70+
- **3 Tandem Classes:** Male, Female & Mixed
- **2 Recumbent Classes:** Solo & Tandem
- **Medals to 3 Places in Each Class:** Siegel Bowl to Overall High Mileage Solo Male & Female
- **Mileage Pins:** 200, 250, 300, 350, 400 & 450
- **1,000 Mile Jersey**
- **Certificate of Verified Mileage, Results Booklet, Your Name and Mileage in The Record Book**
- **Free Indoor/Outdoor Camping & Showers, N24HC T-shirt, Friday Night Product Display.**
- **Free Fruit from FamilyFare Supermarkets, Sunday McDonald's Breakfast, Door Prizes at Awards Ceremony**
- **Friday Night Dinner:** \$6 Prepaid **Saturday Morning Breakfast** \$6 Prepaid **Food and Ice Concessions**
- **Entry** \$75 until 4/30, \$95 until 5/31, \$120 until 6/12. No Entries Accepted After 6/11/2011, 12 Midnight. *No Refunds.*

National 24-Hour Challenge, PO Box 324, Byron Center, MI 49315

(616) 656-0275 n24hc@charter.net www.n24hc.org On-Line at Active.com (as of 1/1/2011)

Training (continued)

Week 4 brevet week, the next wave:

- One brisk ride of up to an hour.
- A couple of easy recovery rides.
- The brevet.

As you develop your personal plan for each week, here are a few more rules of thumb:

1. Ride three days a week to maintain fitness.
2. Ride four days a week to improve.
3. Include no more than three hard rides a week (a long ride, a brisk ride or a sub-barf ride).
4. Take at least one day

off a week.

Less Is Better

Many riders assume that if some is good then more is better. As a coach I often I tell my clients to *train less!* The desired physiological adaptations only occur when we aren't riding. Our muscles adapt during recovery, not on the bike. Too much riding and you're not recovering and getting stronger. If you aren't recovered then you won't get the maximum benefit from the next workout.

Each of us responds differently to training loads and we each have other commitments to family, work and/or

school. I hope this material gives you the information to design your personal Base training program that fits *your life*. In the next article I'll discuss the Build, Peaking and Taper phases.

More Information

The Resources section of my website, www.coach-hughes.com, contains articles on off-season preparation, training, equipment, nutrition, and mental preparation. I have written three pieces directly relevant to randonneurs, all available from RoadBikeRider.com

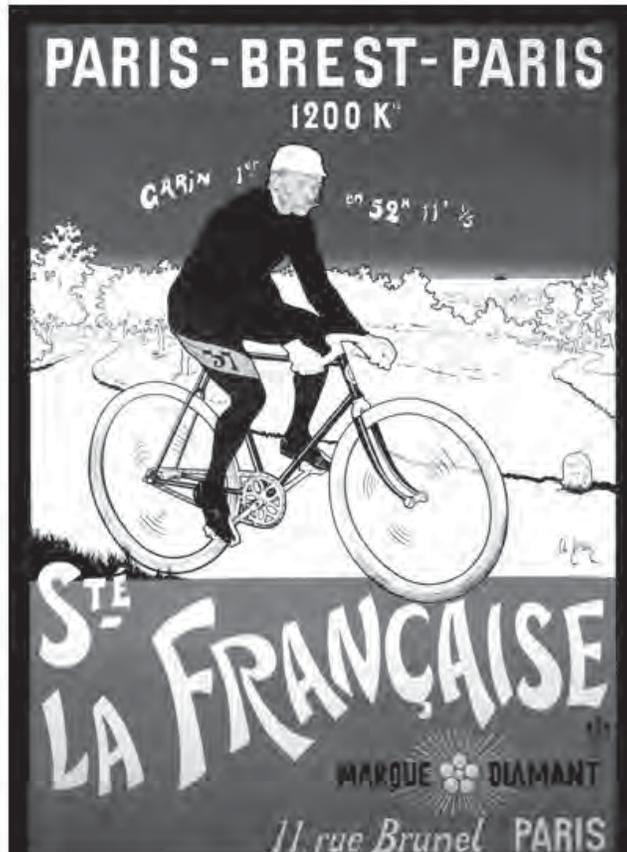
- Beyond the Century: How to Train for and Ride

200 km to 1,200 km Brevets, 15-page eArticle.

- Intensity: How to Plan & Gauge the Most Beneficial Training, 13-page eArticle.

• Stop Cycling's Showstoppers: Sharing 35 Years of Experience to Keep You Riding, 65-page eBook.

John Hughes is the former Managing Director of the Ultra Marathon Cycling Association and now offers coaching services for long distance cyclists. He has completed PBP '79, '87, '91, '95, '99, BMB '92 and Rocky Mountain 1200 '04. He is writing a book, Distance Cycling, to be published in June. For more information, visit www.coach-hughes.com.



**Best wishes for a
year of great brevets
and success to all
those heading to
PBP**

JONES
wares
U S A

www.joneswares.com

Commentary | Randonneuring is...

BY MILES STONEMAN

According to Wikipedia, randonneuring is “a type of organized long-distance bicycle riding, with rides typically covering between 100 kilometers and 1200 kilometers (60 - 750 miles).”

Is that the complete definition? What if you were to be able to bring together 2 or 3 American randonneurs from each region into a comfortable cabin in the Adirondacks; provide homemade pizza and the amber liquids produced from several of the best micro-breweries and then ask the question: “What is Randonneuring?”

Provide enough provisions, particularly the specialty beers, and the discussion would likely continue until the Moon excuses herself to slip on her nightgown and the Sun steps out onto the front porch to pick up the morning newspaper.

For some randonneurs, it’s all about athleticism. In their lexicon, they have underlined the words “faster,” “farther,” “steeper” and “first,” among others. A brevet is an opportunity to test themselves against each other, as well as an opportunity to discard their previous attainments in favor of achieving better results.

Other randonneurs value the epic brevets. Their lexicon has all the superlatives underlined. “Highest,” “longest,” “wettest,” “coldest” and “hottest” brevets are highly prized. They have “Fortitudine Vincimus” — by endurance we conquer — tattooed on their body somewhere (or at least engraved on the top tubes of their bicycles).

Finally, there are randonneurs who believe that “true randonneuring” exists only to develop camaraderie and therefore memories. They ride *with* other randonneurs, no matter how slowly they need to go. In fact, “slowly” is their favorite adverb. It’s not so much about “rose sniffing” as it is about the friends, old and new, with whom you ride past those roses and then sit down at the diner next door to the 7-11 control. The memory of a cherry cobbler or Reuben sandwiches or hot chocolate on a January brevet shared with others is the only reality they pursue.

Although I have previously looked at cycling in all of these ways, randonneuring, for me, is ritual re-enactment.

A ceremony or ritual re-enactment has the power to metaphysically place us in the company of those who participated in the original event. Think Passover Seder, or Communion. There must be a fixed system or order, a ritual re-enactment, and an authenticating authority with the power to confer status on

the participant.

Voila! Every time I complete a brevet authorized by ACP or its authorized agents Randonneurs Mondiaux (RM) or Randonneurs USA (RUSA) by following the prescribed system, a number or sticker is put on the back of my brevet card, conferring the status “randonneur” on me. Time and space fade and I’m in the company of Frenchmen establishing and building a new sport. I am confirmed as a member of their society in some very real way. I’m cycling with Henri.

But it isn’t all about individualism. Randonneuring for Henri Desgrange was also about national pride. (“Italiens! Les Français peuvent le faire aussi!”) This then is my final point. When I finish a brevet, according to the rules, I not only become a part of a society which began in France, but I participate in the community of American Randonneurs. My completion becomes theirs; ours. In equal measure, when I fail, my DNF becomes ours as well.

This year, during PBP, randonneurs from all over the world will re-enact a ritual event. When American randonneurs participate in PBP 2011, only a representative part of RUSA will be in Paris. But we’ll all be there as a community. And the national completion percentage will be mine; yours; ours. So, too, the DNF rate.

“Le trajet avec le coeur, mes amis.” That’s randonneuring.

NEW! RAINMATES™
Lightweight + Wind & Waterproof

Wear them in a small bundle around your waist—unroll & secure them with buckles & Velcro.

- ▶ New design from the Netherlands — successor to the popular Rainlegs at a lower cost!
- ▶ Now with removable full leg extension
- ▶ Manufactured from wind- and waterproof parachute material and factory seam-sealed
- ▶ Open on the back to prevent condensation built-up
- ▶ Detailed photos & specifications at bgear.com/rp

Free Ground Shipping RUSA Members (online orders > \$50)

B&B Gear
 BGEAR.COM

accessories for
 BREVET CYCLING & BACKCOUNTRY TRAVEL
 1 . 8 8 8 . 7 1 6 . 5 5 0

Team Events | All About The Dart

BY PAUL JOHNSON

Just a short note about “Team Events.” You probably know about the Flèche. You may have this aardvark of the rando world well in hand or it may be something of a puzzle to you. Contemplating this article I considered writing the definitive, do all, end all article that would answer, once and for all every question and sear into your mind a perfect understanding of how to ride a Flèche to success.

But I just sat still for about 38 seconds until the thought passed, and then I could no longer suppress an involuntary giggle. There will always be questions about this arcane event so long as it remains the repository of left over rules of randonneuring that just could not be made to fit other rando events. So a slightly less ambitious goal came to mind. Perhaps you might be interested to hear of a few developments related to another of the team events. Let’s set the Flèche aside for the moment and take a look at his new world cousin, the Dart.

A dart is similar to the Flèche in many ways but the *main* difference is that it is a shorter event. As short as 180 Km or as long as 359Km. It does not have to be run on or around Easter, in fact it can be held any-time of the year, and because it does not require ACP certification it can be



scheduled with as little as 5 weeks advanced notice.

Bear with me, I’m honing in on the interesting part: If your club organizes and advertises the Dart as a 200 Km (or longer) event and you complete it, you will get credit not only for a Dart but you may also apply that accomplishment toward your R-12 award!

If that is not enough to pique your interest, here are a couple additional benefits to consider: First, group events are fun! If you’ve ridden a Flèche or a dart before you know this. Because you ride this as a group it is a great opportunity to roll up some miles in the company of friends. It is a chance for you and your small group of friends to rendezvous with other small groups of like minded riders at the end of the day. And, as I mentioned earlier, this is a good primer for those who may be interested in the Flèche but are a little intimidated by the distance and the rules.

Because you ride this as a group it is a great opportunity to roll up some miles in the company of friends.

Maybe you’d rather not ride an event with like minded individuals, at a speed you’re comfortable with, as a group, one for all and all for one. If that’s you, then a group ride may not be your cup of tea. But

if it tickles your fancy, check out the rules for group events on the RUSA website, and then think about not just asking your RBA to get this event on your calendar, step up and volunteer to organize it!

Introducing the HubBub Helmet Mirror

One looks says it all!



17 gm – guaranteed for 5 years

www.hubbubcustom.com/store



Fitting, designing, and building fine
Custom bicycles and wheel sets for

The Randonneur

www.hubbubcustom.com

(800) 888-2027

How To... BOOT A TIRE

By ROBERT LEONE

Flat tires are annoying, or worse. One type that keeps on going flat is when there's a fault in the tire casing. One helpful technique for dealing with those



The arrow shows where the tire has been cut and now requires a boot.

flats is a "tire boot" that keeps the tube protected, and inside the confines of the tire.

Through time, over the miles, and with bad luck, tires get worn through, pierced, or slashed in spots. Gaps in a tire's casing could be caused by a sharp-edged beer bottle neck, a twig sticking up from a branch on the ground, wear from brake arms or pads, and even defects in construction. See Picture 1 for an example from a recent ride. That faint little full crescent? Something cut or punched through both the rubber and the fabric casing of the tire. This caused repeated flats before the rider figured out what was going on.

It's time for a digression on the theory of tires and tubes, a digression that holds not only for clinchers, but also for traditional "tubular" or sewup type tires. Inner tubes are mostly rubber. They are elastic and flexible. Even the thick-walled "thornproof" models have these properties. Tubes hold air, but they don't hold their size and shape very well. On the one

hand, this is a good thing. A tube can stretch to fit many tire sizes, or even a different rim size in a pinch. Unfortunately, a consequence of this elasticity is inner tubes can bulge out and get punctured, or simply burst like overinflated balloons. The shape, and size, of the whole rubber assembly is held in place by the tire, or more specifically the fabric casing of the tire. These fabric casings are somewhat flexible, but not very elastic. When there's a gap or fault in the tire casing, there's a significant potential for problems. Now, let's get back to the tire boot story!

My riding companion had a cut out section of old, worn out bicycle tire with him. He'd been given it by another riding acquaintance, who liberally passed them out a while back. My pal simply slipped that small section of used bike tire into place while before installing the tire on the rim (see picture). A section of used tire isn't the only thing you can use as a tire boot.

Here are some tire boot options:

- **The Recycled:** As

■ Continued on next page

Fit Function



Style

Custom handcrafted steel framesets designed and engineered to your needs by a master craftsman and fellow cyclist.

RUSA 1681
La Société Charly Miller 2007



ALEX MEADE
bike works
LLC

www.alexmeade.com 859 . 351 . 8443 Lexington, KY

Give It the Boot (continued)

described previously, a worn out tire can be converted into tire boots with household cutting tools. That includes not only the tire casing area, but also the tire bead — which isn't necessary for a tire boot. Remember, it is the tire casing that is doing most of the work of a tire boot. Inner tube material won't have that flexible but inelastic characteristic you'd need for a good tire boot.

- **The Classic:** A folded piece of currency is the classic “old school” tire boot described and celebrated in cycling lore.

Government security printers usually specify strong, hard-wearing paper for their money. The resulting dollar bills, pound notes, or other currency of your choice won't fall apart when moist, and won't let a pressured inner tube bulge out of a small cut in a bike tire. For best results, fold the bill once or twice to give that cut protection an extra layer or three.

- **The Scavenged:** Candy and food bar wrappers can be as good as currency for tire boots. I've just heard of a Gatorade (TM) bottle wrapper as a tire boot. Apparently, it worked.

- **The Scrounged:** Tyvek (TM) and other spun fiber packaging solutions, as provided in “free” shipping bags and envelopes from FedEx and the United States Postal Service, are hard-wearing,

thin, flexible, moisture-resistant and inelastic. These envelopes are pretty big, so you can put one large but lightweight rectangle of the stuff in your fix it kit, and either fold over to provide multiple layers over one tire rupture, or divide it to protect your precious inner tube from multiple tire casing slashes.

- **The Dry Goods Store:** Iron on clothing patches, such as those sold to the folks who want to patch the holes in the knees of their jeans, are also hard-wearing, thin, flexible, and inelastic. You don't even need a hot iron to apply as a tire boot!

- **The Purchased:** Park Tools makes a purpose-made tire boot. It has an adhesive backing to secure it to the tire wall

- **The Desperate:** I once glued three tube patches to the inside of a tire that had been slashed by shards of broken bottles. It held up until I got home. Note: I used very low air pressure to avoid stressing that repair.

- **The Fix-All:** Duct tape. I've seen duct tape wrapped around a tire to hold it all together after a six inch section of the bead separated from the sidewall. Actually, we stuffed a lot of things in that tire to keep the tube inside. Again, with such extensive damage, we erred on the side of potential pinch-flats with a much lower tire pressure, rather than risk all that tape rip-

ping or the tube blowing out at a higher pressure.

When applying a tire boot, be sure you check and make sure that you've got all tire casing faults covered. While you're at it, take the time to make sure you've found any other flat tire causes. Also, if the gash or gap is large, or liable to propagate (such as a tire bead separation), you should consider keeping your inflation pressure low to keep the tube from bulging out, or the tire fault from getting worse. Make sure the boot is between the tube and the tire fault, and

make sure the tube doesn't get tangled or twisted into the tire boot. Also, be aware tire boots don't have the permanence of many other flat tire fixes, such as glue-on patches.

If you're lucky, you'll rarely, if ever, have to boot tires to protect your inner tubes from bursting. However, you shouldn't count on being lucky. If you've read, seen, and understood this article, you'll be better prepared for this serious tire woe.

(An earlier version of this article appeared at www.bikesd.org).

RUSA members get free shipping ! Use Code RUSA1200K at checkout



wabi woolens
PORTLAND, OREGON

WOOL CYCLING JERSEYS

**HEIRLOOM QUALITY
MODERN PERFORMANCE
TIMELESS DESIGN**

Wabi Woolens blends the highest quality Merino wool fabric with superb craftsmanship and understated styling to meet the performance demands of today's cyclists.

www.wabiwoolens.com
Made in USA

RUSA Distance Riding Gone Wild!

BY DAN DRISCOLL

Some say that the RBAs have been tainting the pre-ride brownies with dog food. Whatever the cause, the fact remains that RUSA Distance Awards in terms of Ks are growing faster than RUSA membership which can mean only one thing: RUSA members are riding more K's per year than ever before.

The CDC has not yet confirmed or denied the existence of this epidemic, but the RUSA website supports its existence.

In early 2000, RUSA launched its very first RUSA Award, "The RUSA Distance Awards", which consisted of a 1,000 Km, a 2,000 Km and a 3,000 Km Award. Due to the number of RUSA riders topping the 3,000 Km level, in 2004 RUSA changed the medal design and added a 4,000 Km and 5,000 Km Award.

In 1999, a typical RUSA year for most RBAs was a Spring Brevet Series, including an ACP 200, 300, 400, 600 Km, and an occasional Flèche or 1,000 Km. There were no RUSA brevets or Permanents, Populaires, no Darts or Arrows. Two full series in a year was very rare.

In 1999 only 10 RUSA Randonneurs earned 3000 Km. In 2000 there were 13 3,000 Km Awards, with the "High Water Mark" growing to over 4,000 Km. In 2001, 29 RUSA members earned 3,000 Km, one earned 4,000

Km and the first-ever 5,000 Km riders numbered three.

See where this is going?

In 2003, the "High Water Mark" was bumped past 6,000 Km. In 2004, seven RUSA members earned a RUSA 5,000 Km Award one of them, Nancy Myers, was the first female to do so, and the high mileage mark continued to rise, clearing 7,000 Km. The year 2005 saw an almost quadruple growth for the RUSA 5,000 Km Award, with 26 RUSA members earning the award, and again a new mark was set, this time past 9,000 Km.

But Baby, you just ain't seen nothing yet!

In 2006 almost double from the previous year 42 RUSA members, including three women, earned their RUSA 5,000 Km Distance Awards, and a rider from Texas and one from Washington burst through the 10,000 Km "Glass Ceiling." The new ceiling was now 12,000 Km.

In 2007 the RUSA 5,000 Km Award earners rose to 53. Ten RUSA randonneurs, including three females, made the glass ceiling a non-existent barrier, forming the K-Hound Klub, encouraging each other and adopting randonneuring as part of life. The new mark was now 21,000 Km.

The year 2008 had even more RUSA 5,000 Km Awards and 16 K-Hounds, including eight females. In

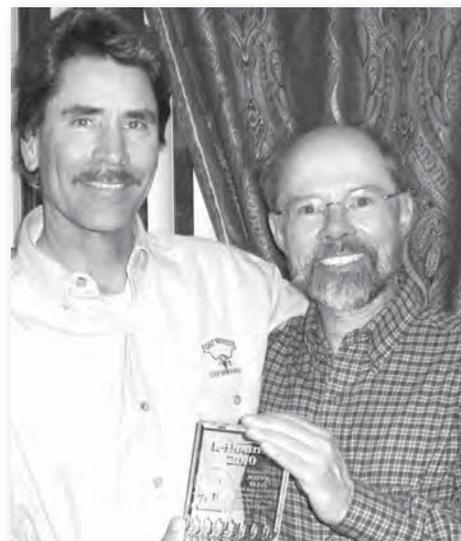
2009 103 RUSA members pedaled their way to a RUSA 5,000 Km Distance Award. K-Hounds held their own with 16 and the line in the sand moved to over 22,000 Km of RUSA rides by a single rider in one calendar year.

Katy "Bar the Door!" This Monster is growing faster than we can

cook food to feed it, no more brownies — we've got an epidemic on our hands. Close the borders around Texas and Washington State, before it spreads to the entire country. Oops, too late Mike Dayton did not get his shots before visiting Texas for a brevet, it seems that Mike and several of his Randonneuring buddies must have contracted the bug, as this riding frenzy spread to North Carolina.

2010 Recap

The year 2010 was by far RUSA's best year ever in terms of RUSA Km Awards and total Km's ridden in RUSA land, over 3,857,376 Km's. In all, 147 RUSA randonneurs earned their RUSA 5,000 Km Award, more than in the first nine years of combined RUSA history. An unprecedented 29 riders rode over 10,000 Km in 2010, becoming K-Hounds, including 15 first-time K-Hounds. Thirty-eight RUSA



K Hounds Dan Driscoll and John Lee Ellis.

members have now crossed the 10,000 Km mark in a calendar year. Three of these riders crossed the 15,000 Km line, earning the entire collection of RUSA distance medals — a 1,000 Km, 2,000 Km, 3,000 Km, 4,000 Km and 5,000 Km Award — in a single year. That gave them "Hound and a Half" Status in the K-Hound Klub. In total 12 RUSA members have accomplished 15,000 Km in a single year, and several have reached that distance more than once.

One RUSA member, Geoff Swarts earned Double Dog K-Hound status with over 20,000 Kms in 2010, becoming one of five to have earned this distinction. Two RUSA members, Gary Gottlieb and Vince Muoneke, created a new Mt. Everest in the RUSA history books, by riding more than

■ Continued on next page

K-Hounds Invade North Carolina

BY DEAN FURBISH

It was three years ago on a late-December training ride, while sitting over the lunch special in a small-town café in eastern North Carolina, that I first heard Mike Dayton tell the astonishing story of a group of dedicated Texas randonneurs and randonneuses, who—to the person—were closing in on 10,000 km for the year. A quick calculation indicated that such a feat would require 200 kms a week. Amazing!

Perhaps because I thought it was such a superb athletic accomplishment, I did not see myself in the same light. At least not yet anyhow. Having accepted the R-12 challenge a year prior, I thought that doing a single 200 km brevet or permanent a month was still a big deal. Although the idea of becoming a K-Hound had been planted, the seed would lie dormant for a while before sprouting.

Becoming a K-Hound was not one of my goals for 2010. True, no one backs into anything of this magnitude. The idea hadn't crossed my mind until the end of April when Mike mentioned that he was going for it. Mike challenged me to join him. He assured me that I could do it and that our riding buddy Jerry Phelps was on board and coming along for the ride as well. It was then that I began toying with the idea in earnest.

I was hesitant to commit to something that might extend beyond my reach. Mike's numbers were on pace to reach the 10,000 km goal. When Mike challenged me, I was only 500 km shy of a 10,000 km pace with two-thirds of the year remaining. Not bad considering I'd only done 800 kms total for the combined months of January and February.

You know you are committed when you begin sharing your goal with riding buddies

and family. There's also no turning back then, either. A few things tipped the scales. I had a great support group with Mike and Jerry. Words of encouragement before and congratulations after events were common. Second, there were three populaire routes nearby, providing at least the strategic possibility of 300 km weekends and riding buddies to boot. But best of all, not only was my wife on board, she understood what the sacrifice meant in terms of hours on the bike.

In devising a ride plan, I thought that camaraderie would be placed on the chopping block. I had envisioned a lot of solo riding. And while I did do a lot of solo rides, 29 to be sure, which was more than the *total* number of rides I did the previous year when I set my previous personal best distance of 5,442 kms, it's by no means the whole story. My solo rides accounted for less than a third of my K-Hound mileage.

Consequently, I rode over 7,600 kms on my K-Hound quest with one or more riding buddies or on group rides. What happened?

There is a law that states that the more energy a system possesses the greater the likelihood that things will bump into each other. Maybe this law applies to randonneuring as well. More rides mean more contacts. And more contacts mean more camaraderie. The great discovery was that camaraderie was not sacrificed as a result of my quest. Rather, my venture ultimately brought me in contact with more people than ever before in my riding lifetime. This was one of the greatest rewards of the journey.

Thanks to all the RBAs, route owners, and volunteers along the way as well as to those who encouraged me, rode with me, and who set examples before me. I guess some of those wild stories coming out of Texas are true!

Distance Riding Gone Wild! (continued)

30,000 Km of RUSA rides in a single year. Gary and Vince are the only two members of the new Triple Dog "XXX" K-Hound Klub. Several K-Hounds have earned this distinction four consecutive years in a row.

Special thanks to Louisiana RBA, Pat Horchoff (two time K-Hound), Colorado RBA John Lee Ellis (Colorado's first K-Hound), SIR's RBA Mark Thomas (Two time K-Hound + K-Hound and a Half),

American Randonneur Newsletter editor Mike Dayton (K-Hound and Leader of the North Carolina Pack), and RUSA Route Approval Volunteer Geoff Swarts (K-Hound + K-Hound and a half + Double Dog K-Hound). All of the above not only earned K-Hound status in 2010, but did so while giving up huge amounts of personal time for RUSA and all of us, as well.

2010 Hounds

Below is a list of RUSA

Randonneurs who rode 10,000 Km of RUSA rides in 2010: AUSTIN, Jerry - BARNELL, Brenda - BREAUD, Debbie (new) - DAVIS, Steve (new) - DAYTON, Michael (new) - DEBOER, Kelly (new) - DROESE, John (new) - ELLIS, John Lee (new) - FURBISH, Dean (new) - GILL, Lyn (new) - HORCHOFF, Patrick - LAWRENCE, Joel (new) - METCALFE, Mark - PACINO, Dana (new) - PHELPS, Jerry (new) - PHELPS,

Robin - PHELPS, Val - SCHAAF, Daniel (new) - SHOPLAND, Ian (new) - THOMAS, Mark - TYER, Vickie - WRIGHT, Pamela.

Hound and Half's for 2010: DRISCOLL, Dan - FENSKE, Charlie (new) - KANTNER, Kole (new) - STEVENS, Sharon.

Double Dog K-Hounds for 2010: SWARTS, Geoff.

Triple Dog K-Hounds for 2010: GOTTLIEB, Gary - MUONEKE, Vincent.



Randonneurs USA Membership Form

PLEASE PRINT CLEARLY!

Renewal New Member

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

Randonneurs USA keeps personal member information private.

Membership Types and Terms: Please Check One

Individual Membership

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

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

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

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

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

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

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

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

Yes No

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

Send this form and payment to:

Don Hamilton
RUSA Membership Office
3078 Wakeshire Drive
Dublin Ohio 43017

Please allow two weeks for processing.

12-05-05

WHAT'S IN STORE? GREAT STUFF FOR RUSA MEMBERS ONLY

New RUSA insignia items available exclusively in the RUSA Store.



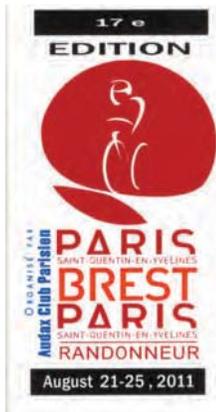
RUSA Pint Glasses

The RUSA logo is etched into this heavyweight glass, that holds 16 ounces of your favorite brew. The perfect glass to use at home, in the office or in the bar. The next best thing to a RUSA waterbottle. Raise a glass and hydrate at the dinner table or picnic table. \$10.00 each.

SUPER RANDONNEUR
SUPER RANDONNEUR
SUPER RANDONNEUR
SUPER RANDONNEUR

Super Randonneur Top Tube Decals

Are you a Super Randonneur? Get a few of these to put on the top tube of all your bikes. Vinyl, weatherproof and removable. Put one on your fork, downtube, seatstay and helmet. \$.25 each.



Paris-Brest-Paris 2011 Decals

It's the "must-have" item of the year. The 2011 Paris-Brest-Paris 1200k Grand Randonnée decal. Get one for your car, one for your handlebars and one for your bathroom mirror for inspiration. Vertical, vinyl, waterproof, removable and collectable. \$1.00 each.



New RUSA Duffel Bags

The RUSA lightweight nylon duffel bag is now available in black with red trim. It's the perfect brevet control drop-bag. Get yours for PBP bag drops. Size: 10 inches x 20 inches. Holds a lot of gear. Order yours today. \$10.00 each.

Randonneurs USA
2266 The Circle
Raleigh, NC 27608

American Randonneur



FURNACE CREEK 508



October 8-10, 2011

www.the508.com

Applications will be accepted March 7-28, 2011 only for this 508-mile race with 35,000 feet of elevation gain. Solo, two-person relay, and four-person relay divisions are offered, with a field limit of app. 200 entrants.

Left: Terry "Chesapeake Bay Retriever" Lentz, 52, won the 2010 solo division overall, as well as the "Classic Bike" category, on a steel bike he built himself which features technology from 1983 or before.

PASSINGS

Peter Wing Kong Lee *Oct. 17, 1957 – Nov. 10, 2010*

One of the most popular cycling stalwarts of middle Tennessee, Peter Lee, passed away from cancer on November 10, 2010. He had just turned 53.

Peter was born in China into a family of famous doctors. His Great-Great-Grandfather was a respected doctor in Zhong Shan. His Great-Grandfather was a nationally renowned martial arts champion, but all of his eight sons followed in their Grandfather's footsteps and became successful doctors and scientists. Many studied overseas, including in America.

Peter's Grandfather studied in Japan and had his own successful ophthalmology practice in Zhong Shan. During the Japanese invasion of China, he moved his family to nearby Macau, a Portuguese colony. Peter's parents were both physicians in Zhong Shan, and had three sons before Peter's father was diagnosed with kidney cancer and passed away at the untimely age of 41. Peter – born Wing Kong, which means "Forever Bright" – was only one year old when this happened.

A single mother now, Peter's mother was forced to take a full-time job at the hospital, earning less than \$100 US a month. This was not



Peter Lee self portrait from Robert Hendry's blog.

unusual at the time as the communist manifesto of equality for all ended up making everyone equally poor wherever they came to power. This did not leave enough money to hire a nanny to watch Peter while she worked and his older brothers were away in school, so Peter was left to fend for himself at home.

At four, the family could not afford to put Peter in a kindergarten, so he would roam the streets of Zhong Shan with a key to the house hanging around his neck. He was known as a wild child, causing trouble wherever he went. He once tried stopping a truck in the middle of the road hoping to get a free ride. Luckily the driver stopped just in time and gave him a scold-

ing.

Peter's rebellious ways did not change much during his primary school years. He was often punished in school for one thing or another, and made to sit facing the corner of the classroom. As these were lean times in China, the family often went hungry without food. Peter was impressed when relatives visited from Hong Kong and bought him candies and cookies, and this fueled the dream of one day there. When he heard from other who had escaped to Hong Kong, he resolved to try it, too. He was only 13 at the time.

To prepare for his escape, he became a very good swimmer. His first attempt failed, and he was arrested by border guards and imprisoned for

three months. His job was to carry bodies of inmates for cremation after they had been executed for some serious crime – a frightening job for one so young, but he said that it made any task that he took on later in life seem easy. In the prison, he also made friends with fellow inmates who had attempted the same escape, and learned what to do next time.

In 1974 he to escape again, and was again caught. This time, he and his friends were forced to hide in a barn in wet clothes in the middle of winter while Peter suffered from a high fever. He escaped by giving a false name, and hid out with family in Guangzhou.

Peter tried to escape from China again in 1975, crossing mountains and wilderness to reach the border, and then paddling a rubber dingy to Macau. It took him five days, but from there he was able to travel to Hong Kong where relatives awaited him. He was 17 years old, and had finally escaped communist China.

In Hong Kong, Peter lived in a home for refugees and worked as a dishwasher, construction worker, and technician. He was able to come to America as a refugee in 1980, relocating in Houston. There, he pursued a degree in computer engineering while working as a waiter, assistant chef, bartender, and seafood trader at a restaurant. It was at this restaurant that he also met,

PASSINGS

Donald Eric Mitchell,

August 8, 1962 - November 10, 2010

Editor's note: This blog post was written by Rob Hawks.

There is a hook that catches us all, and pulls us into randonneuring. It isn't just being on the bike. There are many things that pull me toward riding brevets, and there are many things that have delivered rewards for having joined the paceline. I certainly love pushing myself to complete longer distances, or to overcome a headwind, or to defeat a hilly course in a time I only dreamed of a year or more ago. Of all these things, however, the biggest draw, the surest hook, is the camaraderie I've found between the start and finish controls.

On the 2009 Davis Gold Rush Randonnee, I had been riding alone for a bit more than 50 miles. The water stop at mile 50 was busy in a way that the road leading to it had not been. I wondered where all the riders had been and how it worked that I couldn't gain on them and they could not gain on me. I left the water stop alone and in just a mile or two noticed a rattle that was more than annoying. After fixing a problem that verged on but was not entirely cosmetic (loose mud flap on my fender) a group of riders passed me as I mounted my bike. 'Hey, Rob!' It was Don Mitchell, whom I had met through previous San Francisco Randonneur

brevets. I pushed to catch him and we settled into a pace agreeable to both.

Don and I decided to see how far we could go riding together and it took very little discussion. Hearing back from others today, I found my experience was not unique. Don was upbeat, friendly, basically a sunny guy to every rider I've found who spent time on the road with him. The timing on this ride was perfect. Don had passed me just as the sun was setting. Riding through the night with company was the perfect development and Don had ridden much of this leg before and shared the knowledge of what was to come ahead. We tackled Yankee Hill and the Jarbo Gap after leaving the Central Valley and reached the Tobin control as a team. As the sun finally rose we left Tobin headed for Indian Valley and the next control. On the climb up it was becoming clearer that my energy was fading and Don was finding his legs. He kept his pace down so that we reached Taylorsville together and shared a breakfast.

On that ride, and on others later when we'd find ourselves in the same group, we would talk bikes, and talk bike rides, and talk about future bike events. We just never got to the point of exhausting the bike topic. Today, finding out about his passing and through that tragic news, details about his life off the bike I find that my hunch that he was a kindred spirit was right. I didn't find out earlier that Don was an avid reader, that he was



more than just interested in the environment, that he only used his television to watch DVDs. Knowing these things now only makes the gap left by his passing larger and harder to accept.

The manner of Don's passing (http://napavalleyregister.com/news/local/article_bea1af2-edbd-11df-ac7f-001cc4c002e0.html) angers me. It seems such a pointless way to have lost a fellow randonneur, with the further sting of now losing the chance to get to know someone whose outlook and perspective and greater interests could have expanded not just my own. Being an RBA, one of my tasks is to review all the brevet cards turned in by

the riders at the finish control. Whenever I do this task, there is a certain joy to it supplied by finding common finish times. I see two or three or six or seven riders all with the same finish time, and I imagine them having ridden many miles together, swapping stories, taking pulls at the head of the paceline, just making the ride easier and better by being there too. In sharing this sad and tragic news today, those stories are being shared. Just like my time riding with Don, I've found that to so many others he was a reliable and steady wheel to follow on the SFR 600 back in late May. His fellow Fort Bragg 600k finishers also found him to be ideal company, and I imagine they

Don Mitchell (continued)

got a boost from his upbeat outlook.

As I said, I'm angered by this. I will try, I will, to not think about how my own character may fall short of his example when a dark mood overtakes me. I did have the good fortune to have shared some time with Don doing

something that we both found paid back a reward many times greater than the investment. Good bye Don, bonne route. You made an impression on many, you will be missed greatly by many.

The San Francisco Randonneurs held their first brevet of 2011 in Don's

memory. Our Point Reyes Lighthouse 200km was one of Don's favorite brevets. Riders were given a blue wrist band (Don's favorite color) with his name and RUSA number embossed on it, and at our Lighthouse control, there was a small memorial. Don Mitchell

avored two non-profits: www.savetheredwoods.org and Community Action of Napa Valley (www.canv.org). Don's goal for 2011 was to ride Paris, Brest, Paris. There will be several riders who attend that will be riding that event in Don's memory.

Peter Lee (continued)

Katy, the daughter of the owners, who would eventually become his wife.

Peter moved to Tennessee to join a friend's IT business in Memphis. He did well, and soon decided to start his own business in Nashville – a city he came to love.

In 2004, Peter was a classic success story with a loving wife and son. Life then gave him a hurdle, though, when he was diagnosed with lymphoma. He successfully beat the disease, but needed something after chemotherapy to help him regain his health. One of the clients of his IT business was ultracyclist Jeff Bauer, who told him about fellow randonneur Bill Glass, who had recently survived cancer. After doing his research, Peter acted and bought a bicycle.

Peter brought to cycling the same determination and attention to detail that had helped him escape from China and succeed so well in business. He quickly moved from novice to advanced cyclist,

riding his first century in Clarksville, TN, in the summer of 2006. After hitting triple digits for the first time, he was longing for more.

With an eye on Paris-Brest-Paris in 2007, Peter joined RUSA, becoming member 4001. When Jeff and Bill told him that the rolling terrain of southern Kentucky was perfect preparation for PBP, Peter tackled the 200K and 300K there during that snowy 2007 winter. It was on one of these rides that he asked Jeff how to keep his underwear from chafing under bicycle shorts. Peter was very glad to abandon that pair of underwear at the next control.

After tackling the very difficult 400K and 600K in Tennessee, Peter went to Paris in excellent shape. In a year that saw one of the highest rates of abandonment ever, Peter finished PBP with minutes to spare. Not bad for someone who had done their first century less than one year earlier.

Peter went on to ride even

better and stronger. To middle Tennessee randonneurs, he was known as a rider that you could always count on to show up for a brevet or other long ride, regardless of the weather. He rode many 200Ks and 300Ks on the back of the tandem with Jeff, providing a great wheel on the windiest days. You could always count on Peter to sprint for every state-, county-, and town-line, and it was rare that you could beat him up a hill.

In 2009, Peter rode his second 1200K – the Gold Rush Randonnee – with his friends Jeff (with Mary Crawley on Jeff's tandem) and Alan Gosart. A few weeks later, he rode the classic Bundrick's Revenge 200K, followed by the usual spate of fall centuries and brevets. As winter set in that year, though, Peter began to lose some strength. He went to the doctor, and was diagnosed with kidney cancer – the same disease that had killed his father when Peter was a baby.

In late April, Peter went in

to the hospital to have his kidney removed. At that point, the doctors found that the cancer was more wide-spread than they had first thought, and continued the surgery. They were unable to get all of the cancer, however, and Peter was forced to spend the next month in the hospital – most of it in the Intensive Care Unit. When he finally left, he had lost 30 pounds from an already lean frame.

Peter continued to fight throughout the summer, trying to regain some weight and heal while undergoing chemotherapy. Although it was often one step forward and two steps back, Peter brought to this fight years of overcoming obstacles that would destroy most men. In November, when the end was inevitable, he was able to go peacefully, knowing that he had worked as hard as humanly possible to beat an unbeatable foe.

Peter is survived by his wife, Katy, and son, Wayne.