



AMERICAN RANDONNEUR

Volume Fourteen Issue #2

Summer 2011

Inside—

- Your Biggest Weakness—Pacing?
 - Cycling in Little Egypt
 - Cyclos Montagnards
- Q&A with Yehuda Moon!





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Jim "Gyrfalcon" Swartzman: February 27, 1964 - April 10, 2011

Above: Jim at the 2010 Furnace Creek 508 finish line, after completing the 508-mile race in 38:57:50 in the Classic Bike Division. He was killed by a hit-and-run driver during the San Diego 600km Brevet this year. An incredible athlete and cyclist, Jim is one of the nicest, friendliest, most life-loving people we have ever known. More about Jim on our blog: www.xo-1.org

AMERICAN RANDONNEUR



Volume Fourteen Issue #2

Summer 2011

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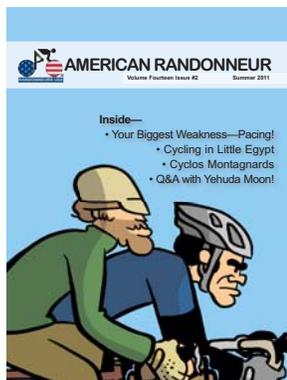
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On the cover....

You've probably seen the online cycling comic strip Yehuda Moon. It's drawn by RUSA member Rick Smith, who just completed his first 200K. We caught up with Rick for a Q&A about life as a cycling cartoonist. Rick supplied the cover for American Randonneur as well as an original strip. The article begins on page 12.



MESSAGE FROM THE PRESIDENT

As I left the driveway this morning I heard an ominous click as I took my first pedal stoke. We didn't say anything about it, but Bill had heard it too. Two short miles later I knew something was radically wrong as my front derailleur became completely mangled. My clamp-on Campy Triple-T was toast. The clamp was cracked and during the breaking process, the cage became bent beyond repair. No worries, we were close to home, this 11-year old component didn't owe me anything more at that point but, darn it, you can't buy them anymore. So now what?

Thinking back on the previous weekend's 400k brevet, I breathed a huge sigh of relief when I realized that this could have happened during an important PBP qualifier. I had dodged a bullet for sure as my bike was now unrideable – it didn't even go two miles beyond its last brevet. Good thing this happened on a weekend training ride when Bill could ride home and come back with a car, give me a ride home, replace the derailleur, and then I could resume my training ride with a minimal interruption. (Yes, he DOES spoil me and worries at times about making me a weak mechanic in the process.)

While I waited for Bill to rescue me, I started thinking about what I would have done if this had happened on an important ride, especially if I was riding alone and, of course, I realized the obvious. This

bike wasn't unrideable at all and I actually had everything I needed to get back on the road in my tool kit!

My trusty Swiss Army Knife has a Phillips screwdriver so I could have easily disassembled the cage to remove the derailleur's remnants from my chain, one of my Allen wrenches would finish removing the broken clamp from the seat tube, and loosen the cable. I could then choose the middle chainring and keep on riding. I expect this repair would have taken only a couple of minutes and I would have been back on the road in no time. Surely I could ride just about anywhere with only a rear derailleur, especially knowing that some of you actually ride with NO derailleurs at all. On a well-supported randonnée where mechanical support is available at the controls, a new derailleur could be purchased and installed during a meal. If not, it wouldn't have to be the end of my ride. Over my years in the sport, I've seen a number of similar roadside repairs during brevets. It's quite remarkable what resourceful people can do with duck tape, hose clamps, and zip ties. I've even heard of using a CO2 cartridge, inserted into a broken seat tube to hold it together at PBP. It takes a lot to stop a determined ran-



donneuse from successfully reaching the finish and earning her medal.

Thinking about this issue's column, I was all set to write about the importance of planning for the longer brevets. There's no right answer on planning, which can take many forms – some folks use detailed spreadsheets to plan every hour's food, pace, and sleep stops in excruciating detail. Others just make sure they maintain an adequate pace to build in a sleep stop each night. Personally, I like spreadsheets, but successful plans definitely take a variety of forms. You'll see lots of useful information from experienced riders on our PBP Wiki at <http://pbpwiki.rusa.org/> that will help in planning whatever your big rides will be this year. And, if you are inclined to share your experiences with others, please feel free to contribute what you've learned to our PBP Wiki. Today's episode, though, reminded me about the importance of staying calm and being flexible when things don't go exactly as planned.

A handwritten signature in blue ink that reads "Lois".



2011 Remaining Events

All prices based on double occupancy motels.
See the PAC Tour web site for more details.
Web site registration is now open.

FULL

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, IL
We will ride Old Route 66 across Texas, Oklahoma, Missouri and Illinois. These states are famous for their Rt. 66 cafes, museums, and points of interest. Road bikes with 25mm tires are recommended for this old cement slab road. This tour includes many meals in diners and lodging at classic motels from the 1950s. To get you in the travelin' mood, you will receive a Rt. 66 DVD and book (not clothing) as an incentive.

FULL

Wisconsin Tour

New route featuring Door County, Wisconsin
Arrive in Green Bay, WI Saturday, June 18
80-90 miles per day
Depart home Saturday June 25 from Green Bay
This route travels around beautiful Door County in northeastern Wisconsin. We will cycle around Lake Winnebago and up to Door County on this loop tour beginning and ending near Green Bay, Wisconsin. This 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.

FULL

Ridge of the Rockies (new route)

Arrive Kalispell, Montana Saturday, July 9
(optional ride to Glacier Park)
80 - 120 miles per day, 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.

Contact: Lon or Susan
www.pactour.com 262-736-2453

If you are not going to PBP and you want to extend your cycling season, we still have space on these tours...

Southern Transcontinental

\$4,495 for 30 riders or less
Arrive San Diego Saturday, September 10th
26 days, 2863 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.

Peru Amazon Adventures

Saturday, October 22 - Fly to Lima, Peru
Sunday, November 6 - Return from Peru
This year we have combined traveling to some of our favorite areas across Peru. We will ride our bikes over 300 miles to secluded mountain villages and travel by riverboat to deliver school books to remote Amazon River schools. Our projects include visiting orphanages and schools we have built, and organizing parties for homeless kids. Another goal is to bring bike equipment for the participants of the 60-mile Race Across the Jungle. This tour is for adventuresome travelers who want to see Peru not visited by tourists. More updates on the PAC Tour web site soon.

Coming in 2012

Arizona Desert Camps and Tours

This will be our 17th 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

68-89 miles per day to Wickenburg and back

Week #2 Border to Border Week

A new week traveling to the border towns of Arizona. About 60-80 miles per day.

Week #3 Tour of the Historic Hotels

50 miles per day between classic Arizona hotels

Week #4 Chiricahua Challenge

75-90 miles per day to the Chiricahua Mountains

Week #5 Century Week

Based in Sierra Vista 60-100 miles per day

Week #6 Mountain Tour

80 -100 miles per day, to New Mexico and up Mt. Graham

updated 4-20-11

Four Mondial Recipients Announced

Award earned by logging 40,000K or more 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.

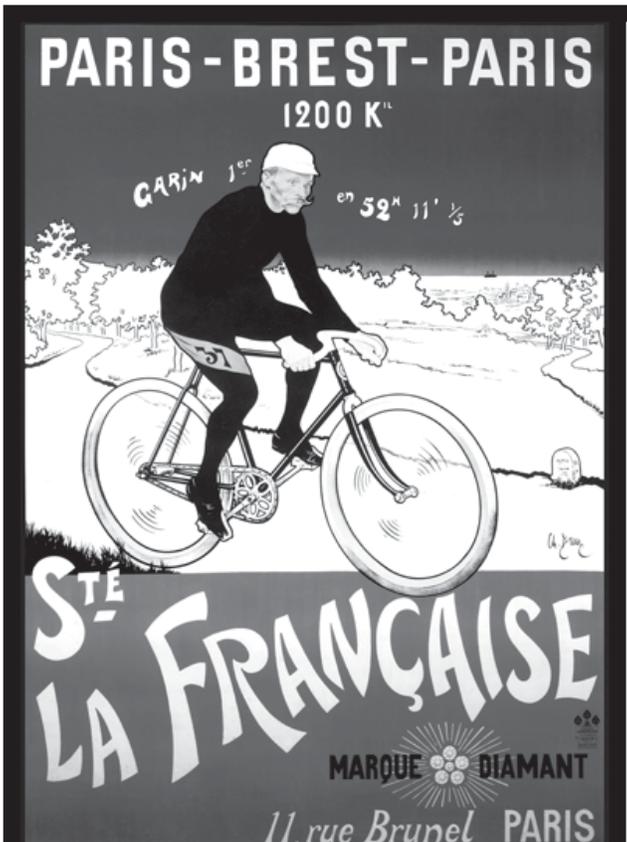
This award can be earned just once by a member and is automatically awarded upon completion of the required distance (no application or purchase required).

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 four riders who have just earned this prestigious award.



Year	Rider	City & State
2011	Patrick Horchoff	River Ridge, LA
2011	Ken Knutson	Tracy, CA
2011	John Kramer	White Salmon, WA
2011	C Richard Whittenberg	Arlington, TX



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

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List of Latest R-12 Recipients

Paul G Shapiro [2]Princeton Junction, NJ
Catherine Shenk (F) [3].....Boulder, CO
Jane A Yant (F)Lafayette, CO
Becky Berka (F) [2].....Dublin, CA
Gintautas Budvytis [2].....Castro Valley, CA
John Lee Ellis [5]Louisville, CO
Gregory Cox [2]Kent, WA
Tim LucasWilson, NC
John PearchOlympia, WA
Alan Woods [2].....Portland, OR
Brooks D WongAlameda, CA
Kelly DeBoer.....San Marcos, CA
Robert MillayDallas, TX
Richard G Carpenter [4].....Reading, PA
Maile Neel (F) [4]University Park, MD
Roy BurnhamWorthington, OH
Jerry RiccardiKansas City, MO

Bill Gobie.....Seattle, WA
Terry ShuyaJacksonville, FL
Susan Otcenas (F).....Portland, OR
Tom Peck.....Toano, VA
Narayan Krishnamoorthy [3]Kirkland, WA
Vidas Placiakis [2].....Walnut Creek, CA
James WilliamsClemmons, NC
Robert Lee [2]Lenexa, KS
Tamara Mitchell (F)Springfield, MO
Charles White [2].....Marysville, WA
Jeff Sammons [4].....Brentwood, TN
Paul WhitneyRichland, WA
Jeff Loomis [2].....Seattle, WA
David Baxter.....Austin, TX
Walter J Pettigrew [4]Cedarville, NJ
Steve LeGoff [2]Boulder, CO
Pamela Wright (F) [5].....Fort Worth, TX

William Olsen [4]Califon, NJ
W David Thompson [2] ..New Smyrna Beach, FL
Jim ShanniWatkinsville, GA
Nigel GreeneElkins Park, PA
Ian Shopland [3].....Olympia, WA
Andy Dingsor [2]Durham, NC
Joe Kratovil [2].....Hillsborough, NJ
Joe Fillip.....Swarthmore, PA
Bill RussellVineyard Haven, MA
Wes JohnsonChapel Hill, NC
Dana A Pacino (F) [5].....Aledo, TX
Grover Everett.....Taylorville, IL
Dave ProvineMillersville, MD
Gardner M Duvall.....Baltimore, MD
Peggy Petty (F) [2]Frisco, TX
Steve Petty [2].....Frisco, TX

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

Publications By John Hughes

Nutrition for 100 km and Beyond

What to Eat for a Successful and Enjoyable Ride—16 page eArticle

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

Nominations to the Board

Two positions on the RUSA Board of Directors will become available at the end of the year — the terms of Eric Vigoren and Edward Robinson are expiring (both are eligible for re-election). Members may nominate two current RUSA members to run for those two positions. The General Membership List is available for viewing online at www.rusa.org. Please use this form to submit your nominations.

Nominee # 1 _____ RUSA # _____

Nominee # 2 _____ RUSA # _____

Your Name _____ RUSA # _____

Please send this form to:

Mark Thomas
13543 160th Ave NE
Redmond, WA 98052

or e-mail: mark@muthomas.net

All nomination forms must be received by July 15.

Nominations for RBA Representative to the RUSA Board

Under RUSA's Constitution the Regional Brevet Administrators appoint one of the current RBAs to serve as an elected Director on RUSA's board. The elected RBA may not already be serving on the board. Only RBAs can nominate other RBAs. The term of office for the Director is one year. Colorado RBA John Lee Ellis currently holds the office and is eligible for reelection.

The list of current RBAs is available for viewing online at www.rusa.org. Please use this form to submit your nominations for RBA representative on the RUSA Board.

Nominee _____ RUSA # _____

Please send this form to:

Please send this form to:

Mark Thomas
13543 160th Ave NE
Redmond, WA 98052

or e-mail: mark@muthomas.net

All nomination forms must be received by July 15.

New Patch Approved For P-12 Program

The RUSA board has approved a "Trinket" for the RUSA Populaires Program.

Patch it! RUSA members who have completed 12 consecutive Populaire rides, Dart rides or Permanent-Populaire rides to earn the P-12 award are qualified to order a P-12 Patch.

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.

The P-12 patch is an embroidered 3-inch round patch, which honors a long cycling tradition of completing an extra-long club ride and receiving a patch at the finish.

This is the first-ever patch offered by Randonneurs USA. A color version appears on page 35.

The P-12 patch is available for purchase through the RUSA Online Store.

For details on the P-12 award go to http://www.rusa.org/award_p12.html.



RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
6802	Robin Leighty	Anchorage	AK	6806	Jason Marshall	Chicago	IL
6811	Pete Tallman	Anchorage	AK	6851	Jay Yost	Mahomet	IL
6795	Mark Tauber	Tempe	AZ	6852	Jim Yost	Champaign	IL
6882	Gerald Elam	Phoenix	AZ	6866	Clyde L Cross	Wayne City	IL
6762	Phaik-Foon Kamp	Sunnyvale	CA	6940	Donald Wall	Texico	IL
6763	Mark Elgood	Pleasanton	CA	6953	Doug Slagley	Mount Vernon	IL
6766	Kevin Read	Canyon Lake	CA	6971	Todd Chatman	Chicago	IL
6767	Glenn Pinson	Canyon Lake	CA	6772	Brook Barker	Huntington	IN
6771	Macklin Halsted	Fairfield	CA	6838	Ronald L McCrary	Olathe	KS
6779	Ronald Lau	San Francisco	CA	6861	Tim Kirch	Olathe	KS
6780	Adam Bickett	Solana Beach	CA	6959	Matthew C Allen	Garden City	KS
6781	Joan Grant	Sunnyvale	CA	6839	Lawrence Crawford	Georgetown	KY
6782	Michael Deitchman	Sunnyvale	CA	6845	John William Kitchens	Nicholasville	KY
6785	David Park	Riverside	CA	6888	Eben E Wilson	Morgan City	LA
6786	Mary Park	Riverside	CA	6773	Daniel R Shinnick	Salem	MA
6789	Nancy Russell	San Rafael	CA	6826	David Beauchesne	Middleboro	MA
6791	Michael Kahn	Piedmont	CA	6842	Younes Abesi	Woburn	MA
6803	Ken Colby	Livermore	CA	6847	Donald Thompson	Holden	MA
6804	Greg Wilson	Sacramento	CA	6868	Shon Rainford	Rutland	MA
6808	Les Medlin	San Diego	CA	6975	Michael Healy	Duxbury	MA
6812	Richard Fitzgerald	Pacific Palisades	CA	6850	Benjamin C McKeown	Pasadena	MD
6819	Louise McCracken	Alviso	CA	6865	Eric Pilsk	Takoma Park	MD
6821	David Jack	San Francisco	CA	6872	Georgi Emilov Stoychev	Columbia	MD
6823	Julian Rogers	Concord	CA	6776	Robert L Elias	Shoreview	MN
6840	Bert Huffman	San Francisco	CA	6853	Glenn M Seager	Minneapolis	MN
6859	Mary Straley	Santa Cruz	CA	6857	Robert M Floyd	Coon Rapids	MN
6870	John L Leroux	Woodland	CA	6885	Robert V Kingsley	Apple Valley	MN
6871	Mike Gray	Auburn	CA	6886	Lisa M Kingsley	Apple Valley	MN
6873	Joseph Monahan	San Francisco	CA	6947	Brent Seager	Minneapolis	MN
6877	Jim Poppy	Palo Alto	CA	6948	Ladd Ojala	Minneapolis	MN
6880	Cliff Merritt	San Jose	CA	6958	L. D. Perry	St Joseph	MO
6883	Tony Lee	Petaluma	CA	6942	Greg Hammer	Sumrall	MS
6884	Matthew Potts	Corte Madera	CA	6848	Jeff Fasteen	Billings	MT
6897	Jonathan W Woodbury	Moorpark	CA	6774	Jack Bulkley	Apex	NC
6901	Tim Twietmeyer	Auburn	CA	6787	Bill Parquet	Raleigh	NC
6905	Adam Lawrence	Marina Del Rey	CA	6792	Beth Cramer	Boone	NC
6949	Drew Carlson	Davis	CA	6793	John Boyd	Boone	NC
6764	Greg Bachman	Silverthorne	CO	6820	John Brier	Raleigh	NC
6854	Richard Reifel	Greenwood Village	CO	6844	Michelle Surerus	Banner Elk	NC
6900	Scott Mowrey	Denver	CO	6910	Bryan Hoffman	Raleigh	NC
6944	Annie Fox	Evergreen	CO	6917	Eliezer Peltz	Sugar Grove	NC
6945	Andy Fox	Evergreen	CO	6951	John Agnew	Raleigh	NC
6952	Tim Blach	Denver	CO	6962	David Sips	Efland	NC
6956	Robert Auhll	Castle Rock	CO	6965	Mark Liebig	Bismark	ND
6957	Colton Mailes	Denver	CO	6966	Mark Liebig	Bismark	ND
6964	Bradford J West	Arvada	CO	6976	Ashton Lambie	Lincoln	NE
6796	Erwin James	South Windsor	CT	6943	Ken Stuart	Goffstown	NH
6858	Christopher Maglieri	Weatogue	CT	6881	Leslie Craven	Princeton	NJ
6894	William L Blake	Gales Ferry	CT	6963	Hugo Safar	Westfield	NJ
6969	Daniel Champagne	Wethersfield	CT	6798	John Owen	Silver City	NM
6788	Lisa Eaker	Washington	DC	6799	Rachel Owen	Silver City	NM
6889	Lisa Catino	Washington	DC	6807	Charles Wetterer Jr	Regina	NM
6768	Carol Short	High Springs	FL	6829	Steve Stremmel	Reno	NV
6769	Kevin Short	High Springs	FL	6810	Jim Williams	New York	NY
6822	Joaquin Campos II	Miramar	FL	6837	George Keppler	New Rochelle	NY
6855	Tod A Landess	North Miami	FL	6890	Dan Crews	New York City	NY
6946	Gary L Kanter	Gainesville	FL	6954	Guy Lesser	Brooklyn	NY
6973	Suzy Ghurani	Green Cove Springs	FL	6967	Steve Nothnagle	Rochester	NY
6777	Albert Culpepper Sr	Peachtree City	GA	6974	Alexander Smirnov	Port Jefferson Station	NY
6955	Dave Bateman	Dahlonega	GA	6801	Thomas E Wise	Hilliard	OH
6783	Thor Halfdanarson	Coralville	IA	6863	Bryan D Bell	Dayton	OH
6813	Joseph Lechtenberg	Maquoketa	IA				
6775	Mike Hauptman	Rochelle	IL				

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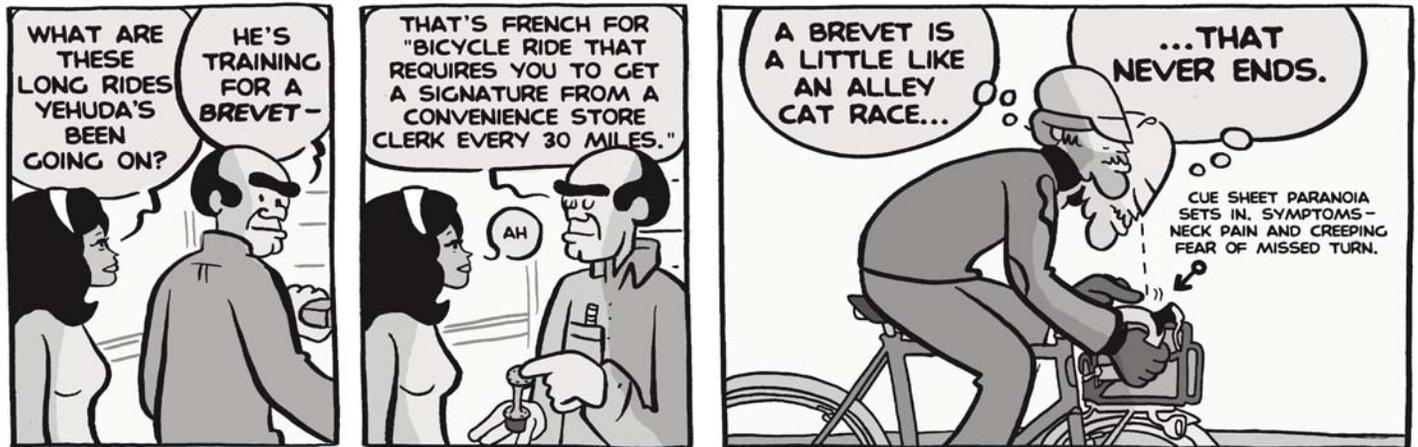


Available now, the Grande Route from Tout Terrain. Chrome-moly frame and fork, integrated rear rack, clearance for 35mm tires and fenders, disc brakes, fittings for dynamo light wiring and “The Plug” charger, many component options, and wheels built by me. The bike pictured here is our medium size demo 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



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Q&A | YEHUDA MOON'S RICK SMITH

Editor's Note: We are big fans of Yehuda Moon and were delighted when Rick Smith, the creator of Yehuda Moon, joined RUSA. He completed his first brevet in March, a 200K in Ohio.

Rick's Yehuda Moon strip dates back to January 1, 2008, with a comic titled Headwinds. Archived and new strips are featured on Rick's website, <http://www.yehudamoon.com>

Yehuda Moon focuses on the joys and foibles of cyclists everywhere. The comic has a devoted following among U.S. riders, including randonneurs, who circulated the strip above on rando listservs this spring.

American Randonneur caught up with Rick for a Q&A. He was kind enough to contribute a cover for this issue, as well as the original cartoon on the facing page.

Am/R: You're a longtime cyclist?

RS: I was responsible for bike security in elementary school (before kids had chauffeurs). I commuted by bicycle all through college and then sporadically to work. I finally began commuting in earnest in Denver (due largely to the presence of the Cherry Creek Trail), and then year-round in Cleveland (on streets). I've seen three bikes stolen (a BMX right out from under me, a beach cruiser from a back deck and another

cruiser that was tossed into a lake on campus where I attended school).

Am/R: Why a comic strip about cycling?

RS: After commuting for a year in Cleveland, I figured tying my interest in cartooning to stories from the road made sense. The strip started as a way to capture these little slices of cycling life and grew into a full world complete with a whole cast of characters.

Am/R: We note that you write the strip with a collaborator, Brian Griggs. Tell us about that working relationship.

RS: Brian just celebrated his year anniversary with the strip and brings paniers worth of knowledge and humor to the comic. He now knows the characters cold and makes writing punchlines look easy. This is how we work: I'll typically come up with a slew of rough ideas for strips. Brian reviews them (we store everything in Google, which makes working on the same documents easy) and starts adding punchlines or cleaning up strips that already have one. Along the way, he'll toss in a few ideas of his own. Once we feel good about upcoming strips, we prioritize them, have Tania read them (she's our editor) and then I go to work penciling, inking, coloring and lettering the comics.

After that, Brian and Tania both review them again; most strips go through three or four revisions. Brian also handles the Kickstand's Twitter account (@yehudamoon) and does an amazing job filling in the blanks between comics. He is a master when it comes to social media.

Am/R: Are cyclists a naturally funny group?

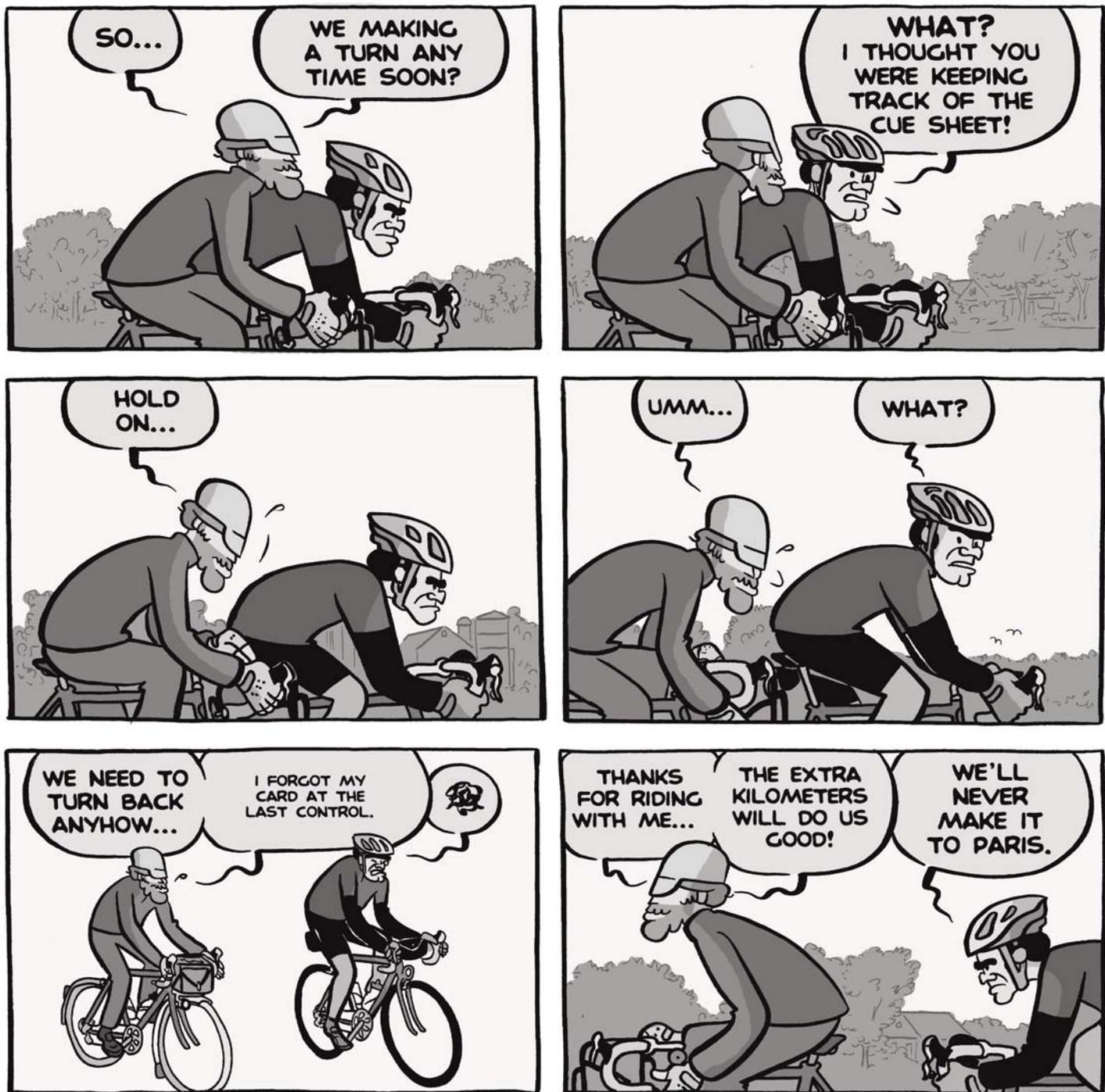
RS: The cyclists I know are easygoing and are able to laugh at themselves. I think you need to have a self-effacing personality if you cycle... you show up sweating at half the places you're going to, after all.

Am/R: How'd you find out about brevets?

RS: I had been reading Jan Heine's 'Bicycle Quarterly' for a number of years and the Paris-Brest-Paris ride piqued my curiosity. His articles about training for that event (and brevets in general) improved my riding. I enjoyed longish rides before but had never attempted to meet a particular time limit. When I finally found time this Spring, I trained for a 200km and tried one out in March.

Am/R: How was your first 200 in March?

■ Continued on next page



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Yehuda Moon (continued)

RS: I rode the entire way with Bill Lambert (<http://bigokbikes.blogspot.com/>) and we did all right. I was chased by a dog around mile 100 and that pepped me back up for the last slog.

Am/R: Longest event before then?
RS: I had a century under my belt and a bunch of 60 - 75 mile cyclotourist days on the way to campsites.

Am/R: Coming back for more distance riding?

RS: I'd like to but my schedule prohibits it this year. I keep hoping for another brevet circuit to open up in northeast Ohio so travel time doesn't factor in as much as it does now.

■ Continued on next page

Yehuda Moon (continued)

Am/R: Why no helmet in most of your strips?

RS: I don't ride with one and almost didn't sign up for the 200km because of RUSA's helmet requirement. Everyone's got an opinion about the styrofoam crown, I won't bore you with mine.

Am/R: First bike? Favorite bike? How many bikes?

RS: I rode a Huffy Desperado from 1977 through 1980 or so before I picked up a BMX bike. I went through a single speed cruiser phase for 15 years and then settled on a mountain bike in Colorado. I rode a Dutch city bike for a number of years before settling into a Rivendell Saluki which fits the bill for all the kinds of riding I do now (errands,

long country rambles, camping, etc.) It's my favorite bicycle.

Am/R: Presta or schrader?

RS: Meh—doesn't matter, really. Presta makes me more nervous.

Am/R: Carbon, steel or aluminum... or bamboo?

RS: Oh, I like my bikes to rust.

Am/R: Your first strip featured headwinds! A universal subject for cyclists?

RS: The last comic will be about headwinds as well. It's like climbing sideways and is psychologically more crippling than any hill. I don't remember where I read this, but I recall someone

saying that after an hour riding into a headwind, you are overcome with the fear that you have suddenly come down with a rare blood disease.

Am/R: Wave or no wave when you pass another cyclist?

RS: I always wave, or nod if things are tricky with traffic. I wave when I'm driving too. Of course, in the car, I also wear a helmet, so the dial is already set differently.

Am/R: To clean or not to clean?

RS: I'll spend an hour on the lugs with a Q-Tip. Yeah, I've got a problem. But it's a good time to ruminate about plans for the comic or brainstorm new story ideas.

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2011 SCHEDULE | RUSA Events

Region	RUSA Events
AK: Anchorage	19-Jun (100) 16-Jul (100)
AL: Birmingham	25-Jun (200) 01-Oct (300)
AZ: Casa Grande	10-Sep (200)
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) 05-Nov (200)
CA: Santa Cruz	17-Sep (180) 17-Sep (200)
CO: Boulder	9-Oct (129)
GA: Atlanta	10-Sep (200)
MA: Boston	15-Jul (600) 01-Oct (114) 01-Oct (200)
MA: Westfield	09-Oct (150)
MO: St. Louis	16-Jul (200) 16-Jul (300) 16-Jul (400) 20-Aug (200) 20-Aug (300) 20-Aug (400)
NM: Cedar Crest	24-Sep (300) 22-Oct (300) 03-Dec (200)
OH: Columbus	03-Sep (150) 15-Oct (200)
OR: Portland	28-May (100)
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: Dallas	07-May (109) 21-May (208) 30-May (205) 04-Jun (101) 25-Jun (200) 25-Jun (300) 02-Jul (600) 02-Jul (360) 16-Jul (217) 16-Jul (300) 17-Jul (109) 07-Aug (102) 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) 29-Oct (325) 29-Oct (406) 29-Oct (600) 29-Oct (201) 12-Nov (400) 19-Nov (307) 26-Nov (200)
TX: Houston	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	14-May (300)
WA: Seattle	11-Sep (110)



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.



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2011 SCHEDULE | ACP Events

Region	200 km	300 km	400 km	600 km	1000 km	Flèche
AK: Anchorage	14-May 11-Jun 25-Jun 17-Sep	28-May	11-Jun 25-Jun	25-Jun		20-May
AZ: Casa Grande			14-May	04-Jun		
CA: Davis				10-Jun		
CA: Los Angeles	14-May 28-May 04-Jun 10-Jul 17-Sep			28-May		
CA: San Diego	11-Jun 16-Jul 10-Sep	07-May 06-Aug				
CA: San Francisco	04-Jun 06-Aug 08-Oct			07-May		
CA: Santa Cruz				14-May		
CA: Santa Rosa				21-May		
CO: Boulder	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	
GA: Atlanta		18-Jun	07-May	28-May		
IA: Cedar Valley	21-May 18-Jun	21-May 18-Jun	21-May 18-Jun	18-Jun	15-Jul	
IL: Chicago	07-May 21-May 04-Jun 25-Jun	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	04-Jun	04-Jun	04-Jun	04-Jun		
LA: New Orleans	18-Jun					
MA: Boston			14-May 21-May	11-Jun		03-Jun
MA: Westfield		4-May 06-Aug	04-Jun	25-Jun		20-May
MD: Capital Region		07-May	21-May 08-Jul	04-Jun		
MN: Rochester	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			14-May	14-May 28-May	28-May	
MO: St. Louis	14-May 21-May 11-Jun 18-Jun	14-May 21-May 11-Jun 18-Jun	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
MT: Bozeman	23-Jul	21-May 06-Aug	04-Jun	18-Jun		
NC: High Point	02-Jul 06-Aug 03-Sep 05-Sep 08-Oct	02-Jul 06-Aug 08-Oct	02-Jul 06-Aug 08-Oct	02-Jul 06-Aug 08-Oct	03-Sep 08-Oct	
NC: Raleigh				14-May		
NE: Omaha	13-May	14-May	16-May			
NJ: NYC and Princeton	31-Jul 24-Sep	14-May	28-May	10-Jun 09-Jul		
NM: Cedar Crest	14-May		28-May	25-Jun		
NY: Central/Western	07-May	21-May	04-Jun	18-Jun 25-Jun	13-Jul	13-May
NY: Saratoga			14-May	04-Jun		
OH: Columbus	13-Aug 03-Sep	16-Jul	14-May 30-Jul	04-Jun		
OR: Portland	01-Oct		14-May 21-May 22-Aug	07-May 11-Jun 20-Aug	20-Jul 20-Aug	
PA: Eastern	14-May 26-Jun 30-Jul 13-Aug 17-Sep	15-May	19-May	21-May 25-Jun	20-May	
PA: Pittsburgh	18-Jun	09-Jul	07-May 30-Jul	28-May		
TN: Nashville				14-May		
TX: Dallas	28-May	28-May	28-May 25-Jun	28-May	11-May 03-Sep	
UT: Cedar City	07-May 11-Jun 17-Sep					
VA: Northern	06-Aug	13-Aug	10-Sep	28-May 24-Sep	08-Oct	
WA: Seattle	31-Jul 17-Sep	30-Jul	14-May 19-Jun	04-Jun 17-Jun	17-Jun 23-Sep	

U.S. 2011 1200K Randonnées

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

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COMMENTARY | My Biggest Weakness? Pacing

BY JUDSON HAND

Everybody has strengths and weaknesses as a rider. One of my strengths is a slim build so I weigh comparably less than most people who are 6 feet, 2 inches tall, which helps my climbing. Another strength, perhaps related to my thin build, is that I don't suffer on very hot and humid days as much as many riders do. This helps my endurance. However, my tall frame tends to make me less aerodynamic on the bike, slowing me down. My slim build helps me on hot days, but I suffer on cold ones. And though I sometimes can

get up hills quickly, I am a cautious descender.

But my biggest weakness on the bike, I have recently decided, is not slow descents or poor aerodynamics. It's pacing. Although I pace myself well on many shorter club rides and I do a very good job pacing myself on the indoor spinner, I am atrocious at pacing on long-distance events such as brevets. Coach and author Joe Friel did a blog post recently on the subject of pacing for endurance athletes, and he thinks the problem is widespread. See his comments here:

<http://www.joefrielsblog.com/>

[2011/02/again-the-pacing-thing-fast-starts.html](http://www.joefrielsblog.com/2011/02/again-the-pacing-thing-fast-starts.html)

I recently read Joe's post and spent some time reviewing my power numbers on brevets and other endurance rides, checking for my splits. I wanted to see how often I rode negative splits, i.e., a more powerful second half than first half.

This review process of split times was an eye-opener and it shed new light on my assumptions about certain of my past events, such as the 2007 PBP and the 2010 Quadzilla.

I checked dozens of rides since 2006 and found exactly one event where I had a nega-

tive split. Everything else was positive, which meant I slowed down, usually by 10-20 percent, which is a lot. In fact, some of my second half power readings were 25 percent less than my first half readings. Now that sounds like bonk territory.

There are times when a negative split is impossible. Sometimes you bonk for lack of nutrition. Sometimes you wilt in the heat, as I sometimes do, despite my build. And sometimes you may be riding with a group that determines your pace. But these positive

■ Continued on next page



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Pacing (continued)

splits came in rides where I rode alone as well as those I rode in groups. It didn't matter.

PBP 2007, it turns out, was a ride that I rode pretty sensibly on Day One. The problems began when I failed to find my hotel late that night, kept riding on and on, did not sleep for 46 hours, and consequently developed Shermer's Neck. For the 278 miles I covered to Loudeac on the first day, I averaged 148w/174w for the first half and 128w/155w for the second. That's a 13.5 percent drop in regular power and a 10 percent drop in normalized power. That might not sound great, and it isn't, but it looks good compared to most

of my brevets.

Take, for example, Quadzilla 2010. Until recently, I was feeling pretty good about my performance on that ride. But my overall numbers for the 281-mile Day 1 of Quadzilla are 130w/169w, very similar to the 136w/165w numbers for the 278 Day 1 of PBP. More worrisome are my Quadzilla Day 1 splits of 152w/100w for regular power (a 27.7 percent drop) and 186w/147w for normalized power (21 percent). Those are the worst pacing numbers I could find in sifting through five years of data from my power meter.

Now in fairness to myself

and entrants in that event, that is a very hilly course and it wears you down a lot more than PBP's first day course does. Also, as I recall, Quadzilla was very hot for the middle of the first day and a lot of riders faded as a result. But even allowing for the course and the heat, I think it's safe to say that I started out way too hard.

Friel says, and most experts on the subject whom I have read agree, that you will generate more power overall if your splits are slightly negative. Data of elite marathon runners shows that most records are set with negative split times.

That means I probably have a

significant untapped amount of power, just because I burn myself out at the beginning of events.

What is the one negative split I could find, you ask? It was buried in Day 2 of the PA1240k in 2009. My Day 1 splits for 208 miles were 164/141 regular watts (14 percent) and 191/170 normalized power watts (11 percent), which are comparable to the PBP numbers I quoted before, which pass for good results for me. But on Day 2, the first half of my 181-mile ride was done at 113w/139w and the second half at 130w/161w. That's

■ Continued on next page

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Pacing (continued)

about a 15 percent negative split for each category. I found no other rides even close.

I think I know why this happened. There are three reasons, I believe. First, I got more than four hours of sleep after Day 1 of the PA 1240k, so I had more energy than I usually do on the second day of a long brevet, when I usually assume a zombie-like persona on the bike. Second, the first part of the ride was very flat and the second half very hilly. Third, there was a steady cold rain for much of the first half, which cleared up for the second half. The cold weather seems to sap my energy.

So there are a couple of

lessons I think I learned, or re-learned, here: First, I need to get at least four hours sleep on multi-day brevets if I want to ride strongly after Day 1. I go into survival mode otherwise and sometimes I don't survive. Second, I have a long way to go on my pacing skills.

A lot of the problem, Friel believes, is psychological. First, you feel rested and excited at the beginning of a long ride and you're itching to go. The first few miles feel very easy, even at a rapid clip. Second, and perhaps even more importantly, a lot of other riders seem to be bolting out of the starting gate as well. You don't

want to get left behind.

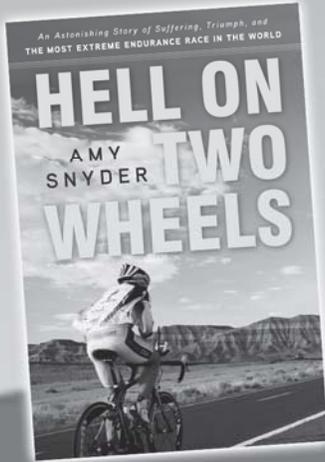
Smart riders I have seen on brevets, and frankly they are in the distinct minority here, are often not found in the lead group for the first couple of controls, even if they tend to finish near the front. If they are in a fast group, you won't see them taking the front and pulling very often at the beginning of the ride.

A funny thing happens to these smart riders. As the ride slowly wears down the early rabbits, the smart riders gradually look faster and faster. By the second half of the ride, they are slowly but surely passing rabbits, one by one.

I'm going to make it a

priority to work toward negative split times this year, or at least lower the positive splits to less than 5 percent if possible. There are some limiting factors. Riding in the dark tends to slow most people, including me, down. If I am committed to riding with a group, I am also to some extent at the mercy of the group pace. But I will try to negotiate with them when I can. Slow down, I will say, let's don't get burned out too quickly here. It's a very long ride.

Jud Hand's discussions about preparation for brevets can be read on his blog, www.njrando.com/blog/



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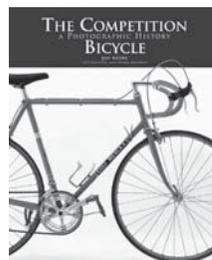
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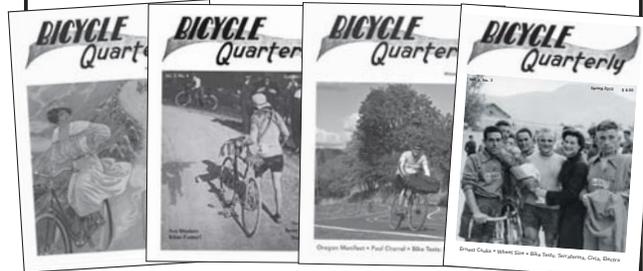


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INTERVIEW | CYCLOS MONTAGNARDS

BY WILLIAM M. DEROSSET

The Cyclos Montagnards is an informal group of randonneurs founded in 2009 by Mark Vande Kamp, Ryan Hamilton and Jan Heine. Membership in the group is open to all, and has spread as their two initial ideas—the 24h challenge ride and the Super Randonneur R80/70/60 honors—have caught the imagination of randonneurs in the USA. Their published exploits have sparked debate on the range of activities encompassed in randonneuring, and what role, if any, a focus on performance can have in the sport. American Randonneur caught up with the group via e-mail.

American Randonneur (AR): Who are the Cyclos Montagnards?

Ryan: The Cyclos Montagnards promote unsupported long distance cycling inspired by the French pioneers of randonneuring. This means riding the most scenic courses, with a focus on performance and teamwork.

AR: How did you get started?

Jan: The spark for forming the Cyclos Montagnards came from reading about Paul Charrel, a bicycle constructeur and randonneur from Lyon. He had this goal of riding from his home to the top of Mont Ventoux and back in 24 hours. The distance of 516 km was only part of the challenge: He was bound to have a headwind at least half the way, and the climb up Mont Ventoux was on soft gravel. Charrel made six attempts, without

ever succeeding. (He and his friends did succeed in other challenges, like riding to the foot of Mont Blanc and back.) The idea of a challenge captured my imagination, so I called Mark to discuss doing something similar.

Mark: When Jan told me about creating a challenge, it became a natural extension of many daydreams I've had while poring over maps. I've often been drawn to landmarks and unique places. I liked the fact that we could frame our first challenge in one sentence — Can we ride from Seattle to Windy Ridge on Mt. St. Helens, Sunrise on Mt. Rainier, and back in 24 hours? The idea of opening the challenge to other riders was a natural extension. It's fun to share ideas that you find interesting.

Ryan: I found the whole concept appealing because of its simplicity. The adventure began and ended at my basement door—no cars, no phones, no GPS, no complicated logistics. The only task, really, was to ride through the

most beautiful parts of Washington in an honorable time. The term “honorable” is highly subjective, but it is intended to represent what a trained and experienced randonneur can achieve with a solid, well-planned, and efficient effort. It was a term used by the early randonneurs, long before organized rides existed, and we thought it to be an appropriate benchmark.

AR: So the initial impetus behind the Cyclos Montagnards was to design a scenic and challenging 24h ride, similar to Paul Charrel's Mt. Ventoux ride, and ride it with like-minded friends. Was this informal challenge ride common among randonneurs?

Jan: That is how randonneuring got started. Vélocio published his “40-hour challenge” around 1900: “How far can you ride in 40 hours?” Readers wrote in their reports. The Diagonals originated from a challenge in the late 1920s: Who will be the first randonneur to cross France at her

greatest width? Organized brevet riding as we know it today started around then, but it really took off only after World War II.

AR: What is the idea behind the R60, R70, and R80 honors?

Ryan: The R60, R70 and R80 are simple: You complete a full brevet series in 80% of the time limits for each ride (R80), or 70% (R70) or 60% (R60) [and submit your results to the Cyclos Montagnards].

Jan: Many randonneurs have become comfortable with completing the distances in the brevets and are seeking additional challenges beyond riding more events and more miles.

Mark: We like the concept of these challenges because they foster teamwork rather than competition between riders. When the first R60 was achieved, it was done by three randonneurs from California, who had trained and ridden together, in the best spirit of the sport.

■ Continued on next page



A self-portrait of the Cyclos Montagnards at Windy Ridge during their original challenge.

Cyclos Montagnards (continued)

AR: Organized randonneuring in the USA is explicitly non-competitive, and the R80/70/60 honors are achieved by riding in brevets. Is there a risk that setting time goals to meet the R80/70/60 requirements could lead to competition in brevets or reduce the camaraderie in the sport?

Ryan: On the contrary, we think these goals naturally lead to more teamwork and group riding in brevets. The goals are considerably more achievable with a group who work together. We like the idea of randonneurs teaming up to pursue common objectives, rather than compete against one another.

Jan: The Flèche is a prime example of this spirit. The official goal is to “complete the longest route possible [for the group] in 24 hours.” Rather than competition, this means a team effort, because all riders work together to ride as far as possible. And for brevets, all time limits are arbitrary, and there is no fundamental difference between the R80/R70/R60 times and the official brevet time limit. I don’t think the official time limit leads to competition among the slower randonneurs, but it provides a challenge that adds interest to the ride. We want to offer the same challenge for faster and more experienced randonneurs.

Mark: For me, the draw of any “big” ride is the question of whether I can do it. I don’t really care whether anyone else gets there first or

faster. I care about challenging myself to face a ride where *my* outcome is uncertain. If there is competition, it’s against my own limitations. The Cyclos Montagnards are about setting challenges that a small group of friends can face together. Whether or not they meet their original goals, I don’t believe that those groups will lose or win. They will, however, have experiences that stand out from everyday life and forge memories that they’ll keep forever.

AR: What does the group add to randonneuring in the USA?

Ryan: The CM seeks to capture the most beautiful elements of long distance cycling. It is about the adventure and satisfaction of riding the finest roads to the most beautiful destinations with a group of friends. The idea of succeeding with an “honorable” performance can make the achievement particularly meaningful. The historical connection serves as a reminder that such experiences are possible without excessive reliance on equipment or technology. Randonneuring has various reputations, some flattering and some not. We want people to see randonneuring as riding over a mountain pass in the moonlight on an empty road.

Jan: More than a century ago, randonneuring grew naturally out of cyclotouring, in the days when bicycles offered a means to travel and visit distant sights, as well as experiencing the landscape along the way. As cyclists expanded their

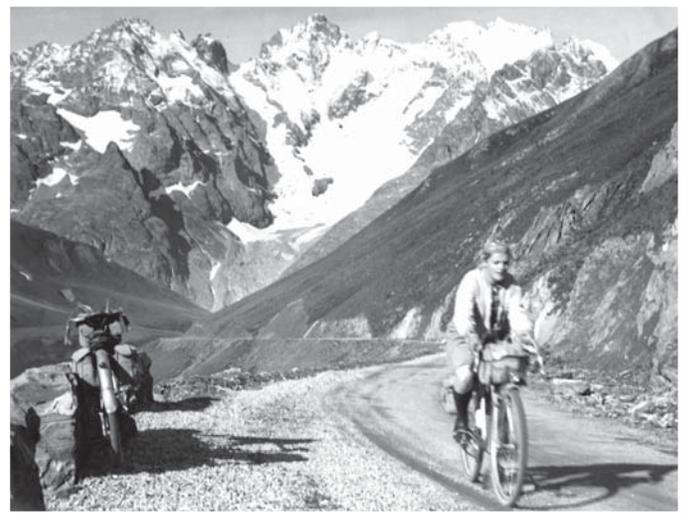


Photo courtesy of the Cyclos Montagnards

The Cyclos Montagnards are inspired by the French randonneurs of the early 20th century. The photos shows Paulette Callet on the Galibier during the late 1930s.

horizons, they traveled farther and farther... and soon, the ride became more important than the destination. However, “the ride” also meant experiencing the landscape and culture, rather than just turning the pedals.

Mark: Randonneuring is cycling out of the ordinary. Once during a Flèche, we arrived at the Pacific Ocean at daybreak after having ridden all night. It was an incredible feeling. We had ridden all the way to the end of the continent. And then we arrived at the historic lodge at Lake Quinault, and had breakfast at a table where Franklin Roosevelt had sat.

AR: To whom has the group appealed to date? Which of the two challenge types received the most interest last year?

Jan: I think the Cyclos Montagnards appeal to riders who value adventure and self-sufficiency. We seem to be get-

ting a number of younger riders who are interested in randonneuring as an extension of bicycle touring. Many of them had not considered randonneuring in the past.

Ryan: Others see it as an extension of RUSA’s Charly Miller Society. A Cyclos Montagnards challenge or an R60 are great preparation for a “Charly Miller” ride in PBP.

Mark: I think it has the potential to pull in more of the “adventure sports” types. I talked with a young man at the Seattle Bicycle Expo a while back. He was a climber and backcountry skier who was fascinated by the kind of riding and the history I described. He said, “Wow, those are my people!”

For more information on Cyclos Montagnards, including ride reports, membership and challenge rules, visit the group’s website at www.cyclosmontagnards.org.

TRAINING | Ride Hard, Ride Specifically, Ride Less

BY JOHN HUGHES

Ride hard, ride specifically, ride less—in *different* phases! Training is the result of: Overload to Recovery to Adaptation.

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- Build: Riding hard to build power;
- Peaking: Training specifically for your event;
- Taper: Riding less to recover and store energy for the event.



John Hughes at 1999 PBP.

Base

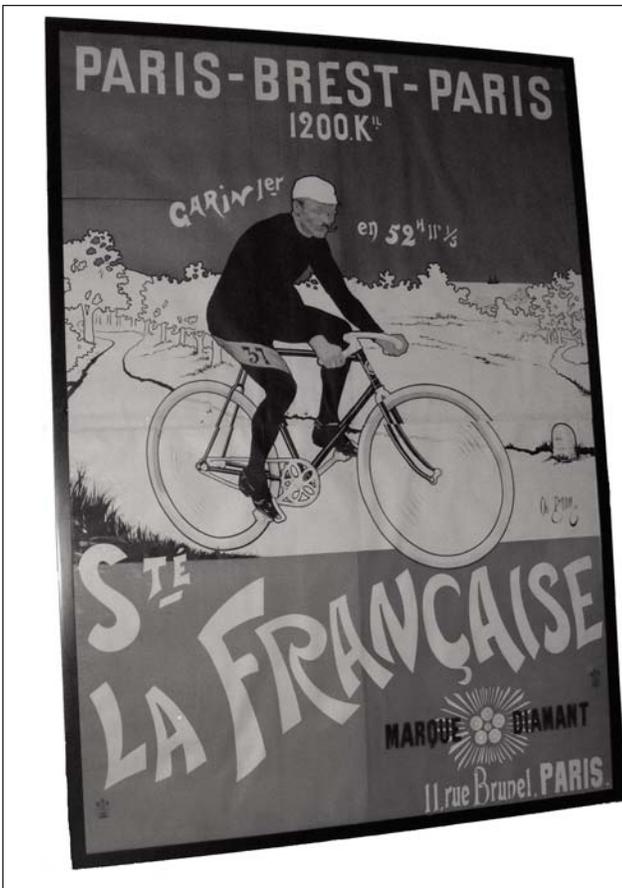
In part one of this article I described Base training. During the Base phase you rode at a moderate

endurance pace, the classic conversational pace and completed a series of brevets. Whether you are working on the P-12 or R-12 program, completing the Super Randonneur series, or preparing for a 1200, through these moderate rides you increased your endurance by training your body to:

- Metabolize more fat for energy, thus sparing glycogen, which your body can store only limited amounts; and
- Ride more economically, i.e., go farther or faster for the same amount of energy.

Both within a given week and over the arc of the season “Stress + rest = success.” You can't get any fitter right before your key event, that's where the rest comes in, so that you have a successful event. To accomplish that, start

■Continued on next page



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Training (continued)

	Plan A		Plan B		Plan C	
Phase	Duration	Dates	Duration	Dates	Duration	Dates
Taper	2 weeks	8/7-8/20	3 weeks	7/31-8/20	3 weeks	7/31-8/20
Peaking	5 weeks	7/3-8/6	4 weeks	7/3-7/30	3 weeks	6/19-7/9
Break	1 week	6/26-7/2	1 week	6/26-7/2	3 weeks	7/10-7/30
Build	6 weeks	5/15-6/25	3 weeks	6/5-6/25	none	
Break	1 week	5/8-5/14	1 week	5/29-6/4	1 week	6/12-6/18

by planning the timing and duration of each phase by working backward from your event including recovery weeks. Let's assume that you are riding Paris-Brest-Paris starting August 21. Depending on when you finish your 600 km your phases might look like the table above (see chart).

If you are an experienced randonneur, then a two-week taper is probably sufficient. If this is your first 1200 km, then a three-week taper is better. Depending on your specific needs you can adjust the length of the Build and Peaking phases. Since you want to peak, not burn out physically or mentally, take a *very easy* recovery week after your 600 km and before Build phase and again between the Build and Peaking phases. During your easy weeks just a few hours of activity, preferably off the bike, is sufficient. Now let's look at the phases.

Build

In the Build phase you *increase* your power while *maintaining* your endurance. You can do this most effectively by alternating two different

types of training weeks:

Week A (Power):

- 2 hard rides up to 90 minutes each to build power;
- 1 moderate endurance ride up to 100 km;
- 2 active recovery rides.

Week B (Endurance):

- 1 hard ride up to 90 minutes;
- 1 brisk ride about as long;
- 1 long endurance ride of to 200 km or so;
- 2 active recovery rides.

In the last article I described intensity in terms of perceived exertion:

1. Digestion pace: The pace at which you ride or walk after a large meal.
2. Conversation pace: Enjoying the scenery and talking about it with friends.
3. Headwind and climbing 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.

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

The hard rides are the key workouts each week and include:

- 15 – 20 minutes of warm-up at the conversation and headwind pace;
- 30 – 60 minutes of mixing hard (sub-barf) and recovery (conversational) riding;
- 10 – 15 minutes of cool-down at the digestion pace.

For the middle of the ride you can do structured intervals or just hammer the hills—both work, just get your heart rate up there! Ride the brisk ride every other week at your headwind pace and the long rides at your conversation pace. For more on training at different levels of intensity including using a heart rate monitor, see my eArticle on *Intensity*. If you are riding the P-12 or R-12 series or preparing for a 600 km later in the season, you can use the same pattern of alternating weeks with appropriately shorter rides.

■Continued on next page

Training (continued)

Peaking

During the Peaking phase you train as *specifically* as possible for your event while maintaining endurance and power. From your brevet series you have the endurance to finish a 1200 km, so you don't need long rides. A weekend ride of up to 200 to 300 km is plenty during this phase. Each week during this key ride work specifically on one aspect of your upcoming 1200 km, for example:

- Mentally rehearse the event. On a 120 km ride imagine that every 10 km you've covered 100 km of

the event. Where will you be? What time of day or night? How will you feel?

- Practice eating enough every hour and drinking enough to satisfy your thirst. Inadequate nutrition is probably the biggest showstopper rather than inadequate training! For more see my eArticle on Nutrition.

- Starting the 1200 km at night? Start a 300 km at the same time and ride into the next day.

- Practice riding at your sustainable pace.

- Planning sleep breaks? Ride 150 km until

about the time you plan a sleep break. Practice stopping, taking a short sleep break, and getting going again. Then ride another 150 km.

- Practice minimizing off-the-bike time so that you will have enough time for sleep breaks.

- Ride in similar terrain, which could be endless rolling hills or sustained climbs. If necessary, use the wind to simulate climbing.

- Hope for good weather but expect wind, rain and cold and seize opportunities to train in unfavorable conditions.

In addition to the event simulation ride each week, include one hard ride of up to 90 minutes, a brisk ride of similar duration at your headwind pace and a couple of easy recovery rides. You can use the same types of simulation rides to prepare for other important brevets later in the year.

Taper

"If I don't ride before the event I'll lose my fitness," clients often tell me. "You're going to ride hard, just not a lot," I respond. You build your endurance over months of training and won't lose it during just a few weeks. Power is more ephemeral so the taper includes hard riding each week, although the volume decreases.

The three-week taper includes two weeks plus the event week; the two-week taper includes one week plus the event week. During the

taper reduce the duration of each of your rides from the last peaking week so that in the seven days before your event you do a long ride of up to 100 km, a short brisk ride and a couple of recovery rides.

Following this training outline should bring you to your event with plenty of endurance to finish it, the power to overcome hills and/or wind and maintain speed and the experience to deal with the specific situations that you will encounter. Remember: Ride hard during the Build phase. Ride specifically while Peaking. Ride less during the Taper. Throughout your training make sure you get enough recovery so that you are enthusiastic about riding and having fun. Bonne route!

More Information

The Resources section of my website contains articles on training, nutrition, dealing with show-stoppers, equipment, and mental preparation: www.coach-hughes.com.

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.coachhughes.com.

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PHOTO GALLERY



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The members of American Randonneur's Editorial Committee were equally divided over which shot to use for our very first color cover. This picture ran a close second to the shot we ultimately selected and was taken by the same photographer. The rider is John Potis, RUSA #5067, during SFR Winters 200km, October 9, 2010. The bridge is the Zampa Bridge, linking Crockett and Vallejo, CA.

RBA Report | Cycling in Little Egypt, Illinois

BY MILES STONEMAN

Bounded by US Route 50 on the north, the Mississippi River on the west and the Ohio River on the east, is the region of “Little Egypt.” At the heart of Little Egypt, just 3 hours from Nashville and Memphis Tennessee, and 3.5 hours from Louisville, Kentucky is Marion, Illinois,— the capital of Little Egypt.

Southernmost Illinois, A.K.A. Little Egypt, once playfully referred to as “fly-over country” by Arizona RBA Susan Plonsky, is dominated by the Shawnee National Forest. An



Recumbent rider John Jost, RUSA #1414 (and St. Louis RBA) with Dennis N. Smith, RUSA #2711.

unglaciated area, the topography rises from about 325 feet above sea level at the

confluence of the Ohio and Mississippi rivers to 1,064 feet at the top of Williams Hill and includes 10 federally set aside wilderness areas, highly prized by hikers and campers. The climate and topography are also excellent for grapes; Southern Illinois boasts 12 vineyards and wineries, most of which offer food and entertainment as well as—of course—wine.

Marion is the home of the “Southern Illinois Miners,” a minor league baseball team, playing in the recently built “Rent One Park” stadium. An indoor water park is now being built on nearby property. There is plenty for visitors to do on a weekend visit to Little Egypt.

Marion is also the worldwide headquarters of the Little Egypt Randonneurs, www.lerandos.com. Because Marion is a new RUSA region, there are only two brevets currently on the calendar for 2011: a 200 Km brevet on May 7, and a 300

Km brevet on June 18.

The 200 Km brevet route, using mostly rural roads, traverses Little Egypt from Carbondale, the home of Southern Illinois University, to Metropolis, the home of Superman, and back.

Riding the 300 Km brevet will allow the rider to climb both of the largest hills in Little Egypt. An out-and-back route from Carbondale to Williams Hill, riders will climb Bald Knob (the home of the Bald Knob Cross of Peace) and Williams Hill (self-proclaimed as the second highest point in all of Illinois). Twice!

Beyond those routes there are 11 permanent routes in and around Marion, and a little north of US Route 50, Grover Everett and Charles Witsman have 16 permanent routes between them in the Pana/Taylorville area.

If you are driving to St. Louis or Chicago, stop off in Little Egypt and ride with us. And if you are “flying over” Southern Illinois with Susan or with anyone else, consider a connecting flight to the Williamson County Regional Airport in Marion, and come out with us on a brevet this year. Cycling in Little Egypt will do more than just pad your kilometer totals; it will create lasting memories of good times and new friends.

Miles Stoneman is the newly approved RBA for Marion, Il. He has also contributed several columns to American Randonneur.

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PBP TRAINING | A Lanterne Rouge Talks Speed

BY PAUL JOHNSON

Lately I've stumbled across any number of blog posts, chat list discussions, magazine articles, and even real time social interactions (aka conversations) about bicycles and speed.

In this PBP year there is much debate about the relationship between speed and "the spirit of randonneuring." OY! It goes something like this: "It's not a race, it's fast touring so one ought to take time to stop to smell the croissants, that's the spirit of randonneuring." Or "One should go in haste, striving for a personal best at every outing, that's the spirit of randonneuring." This debate is most pointed when discussing the Flèche, the Flèche being an event of fixed time whose maximum distance is determined by the team. Teams obviously have the option of designing a course that will be fast or leisurely.

Flèche, PBP, or any other occasion to swing a leg over, the speed we ride is a personal choice. That decision is as much philosophical as physiological, and is thus the source of endless (and I think useless) debate. I mean really, can anyone prove to me, scientifically that chocolate ice cream is better than strawberry? (We all know of course that either is far superior to vanilla ... right?)

Whatever the rationale, I've got my own two Euros to contribute. I'm slow; for those who know me this is no secret. So what I have to offer



may come across as comically ironic or even perhaps ridiculously irrelevant given my habitual, distant relationship to "fast on a bike." Oh, I've flirted with fast in my time, shoot I was even a righteous descender of hills back in the last century. All that aside, I'm stepping out of the shadows and taking up a position in the great debate.

When it comes to PBP, or any longer event, I say be fast. Between now and August you have plenty of time to train yourself to get faster. There are the qualifying brevets for those of you who have not *already* qualified. And for the rest of you, use the time remaining to work on speed. How can the inveterate lanterne rouge make such an outrageous admonition you ask?

Here is my rationale: Do not confuse being fast with getting done quickly. Certainly being fast is often associated with finishing first or among the first finishers. If that is your goal, then obviously, being fast is the only way to get there. But the *real* value of being fast is that it presents you with more options.

If you are a member of the croissant sniffer tribe,

then being fast allows more, and longer patisserie stops. If you are that carefree soul who laughs at the notion of new tires for an "A list" event, then being fast is your ticket to more and more leisurely stops to fix flats, replace broken cables, or to tighten up that bottom bracket. Fast is also useful for those who might feel inclined to stop and worship at the porcelain throne, or to leave a gallstone behind. Probably the most overlooked and underrated option for fasties is the opportunity for more and longer sleep breaks. Believe me, of this I speak from per-

sonal experience. It is a vicious cycle: The slower you are, the less sleep you are likely to get. Becoming more tired you ride ever more slowly, and thus lose more sleep time, and well you see where this is headed.

So, in the never ending debate between faster and casual, I stand firm, with a foot in both camps. Train yourself to be faster, but consider using some of that time in the bank to have a crepe in Sizun, or to write a postcard home at Tinténiac. Or, if it suits your fancy, go like hell and get yourself a Charly Miller plaque.

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WHAT WE RIDE | Boulder Bicycle Randonneur

www.renehersebicycles.com

BY GEOFF SIMONS

After many years of riding brevets on a variety of bikes, I began my quest for a purpose-built machine. I wanted lightweight efficiency, comfort, and reliability. I found Mike Kone in Colorado, and struck up a chat. The result is a lively, sporty ride, with fenders, bags and lights. The Boulder is a wonderful blend of classic and contemporary design in American steel. A baby-blue collar Rene Herse!

Frame: Boulder-54.5cm “baby blue moon” True Temper OX tubing

Drive Train: Campy 10 sp. Ergo

Chorus shifters, Record long rear, Chorus CT front, Chorus 13-26 cassette, Wipperman SS chain

Crankset: Sugino Mighty Tour Compact 50/34 with SKF German BB

Wheelset: Mavic Open Pros; Schmidt SON Delux/WheelSmith XL's; White Industries H3 Ti/WheelSmith 14/15 DB drive, XL non-drive

Tires: Challenge Parigi-Roubaix 28

Brakes: Velo Orange GrandCru Canti w/Paul MoonUnit straddles

Cockpit: Nitto-Noodle Bar, UI-5GX Stem, Cinneli cork tape, Garmin

Perch: Brooks B17 ‘electric blue’ on Nitto Crystal Fellow post

Rack: Nitto M12

Bags: Acorn-Boxy Rando, M/L Rear

Fenders: Velo Orange Hammered

Lighting: Front-Schmidt Edelux on custom arm, (Dinotte back-up); Rear-spanning a Pixeo xB on fender, left stay braze-on-Cateye, top braze-on-Planet Bike Superflash

Pump: Blackburn CF Frame Pump

Water bottles: Elite Inox cages



Facing page: side view with bags.

Top: Edelux mounted on rack; VO hammered fenders.

Above left: Chain stay near top features a braze-on with a Planet Bike Superflash.

Right: Proud owner Geof Simons atop Pilot Mountain.



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