

AMERICAN RANDONNEUR



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Randonneuring on a Tandem
Riding The Long Road to Recovery
Five Reasons to Design a Permanent





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**COVER—Graham Ross, Sharon Ross,
Susan Otcenas, and Michal Young
enjoying the Verboort Sausage Festival,
post fall populaire.**

PHOTO BY: KEITH MOORE

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President's Message

RUSA has hundreds of riders heading to Paris Brest Paris in August, and we've fielded lots of questions from them about the qualifying process. Many of those questions had to do with the order or type of qualifying events. For example, many folks wanted to know if they could ride a 600K before the 400K? The answer is yes. Others wanted to know if they could substitute a longer event for a shorter one. Again, the answer is yes.

Answers to many of the most frequently asked questions could be found in the official PBP booklet:

- Article 2: Any ACP-sanctioned brevet of a higher distance can be substituted for a missed brevet.
- Article 6: The registration fee includes an official reflective vest.
- Article 8: Electric bikes, tri-bars and all forms of extended bars are forbidden.
- Article 8: Flashing LEDs at the rear are forbidden.

For other questions, we needed guidance from our friends in France at Audax Club Parisien, the hosts of the grandest of all Grand Randonnées. Mark Thomas has been invaluable in corresponding with Jean-Gualbert Faburel, who has patiently fielded multiple e-mails with questions from our members. RUSA Vice President Rob Hawks graciously volunteered to update our PBP wiki site with the latest information.

Hopefully, all of your questions have been answered by now. But just in case, allow me to once again list several online forums where members are sharing PBP tips and strategies:

- RUSA's PBP wiki is linked through RUSA's website and at this address: sites.google.com/a/rusa.org/pbpusawiki/.

- A PBP Facebook group, "Advice from the Ancien(ne)s: PBP Planning Task Force," can be found at this link www.facebook.com/groups/1521339861473393/.
- The Google Randon group often has lively PBP discussions: groups.google.com/forum/#!forum/randon.

With the event just a few weeks away, training continues in earnest. On a recent 300K I jokingly told a riding buddy, "I don't usually ride in the rain, but when I do, I'm training for PBP." In the PBP booklet, one official said he hoped riders would enjoy sunny weather as they traveled the back roads through Normandy and Brittany. Of course, we all hope for that picture-perfect weather, but experience tells us we should not count on it. So if I can pass along one pearl of wisdom, it's this: just in case, prepare for a cool rain during PBP and know how to dress for it.

We love participating in PBP, and we know you will, too. Here's hoping all of our members who head to PBP this year have a safe, successful—and sunny—event.

Volunteer Sought for St. Louis Region

It's a shame when a region goes dark. That can happen when an RBA retires and no one steps up to fill his or her shoes. The locals lose their regular brevet series, and the rest of us lose the chance to explore a new region while earning ACP credit.

John Jost has been the RBA in the greater St. Louis region since 2004, putting in long hours running events from March to June out of nearby Edwardsville. He recently announced plans to retire after completing his 11th year as RBA. His last event will be the 600K on June 6. His retirement will free up valuable time for his family.

"I made a commitment to the riders to make sure that we have events for PBP here through this year," he said in an e-mail. "I also made a commitment to my wife that this will be my last year."

John said he will sit down with potential volunteers and have an honest discussion about what is involved in being an RBA. Hopefully, a volunteer will step up and take over in time to submit a 2016 events calendar. If you're interested, please let John know as soon as possible.

Again, a tip of the hat to John for all that he has done, and a big thanks to all of our RBAs who make it possible for us to pursue the sport of randonneuring.

Election Form

It's that time of year when we nominate members to serve on RUSA's Board of Directors. If you are interested in helping out at the national level or have a friend who would make a good Board candidate please fill out the nomination form on page 43. RBAs can also nominate someone for the RBA-Liaison position.

—Mike Dayton
RUSA President

From the Editor



Since this is the last issue before PBP 2015, you'll see that this major event was on my mind when I solicited articles. I'm grateful to Jennifer Wise for gathering information about the registration process as well as for providing a story about an interesting bit of PBP history. Jan Heine offers an overview of PBP history along with some wonderful photographs. When I put out a call for a piece about a town or site along the PBP route, Chris Heg graciously took up the challenge and wrote an informative article about the Château de Fougères. Riders passing this historical site will now imagine the hundreds of years of conflicts that took place here; how much nicer that it's now a peaceful landmark on the route of the most famous randonnée in the world. Chris Newman makes some observations and suggestions on the basis of her previous PBP experiences, and Billy Edwards offers the last in his series of articles for randonneurs planning a fast PBP.

While PBP is the big event in this year's international randonneuring calendar, some U.S. riders won't be

going to Paris and will no doubt be interested in some of the wonderful events taking place closer to home. In that case, Eric Larsen's article on the Shasta Mountains 1000K scheduled for late September might draw your attention. Elliott Scott's article about designing permanents will hopefully encourage some to design new permanents in their areas, a contribution to our community that is much appreciated by others when traveling as it affords the opportunity to ride in new places. Wayne Dunlap's report on a Valentine's Day 300K in Texas sort of reiterates the fact that some people get to ride all year (even on Valentine's Day, hmmm), but he also reminds us that all of Texas isn't flat as this route includes over 10,000 feet of climbing!

To a large extent, the articles appearing in *American Randonneur* are determined by the interests of members of our community and their willingness to write for the magazine. We are fortunate to have articles in

***“PBP is such a big
and glorious dream
that the excitement
is understandable.
Careful preparation
is wise, of course,
and still, part of the
adventure of such a ride
is not knowing how
it will unfold.”***

this issue by experienced riders and writers, folks whose blogs and randonneuring adventures are followed by many. Mary Gersema (chasingmailboxes.wordpress.com), based on her extensive and successful tandem and life partnership with Ed Felker, offers advice to randonneurs considering the tandem experience. Vincent Muoneke (spokesong.blogspot.com), who has completed 1200K rides the world over, writes in this article about the 1200s in which he didn't succeed, at least not in the expected way. And George Swain (thehudsonvalleyrandonneur.blogspot.com) writes about recovering from a serious bicycle accident and what it has taken for him to return to randonneuring and to setting his sights on PBP 2015.

By now, many readers will have registered and qualified for PBP. I know that on NJ events, the PBP excitement is palpable. Many miles on the road are spent dreaming aloud about the route between Paris and Brest, what time to start, when to sleep, what to eat, how to be efficient at controls, and more. PBP is such a big and glorious dream that the excitement is understandable. Careful preparation is wise, of course, and still, part of the adventure of such a ride is not knowing how it will unfold. However your PBP ride goes, enjoy the experience, have fun (and think about writing about it afterwards!). And please don't forget... be safe out there.

Bonne route! Bon courage!

—Janice Chernekkoff
Editor, *American Randonneur*

A Great PBP Story: The Exception To The Rule

In 2003, I was processing Paris-Brest-Paris (PBP) registration forms for Randonneurs USA members. The host organization, Audax Club Parisien (ACP), sternly instructed me to check all PBP registration forms carefully, because once the forms were submitted and processed, no changes were permitted.

Adrian Hands registered for his first PBP and inadvertently chose the 80-hour start time, the time usually selected by the fast riders, many of whom will finish PBP in under 50 hours. Adrian should have chosen the 90-hour start time.

I sent a fax to France and asked Bob Lepertel, the head of the ACP, to change Adrian's start time. I waited a day or two, but got no response. I transmitted it again. Nothing came back. So, I picked up the phone and called Bob. In my best French, I

politely asked him to change Adrian's start time. "Pas possible," (not possible) he said emphatically. "Please," I begged. Bob hesitated a moment, then told me that I would have to speak with



René Cuillier, who handled the PBP registrations for foreigners. Bob gave me René's number.

I then called René and asked him to correct Adrian's start time error. He, too, scolded me and said it could not be done. I pleaded. "It is Adrian's first PBP. He is a good rider, but he needs to be in the 90-hour group." René resisted, then finally said, "Attends," (wait) and put down the phone. I heard papers rustling. He came back on the phone with Adrian's registration form in hand and simply said. "Voilà." He sternly advised me not to do this again. I promised.

Adrian successfully finished PBP in a time of 88 hours 55 minutes. It turned out to be his greatest randonneuring triumph. Two years later, Adrian was diagnosed with ALS and he soon lost the ability to ride an upright bike. Undeterred, he rode a portion of PBP in 2007 on a recumbent before abandoning because of weather-related chafing. Adrian passed away February 3, 2011. 🚲

POSTSCRIPT: Adrian Hands is survived by his son Ian, who is a great guy, a Randonneurs USA member and an accomplished randonneur in his own right. Ian rode PBP in 2011. His overall finish time was 88:55. John Ende founded La Société Adrian Hands Society (www.adrianhandsociety.com) which celebrates riders who finish PBP in Adrian's time or greater. Ian currently volunteers for Randonneurs USA as our webmaster.

NOTE: Adrian Hands' PBP ride report can be viewed here: <http://www.ahands.org/cycling/pbp2003/fini.html>

Adrian Hands at a post-PBP dinner celebration at Le Volcan in Paris. He finished the 2003 event with a time of 88:55.

—PHOTO MIKE DAYTON

Adrian's frame badge number from 2003.

—PHOTO PIERCE GAFGEN





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Randonneuring on a Tandem

BY MARY GERSEMA

Tandem riding is a whole different level of effort.

Ed Felker and I began riding tandem together in late 2004. The following year we completed a full Super Randonneur series on a Cannondale mountain tandem, modified as much as possible to suit our randonneuring needs.

A decade of steady tandem riding helped us hone our skills as a team and also brought about an awareness of the differences in riding long on the same bike, compared to riding single.

Mary Gersema and Ed Felker.

—PHOTO BILL BECK

Know Each Other's Fitness Level and Riding Style

When Ed and I first started riding tandem, we quickly assessed each other's fitness. Ed was a seasoned randonneur. I had participated on weeklong supported tours and was able to ride a century with no lasting fatigue. While Ed was the stronger cyclist, we both possessed a level of fitness that allowed us to attempt our first 200K together with confidence.

It's also important to have a compatible riding style, or be adaptable to each other's way of riding. Ed and I like to stand up on hills, which isn't for every rider. If you like to grind a big gear, then riding with Ed would not

be your thing. He likes to maintain a higher cadence than many riders I know. As a result, I pedal with a higher spin on the tandem than I do on my single.

Adjust the Bike for Both of You

Adjustment of any brevet bike must be just so in order to enjoy pain-free, all-day (or longer) riding. When it comes to riding tandem, that goes for both people. "Dialing in" a tandem takes time, especially if the bike is not custom-fitted to each rider. During the course of a brevet, adjustments to things like saddles, may be needed. Don't be afraid to stop and turn a bolt if it means continued comfort of the team. Depending on the





Mary Gersema and Ed Felker.
—PHOTO BILL BECK

size of each person, a stock tandem may not work well for longer distances. We tweaked our Cannondale mountain frame for two years straight until we finally concluded that no amount of fiddling would make it fit us comfortably. Knowing that we wanted to continue to ride brevets together, we invested in a custom-sized Co-Motion Speedster, which made a world of difference to my comfort, especially on multi-day brevets.

A Common Approach and Shared Goals

It's important to have a shared understanding about how you plan to train and approach brevets. Otherwise, you might find yourself dreaming about sawing the tandem in two. In our first year of riding brevets together, Ed and I agreed to take each brevet as it came. If the 200K went well, we would attempt a 300K together. If the 300K worked out for us as a team, then we would move on to the 400K. Since then, we discuss our randonneuring

goals early in the year. Do we want to complete a Super Randonneur series? Are we interested in attempting a 1000K or 1200K? After our rough outline of the rides we want to do comes together, we then develop a training approach. We mutually agree on when we'll ride long on weekends, how long is long, where we'll ride, and when we'll clip in.

We also discuss how frequently we will stop or take breaks during a ride, especially on a brevet. It's easy to inadvertently throw away time on a long ride. Generally, our goal is to spend around an hour per century off the bike.

As much as possible, we stick to our agreed-upon plans. Doing so shows respect for the team and commitment to our shared goals.

Handling the Hecklers

Tandems inevitably attract the attention of onlookers. "She's not pedaling!" "Someone's chasing you!" "Who does all the work?" These are just a few of the greatest hits of heckling you'll hear when you ride as a tandem team.

Generally, we ignore them, but

there have been times where we have responded to people. It's helpful to think about how you, as a team, will handle these types of comments when they're shouted your way.

Manage Brevet Highs and Lows

During brevets, especially the 400K or 600K distances, it is normal for riders to experience ebbs and flows of energy and mood. This can be because of bonking, fatigue, or just plain riding your brains out.

Ed knows that I take a while to warm up in the morning, and I know that he has more zip than I do in the early hours. After a year of trying to push the pace (which consistently ended with me throwing up by the roadside), we start our rides somewhere in the middle.

My energy tends to dip around sunset, but then returns after nightfall. I like night riding and digging in during the final miles of brevets, whereas Ed often doesn't have the same pep. I remember feeling fantastic one evening, riding under the full moon, chatting away with another rider, and realizing that Ed (who had become completely silent) was not sharing in

my state of bliss at that moment.

We have also learned to recognize the signs of bonking in the other person. For example, when Ed starts throwing peanuts all over the place, I know he needs to eat. He knows when I start speaking incessantly about melancholic themes, I need food or a brief roadside stop.

By sensitizing yourself to each other's differences in energy flow, as well as maintaining an awareness of your partner's mood and physical state, you can minimize frustrations and work together as a team through a ride. You can look out for each other, suggest a break, or maybe shove a Clif bar in the other person's face.

Empathy for Each Other's Position

The stoker has to really trust the person captaining the bike, and the captain has to rely on the stoker, who maintains a steady position and is responsive to the choices of the captain.

The captain has the main view of the road and ultimately makes all the stopping and steering choices for the team. Since I know Ed is managing all of that up front, I make sure to keep an eagle eye on the cue sheet so we avoid missing turns or other cues, especially at night. I also expect him to call out any bumps in the road so that I can lift myself off the saddle.

Since the stoker also has an increased ability to ride hands-free, tandem teams may wish to work out a system where the stoker helps with providing food to the captain. In our case, Ed has an easily accessible front bag, which allows him to eat on the bike as he needs.

Night riding can be challenging for stokers. When it's dark out in a rural area, there are no lights and I cannot see in front of me. Ed blocks my view. Peripherally, I have no view, either.

My saving grace is a clear starry night, so I can occasionally look up and see which constellations are

“Depending on the size of each person, a stock tandem may not work well for longer distances.

We tweaked our Cannondale mountain frame for two years straight until we finally concluded that no amount of fiddling would make it fit us comfortably.”

keeping us company. Darkness can be a real mental challenge. It's nothing insurmountable, but it is an element the stoker in particular must manage.

On the up-side I have a draft from the captain, which works against me during the summer months since the draft doesn't allow the same level of breeze to flow over me, but comes in

handy on cold days. In exchange, the captain takes the full brunt of the cold, wind, and any bugs that fly into the bike's path.

You Only Go as Fast as the Slowest Person

When I ride solo, I don't have to worry about anybody but myself. If I want to stop for a minute or press on in a fit of ambition, I can easily do so. It isn't like that on a tandem. If one person needs to stop for any reason, both people stop. If one person wants to push the pace, but the other person isn't feeling it, the pace doesn't ramp up.

This is why all the factors above are so important to keep in mind. If you have shared expectations, an agreed-upon plan, an understanding of each person's riding style, and empathy for one another, you have laid the groundwork for successful randonneuring on tandem.

Tandeming makes randonneuring a team sport. You are two people on one bike, pedaling toward a common goal. It's a whole different kind of accomplishment to complete brevets on tandem—one you share and appreciate together. 🚲

Note about the author: Mary & Ed ride with the D.C. Randonneurs



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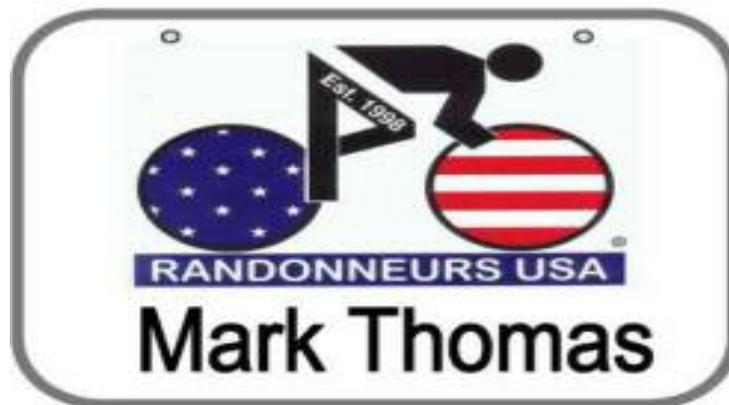
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Anatomy Of A DNF: Four Case Reports

BY VINCENT MUONEKE



Libation before Great Southern.
—PHOTO JOHN ENDE

Introduction (The Hook)

I completed my first 100K Populaire, and my first 1200K Grand Randonnée, as well as everything in between, in the same year—2008. Both the Populaire and the Grand Randonnée were especially noteworthy. The Populaire, for a working man, was good because it used only half the day and left time and energy for other endeavors. The Grand Randonnée was an odyssey: a long and arduous journey often accompanied by many changes in fortune. During this ride, I frequently reminded myself that if I was not feeling good, I should calm down, because it would soon change.

As a newbie randonneur, I was terrified of a DNF. An easy cure: I would stage a DNF, get rid of my “no DNF’s” record, and then have a more rational approach to the matter. Of course, I chose a 100K permanent for the exercise, a difficult one, the Alplet. After riding up and down just one Alp, I threw in the towel. Mission

accomplished? No! It did not, in any way, prepare me for DNFing the Great Southern Randonnée in 2012. “Success has many fathers, but failure is an orphan.”

Case Reports (The Sting)

I have made a total of 32 attempts at 1200K (or longer) rides, 13 of them in the USA and 19 in foreign countries. At this writing, I have completed 28 randonnées of 1200K or longer, including a 2100K and a 1500K. I have also had the dubious honor of not finishing four Grand Randonnées for various reasons. All four DNF’s were in foreign countries.

1. The Great Southern Randonnée of 2012: the year that I had arthroscopic knee surgery.

I completed the Cascade 1200 and the Crater Lake 1000K, both with minimal or no support, after the surgery. Prior to the Great Southern Randonnée, I did have a little party with friends, consuming alcohol and

some questionable chocolate cake that threw me off a little. This ride started with a 200K loop that took place mostly at night, before riding up and down the Great Ocean Road. I felt really lousy at the end of the loop and could not eat. By the time I was climbing Lavers Hill the following day, the thermometer had surpassed 100 degrees fahrenheit, and my stomach refused to take in any nutrition at all. Afraid that I would damage my kidneys, I quit. I was surprised that my body did not recover, as it always had before. This was my first real DNF. It raised a lot of questions, the most important of which was; could I still do these things? So I went out in 2013 and did nine of them.

2. I have never been more ambivalent about a ride than I was with the Tour de Tasmania in February of 2014.

From what I had been up to in 2013, I should have been in a cocoon waiting for my gorgeous wings. There was also a lot going on in the real world, yet my friend Andrew Bragg had talked a bit about the Giro de Tasmania. As soon as I decided it was a go, I began training. Up and down Somerset, Cougar, Squak, Toldt, Duthie, Lake Alice, all the famous Issaquah Alps. The real stress began at the airport; I had asked myself at the Great Southern, if I had waited too long to quit, and now I wondered if I should not have quit at the airport. Long story short, I bought a ticket to Hobart and arrived without any of my bags. My bike arrived in Hobart nine



Poatina Climb in Tassie.
—PHOTO WAYNE HICKMAN

hours before zero hour, and was built three hours before the start. I was stressing the whole night about disturbing Mark and Rick with my bike building, as they slept. On the first day, I had good legs, but I felt a little low at the end of it. I dreamt I was having muscle spasms and that I was the last one on the team to wake up (not usual). When I did wake up, my throat was inflamed. I was in trouble. I left the team and slowed down to ride with Tim Taylor, who was so kind. As I lay in the grass in Poatina, there was green stuff coming out of my sinuses and lungs. Then Tassie showed me her sass. All four seasons in two hours. By Miena, I was very ill and quit. I shared this bug, too, and the recipients let me know it was not a fun one. One month later, I was back in Australia, riding the Murray unsupported, with Tim Taylor.

3. Hokkaido 2014 was a dream that did not quite come true. I had missed the first edition four years earlier. An avid reader of Japanese authors, I dreamed of visiting

this land. I arrived weary from a seven-day, 2100K slog in Sweden. I did not even look at my bike till the day of the ride. We took off from Sapporo, amidst warnings of Typhoon Neoguri. Hokkaido had a reputation of avoiding the direct battering of typhoons. They usually weakened as they moved north and then veered off to the east. We were headed for Cape Nosappu dubbed, “the east end of the world.”

We rode under a constant threat of the storm worsening, an experience I likened to waterboarding (keep in mind that I live and ride mostly in the Seattle area). At Kitami, Maya Ide made it clear that Nosappu was a possible “no go.” We slept and then climbed Bihoro Pass where we huddled together and were subsequently informed that the ride had been officially cancelled. We rode back to Kitami City amidst clearing skies and then drove back to Sapporo in a rented van. The landscape was beautiful, but had been entirely lost on me during the rain. As we drank beer and ate lamb BBQ in Sapporo Beer Garden, we laughed that this was the best DNF ever.

4. Disappointment in Japan nudged me towards Bavaria.

I left Japan earlier than I had planned, in order to accommodate the next impulse. After a few days at home (in the state of Washington), I flew to Munich and then took a train to Treuchtlingen. I did not plan ahead enough to get a convenient place to



The school band at Osterduff.
—PHOTO VINCENT MUONEKE



“The landscape was beautiful, but had been entirely lost on me during the rain. As we drank beer and ate lamb BBQ in Sapporo Beer Garden, we laughed that this was the best DNF ever.”

stay, and I ended up in a little town in the Bavarian Alps, near Sportheim, a little distance from the start in Osterdorf (Easter Village). I spent a day here sleeping and recovering from the jetlag. The day before the ride, the proprietor drove me, in his super fast BMW, to Osterdorf, where I built the bike at the famous school, while listening to the school’s brass band. The night before the ride, I slept on a cot, in the school house, with a symphony of church bells and cows in the background. The briefing was in German, as were the cue sheet and maps. What? Me? Worry? I had GPS.

I ended up overshooting the 570K control and the only sleep stop. German randonneurs sleep in banks, where the ATM foyer is always open. I also overshot any chance for food or water. With no fight left in me, I crawled into my Mylar sleeping bag and quit.

Reflections

“Don’t think that there’s something to learn, it’s just a game that we play.”

I don’t see my reflections, on these DNF’s, as a litany of excuses. However, I can’t help but analyze and seek some value to the experiences.

My friend, Cap’n Ende, admonished me to collect experiences not medals. I say that there’s no experience like that of finishing a Grand Randonnée. It was true for my first one and is still so. No successful randonnée has gone without a glitch. Sometimes we overcome, and sometimes we don’t. The fact that the DNF’s were all foreign randonnées seems significant, but we just don’t have big numbers statistically. Any lessons that are apparent to me, can also be applied to randonnées at home. Clearly the DNF’s acted as strong motivation, but that motivation did not always result in a positive outcome.

What can I say? Even a Grand Randonnée is just a bike ride, and you will live to ride another day. Be prepared, and plan ahead, because riding 1200K is a big task. It’s better not to act on impulse. Be as fit as you can be, because that fitness might get you out of a jam. Get to the ride location early and start to acclimate to the weather, the food, the language and the different way of doing things. Your equipment may need to be fine-tuned. Give yourself time, after a long airplane ride, for your immune system to tackle the bugs that you have been infected with in the enclosed airplane cabin. I’ve even thought of wearing a mask. Break off training and have plenty of rest before the event. Remember that exercise augments the immune system, and fatigue weakens it. Ride with a team if possible, and have a plan, but do not be afraid to ditch it if it does not work. Most places that are very hot, cool down at night. Accustom yourself to the unsupported ride and master some form of navigation. Always carry a reasonable amount of food, water and an assortment of clothing options. Avoid stress, check your ego, and most all, have fun. 🚲



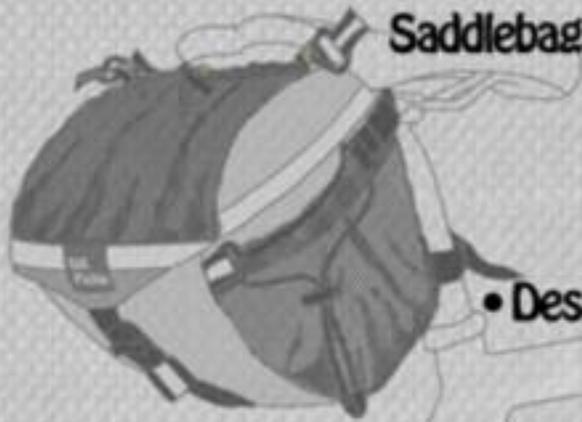
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Riding The Long Road to Recovery

BY GEORGE SWAIN

Training is a highly individualized and personal activity. While certain basic principles can be applied, each rider needs to customize his or her approach to build strength, endurance and skill. If there's no single training plan that works for everyone under normal circumstances, then training after a serious injury must be even more personalized. For an experienced endurance athlete, the challenge is to adapt to a new set of circumstances, a "new normal," and to determine which of the old patterns, habits and techniques will continue to work and which must be adapted.

In my case, I've been fortunate to return to randonneuring after a serious accident. Not everyone is so lucky. While my riding is somewhat different than it once was, I am still able to experience great joy and satisfaction on the bike and the future remains open to a wide range of possibilities. Like randonneuring itself, training after a serious injury requires focus on the long haul. Recovery is a marathon, not a sprint.

Early one morning in August 2010, I was hit from behind, by a young distracted driver, while riding a 1000K brevet. You can read about this dramatic event and the early stages of my recovery in the Winter 2011 issue of *American Randonneur*. The numbers I associate with the accident are 26 (broken bones), 4 (surgeries), 6 (weeks in the hospital) and 8 (months off my bicycle). Since then, my long-term focus has been on completing what I set

out to undertake before the accident: a strong finish at PBP. While this was somewhat uncertain in the very early weeks, I never doubted my doctors' long-term prognosis. I even ordered a set of personalized license plates that read "PBP 2015" to help keep my focus on this goal.

Like all recovery stories, mine is unique, but I have sought to tell it with an eye for the universal, to search for patterns that others might find familiar. Many cyclists have experienced far worse outcomes than mine. While unable to achieve the full range of motion in my left shoulder and left hip, I suffer from no chronic pain, no brain trauma and have all of the body parts I was born with, intact. Still, not a day goes by when I am not reminded of the accident, either because of some physical limitation or a random memory. Looking back on the road I've traveled since August 2010, it seems like my recovery can be divided into three stages, each with its own challenges and rewards. Since my accident, I seem to have moved from

a period defined by **Reclaiming** my body into a long **Plateau** and, finally, onto a time of **Growth**.

As Yogi Berra once argued, "Baseball is 80% mental. The other half is physical." The same can be said of randonneuring, and this is especially true of recovery. Determination, willpower and motivation have huge impacts on recovery outcomes as they do with general training outcomes. Much of this enthusiasm is front-loaded for obvious reasons. Soon after an injury, getting back to "normal" is powerful motivation, especially after a dramatic setback. The trick is to maintain the drive after one's recovery reaches a plateau. To make matters worse, changes in perception and priorities may make the growth stage of recovery particularly challenging to navigate. Identifying short and long-term goals is critical to the training process. As with all training, we need to have concrete benchmarks and rewards to help us through the unpleasant and painful times that recovery brings.

Andrey Belikov and George Swain
enjoying a break at Kaaterskill Falls.

—PHOTO STUART STIFFEY



Reclaiming My Body

Our bodies start the healing process moments after injury as a means of self-preservation and survival. While there is plenty of passive healing going on, much of what happens at this early stage is also the result of hard, sometimes painful work and gritty determination. Progress can be dramatic in the early stages of recovery as gains multiply with each passing day and it's easy to find encouragement in these dramatic gains. The desire to sit upright, shower, dress myself and move from place to place was highly motivating. The urge for independence was strong and powerful. Having spent four weeks on the spinal injury floor of a well-known rehabilitation hospital, alongside people whose long-term prognosis was far more questionable than mine, I continue to draw inspiration from their approach to recovery.

In the reclaiming stage, physical and occupational therapy was highly structured and undertaken with the guidance of a personal coach who constantly adjusted the treatment to meet my changing needs. Physical therapists are driven by the goal of helping patients return as much as possible to the life they led before the injury was sustained and to finding adaptations when this is not possible. While I was clear with all of my therapists that cycling was a necessary part of the equation, their understanding and appreciation of endurance sports and randonneuring in particular was pretty hazy. They were appropriately focused on helping me get back onto my bike, but not necessarily to getting me in shape to ride it for 750 miles within 90 hours.

For eight months after my accident, I was not allowed on the bike at all. When I did get the green light, I remember that my biggest fear was simply toppling over due to a lack of balance and speed since I had been walking without crutches and a cane for only a few months and was still

not particularly stable. During the next several months, I was simply trying to regain my balance and strength. Two months later, I was riding in my first organized event of 50 miles. The following month, I completed my first 200K and one year to the day, following my accident, I was riding in the famed 180K Deerfield Dirt Road Randonnée (D2R2). These early months on the bike paralleled my

deliberate and consistent was important, and eventually I realized that full recovery would take much longer than I thought it should.

Plateau: Dealing with the New Normal

Everyone reaches it eventually. At some point, changes in strength, flexibility, and endurance reach a point of stasis and the dreaded plateau sets in. It can feel a bit like entering

“Concrete goals are critical for success in this first phase of recovery both to keep motivation high and to measure progress.”

early months following the accident. My progress was dramatic and pleasing. With each new ride I felt more like my old self.

Concrete goals are critical for success in this first phase of recovery both to keep motivation high and to measure progress. By August 2012, I had earned my first R-12 Award, which had never seemed possible in years past, due to competing goals that diverted my attention. In addition, I completed a full SR series, albeit within times that were far slower than my previous efforts, but the concrete SR goal was remarkably helpful to keep my focus. In the reclaiming phase, it's important to follow the orders and recommendations of professionals, like physical and occupational therapists and physicians. Yoga is helpful for improving flexibility, and riding on protected bike paths allows for the recovery of balance and bike handling skills in a safe environment. I sometimes thought that the therapists and doctors were limiting my training more than necessary, so I had to learn patience. Being

the doldrums where you're moving neither forward nor backward. The plateau phase felt safe since it represented progress over where I was before, and it would have been easy to become complacent and find riding to be less rewarding than it once was. Psychologically, entering the plateau requires carefully examining what has become the “new normal” and identifying whether this represents the top of the curve or whether further progress is possible.

Some of the qualities I associate with my new normal are a reduced aerobic capacity, a slower overall speed, and a reduced willingness to push through pain and discomfort to reach new goals. The trouble is: all of these qualities may also be the result of aging and a lack of disciplined training. It's unclear, during this period, what is lost for good and what can be reclaimed and modified. The biggest challenge in the plateau stage, for me, has been not to become complacent and be satisfied with results that fall short of my long-term goals and aspirations.

In addition to physical changes, I also noticed a change in my emotional relationship to cycling during the plateau stage. While I was no longer riding at the front of the pack, I had to confront the possibility that maybe randonneuring wasn't the most important activity in my life. Having been so passionately involved with randonneuring, for several years before my crash, it felt like I was "giving up" to succumb to this new mental relationship with riding. While this was hard to swallow at first, it also allowed me to find a balance with other aspects of my life that had been missing in the years leading up to my accident.

One of the techniques I used to push through doldrums of the plateau phase, was to connect with others in organized group events like the Coffeeneuring, Festive 500 and Rapha Rising Challenges. I also completed the Lap of the Lake 1000K, which was a turning point for me in several ways. It was the most similar event to my long-term goal that I had completed since the accident. A 1000K, self-supported, multi-day ride, through two countries with an evening start, presented me with a range of similar challenges that riders face on PBP and brought me increased confidence that PBP would not only be possible, but also enjoyable.

Growth

After spending some time in this relatively comfortable "plateau," it's natural to wonder, "Is this as good as it's going to get?" I found it critical to push through the plateau phase in hopes that a growth phase could be possible to reach long-term goals. Constantly comparing the "old me" with the "new me" was frankly disorienting. Riding in a different part of the pack was a disappointing reminder of my reduced physical condition, but it has also been a welcome opportunity to learn from and connect with other wonderful

"Constantly comparing the "old me" with the "new me" was frankly disorienting."

riders. Riding with old friends has been more difficult as I've struggled to hold their wheels, but it also inspired me to seek further improvement.

During the plateau phase, I went out on exactly one of the weekly shop rides that previously had been such a big part of my training strategy. At one time, riding with the fastest riders and strongest climbers in town made me a faster rider and a better climber. The last time I went out on one of these rides, though, I felt like Rip Van Winkle, groggy and disoriented after a long sleep. The riders were younger and faster than I remembered, and I was dropped like a bad habit after struggling to hold on for the first ten miles of a 50-mile ride. I plan to get out on these rides more often this year as a way to push my body to adapt and regain some of my speed and aerobic strength. While my goal is not to return to my exact previous fitness levels, I'm optimistic that some change is possible.

I continually recalibrate and fine-tune my training activities to meet my long-term goals. It's important to remember that training is built on the principles of periodization and adapting the body to meet increasingly difficult challenges. Hill repeats and intervals are good training tools as are local gravel grinders and ultra races—all ways to push my body beyond its comfort level.

Conclusion

Above all, I've found that it is critical to maintain a positive attitude.

None of us knows what the future holds. We're only on this earth for a very short time. It's our responsibility to do the best we can with what we have been given. One minute we're on top of the world and the next we find ourselves lying in a ditch on the side of the road. I may no longer feel the compulsion to smash past personal records and complete extreme challenges, but this bothers me less and less. While my approach may change in the coming years, I have come to realize, following my accident and the long period of recovery, that I have developed a more healthy balance between the various aspects of my life and the results have been most favorable. My family no longer resents my riding, my professional work has never been more rewarding and my relationship with my wife is stronger than ever.

So, at this point, the horizon is fast approaching. PBP is less than six months away and while the snows are finally melting in the Northeast as I type these words, I know that the run-up to Paris will be brisk. At the time of my accident, my dream was to finish PBP in less than 56 hours. In 2015, my goal is to finish PBP in less than 84 hours after having soaked up all that I can of the French countryside and culture along the way. My choice of the 84-hour start has less to do with my need to finish quickly and more to do with my preference for not starting the event in the evening and creating a sleep deficit that I won't enjoy for the balance of the ride. While my tactics may be different, my overall strategy remains the same and I hope to make progress during this growth phase of my recovery, to better achieve my long-term goals.

See you in Brittany! 🚲

Note about the author: George Swain lives in New York with his wife and two wonderful teenage children. You can follow his adventures on the Hudson Valley Randonneur blog.

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.

You can update your address online at this address:

www.rusa.org/cgi-bin/memberaddresschange_GF.pl

...and to renew your RUSA membership!

Memberships run from January through December.

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www.rusa.org/cgi-bin/memberrenew_GF.pl



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American Randonneur CALL FOR SUBMISSIONS

The editor welcomes submissions of interest to readers of *American Randonneur*. Articles with photos or other visual elements are particularly welcome. While the focus of AR is on randonneuring events held in the U.S., articles on international events are also published.

Length of articles: articles up to 2000 words would be appropriate. No minimum but please contact the editor if you wish to write more than 2000 words.

Photos: must be high resolution and unaltered. They can be submitted as attachments to email messages.

To submit articles: send Word files (no PDFs, no links to blog posts) to editor@rusa.org or jchernekoff@yahoo.com. The editor reserves the right to edit submissions.

Paid advertising: is available. Please contact Mike Dayton (president@rusa.org) for details.

Submission deadlines:

Spring issue — December 15

Summer issue — March 15

Fall issue — June 15

Winter issue — September 15

Questions? Please contact the editor at editor@rusa.org.

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Paris-Brest-Paris 101: The Basics

BY JENNIFER WISE



The Paris-Brest-Paris 1200K Grand Randonnée (PBP) is the Olympics of randonneur cycling. It happens once every four years, and cyclists come from around the world, dressed in nationalistic clothing. There is no competition, but there is a very nice medal for each official finisher.

Your first PBP experience is nerve-racking and exhilarating. Your second, third, fourth or fifth PBP experience is more of a fun international randonneur reunion. There is a lot of everything with PBP: a lot of cycling, a lot of standing around, a lot of bicycles, a lot of people, a lot of waiting in line, a lot of good food, a lot of great coffee, and a lot of wonderful wine. You will see old friends and make new friends. PBP is a long, wonderful, difficult, magical, and memorable experience. Savor it.

The 2015 edition of Paris-Brest-Paris starts from the new National Velodrome, in Saint-Quentin-en-Yvelines. The Velodrome is located on the opposite side of town from the gymnasium where the last six editions of PBP started. There are twenty different start times offered this year. Hopefully you and your riding companions have all chosen the same start time.

The entire PBP registration process is done online. PBP preregistration opens April 26 for riders who completed at

least one BRM ride between November 1, 2013, and October 30, 2014. PBP registration opens for all preregistered riders and any non-preregistered riders on May 31.

Non-preregistered riders may register once you have completed three of the four required brevets in 2015.

Registration closes July 14.

You will be notified via email that your PBP entry has been processed and validated. This PBP validation email notice will include your official PBP rider number. Once your PBP entry has been validated, no changes can be made. Print out the email notification and bring it with you to bike inspection and rider check-in.

On August 15, PBP bike inspection will be held outside the Velodrome. Rider check-in/dossier pick-up will be held inside the Velodrome. Go to bike inspection at your pre-scheduled time. Once your bike has passed inspection, you can proceed into the Velodrome to pick up your rider dossier. Each rider will be given a traditional paper brevet

card and a plastic ID card, similar to a credit card. The ID card will be pre-programmed with your identity, nationality, rider number and start time. Present both cards at the start, at each specified control, (including at least two secret controls) and at the finish. At each control, a PBP volunteer will scan your plastic ID card to record your arrival time, and stamp your brevet card.

Every PBP rider will receive:

- a reflective cycling vest compliant with French traffic laws
- a ticket for parking a car at the Velodrome parking lot
- a 2015-2018 series Super Randonneur medal
- a frame plate with your PBP rider number
- a hot meal at the finish
- a tracking device

Every PBP finisher will receive:

- an entry into the PBP Great Book
- a PBP 2015 Official Finisher Medal
- Randonneur bragging rights, for life 🚲





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Lon Haldeman and Susan Notorangelo
Contact us... 262-736-2453 or
info@pactour.com

Coming Events in 2015

Pacific Crest Tour...FULL Everett, WA to Ashland, OR

Sat. Aug. 1 fly-in

Sat. Aug. 15 fly home from SeaTac, WA
12 riding days 1,237 miles 103 miles per day

Back by popular demand. This revised version of our Pacific Crest Route begins in Everett, Washington and follows the best roads of the Cascade Mountains across Washington and Oregon.

Southern Transcontinental...FULL San Diego, CA to Savannah, GA

27 days 2,800 miles 105 miles per day
September 12th to October 10th

We will see a variety of sites and cultures across California, Arizona, New Mexico, Texas, Oklahoma, Arkansas, Mississippi, Alabama, and Georgia. This tour has a good balance of serious cycling and sight seeing along the way.

New Tours for 2016

Arizona Desert Camps and Tours February and March based from Tucson, Arizona. Each week has a different theme for different types of riders. You can combine weeks to extend your cycling season in Arizona. Come join us!

Week #1 February 20-27

Tour of the Historic Hotels

50 miles per day between classic Arizona hotels.

Week #2 February 27-March 5

Century Week 1

Four nights based in Sierra Vista 60-100 miles per day. This week has a slightly different route with one night in Nogales to offer some new route options.

Week #3 March 5-12

Chiricahua Challenge

75-90 miles per day to the Chiricahua Mountains with 2 nights in Bisbee, Arizona.

Week #4 March 12-19

Century Week 2

Five nights based in Sierra Vista 60-100 miles per day. Due to popular demand we are scheduling a second week of riding similar to Century Week 1.

Week #5 (8 days) March 19-26

Mountain Tour

80-100 miles per day from Tucson to New Mexico and back. This is a popular training week for serious riders.

Cycling Historic Route 66

Western States April 9-29

Santa, Monica, CA to Amarillo, TX

18 days (17 riding days) 65-90 miles per day

This tour will explore and relive the 90th anniversary of America's Main Street. We will visit many classic motels and cafes that have served cross country travelers since 1926. Bicycles with 32mm tires are required for many gravel and rough road sections. A side trip to the Grand Canyon on the old steam train is included during one rest day in Williams, Arizona.

New Northern Route

About 35 days from Mid-July to late August. The route will begin in Everett, Washington and go northeast along the San Juan Islands before crossing over the Cascade Highway toward Grand Coulee Dam. This has proven a popular route with daily distances averaging about 125 miles per day. The middle part of the route will be the same as past years going through the mountains of Montana to Mount Rushmore and the Badlands of South Dakota.

A new change to the route will be the final 1,000 miles from Michigan and then ending in Portland, Maine. We will ride many new roads near Niagara Falls and across New York State. We will follow the St. Lawrence Seaway toward Vermont and New Hampshire.

New Eastern Mountains Route

Our tour of the Eastern Mountains has traditionally started in Georgia and ended in Portland, Maine. In 2016 we will go the reverse direction and travel from Portland to Atlanta, Georgia. The route will cover about 1,400 miles in 13 days through New Hampshire, New York, Pennsylvania Virginia and the Blue Ridge Parkway. This new route direction will give a different view to one of our favorite areas to ride. Dates will be in early September about one week after finishing the Northern Tour.

Check the PAC Tour website in late August for dates prices and registration information.

PAC Tour, helping make good riders better since 1981 www.pactour.com

PBP for Speedy Riders: Part III

BY BILLY EDWARDS

By now, your PBP ride plan is in place. Your SR series is done. Your reservations are made. You have a few key training rides to complete. You have convinced some friends to meet you at a contrôle or two. Or you are set with drop bags. You are basically ready to ride with the speedies at PBP. You are prepared for two hard days of riding and, at worst, a Charly Miller finish time of under 56 hours and 40 minutes.

In my final article on preparing for a fast PBP, there are a few details and considerations that could help you shave a couple of hours off your finish time.

Pre-Ride

Plan to scout the first 30 to 50k of the ride, a day or two before the start. There is usually a group that rides the start of the route on Friday. This gives you an initial look at the major turns and traffic furniture (concrete structures meant to aid traffic flow, but can be problematic for a pack of cyclists). If you intend to ride at the front, it's good to know where the initial turns are, so you can safely navigate the first part of the course.

On Sunday, get to the start early. Bring plenty of pre-ride fluids and food. Prepare to make many new friends. You need to be ready for an afternoon of being exposed to the weather. Get your hydration and nutrition started. Bring an extra bag of food and some toss-bottles with electrolytes and water. Unless you understand garbled French from a bull-horn, much of Sunday afternoon will be spent following the herds. Initially, you will gather at the entrance to the Velodrome, get your control card stamped and your magnetic card swiped. In previous years, we would

wait in a card-stamping line, then in staging corrals, and finally the start line. Whatever you do, make sure to get your control card stamped and your magnetic card swiped at every juncture.

Go to the Velodrome with a start-buddy or find one as soon as you get there. This will enable you to hold positions in the line. If you are waiting for a couple of hours, eating and drinking, you are going to need to relieve yourself. It is common practice to leave your bike as a place holder, while you go to the WC. You then do the same for your start-buddy. Expect some confusion, due to the many different languages spoken and the many different individual plans coming together to achieve the same objective: getting down the road in the most expedient fashion. Finding yourself next to French randonneurs with low rider numbers, means you are in the right place.

Engage with individuals at the pre-ride to learn a few names. These riders will become your allies in the confusion of the opening miles and once down the road, it will be comforting to see a familiar face.

The Start

Once the ride starts, expect an all-out bike race. If you are unfamiliar with riding in groups, go out and ride with some large, safe groups before you head to France. In the peloton, the faster cyclists will be on the outside moving to the front, while the pack riders who can't draft well, will be shuffled to the inside and out the back. Once shuffled to the back, you are forced to the outside to return to the front. When on the outside, you must be ready to dodge road furniture and to announce turns to your fellow riders.

It is safer, and better for visibility, to ride on the outside and close to the front, but then you are more exposed to the wind. The riders in the back have to worry about gaps opening and being left behind due to incidents.

The First Night

Expect everything to happen in the first 100K, including bike wrecks, failing lights, dropped waterbottles, random touching of wheels, and breaks in the peloton due to all of the above. Farther down the peloton, expect accelerations in order to close gaps that open. Riders are supposed to ride neatly on the right side of the road, but in the opening miles, the pack is large and everyone is fresh. Generally, I relied on my fitness level to keep me safe and away from the curbs, grass ditches and falling gear. It would be smart to do some good interval riding in the two months prior to PBP, so you are physically ready for that aspect of the ride.

The ride will eventually settle down, and become pretty comfortable and social. After the initial sorting, the departure from the first towns, and the arrival of darkness, the ride becomes fun and comfortable, but is still very fast. Last time, I found myself floating along effortlessly at the back of the peloton. Back there, you feel the accordion effect on the climbs, but there is minimal risk and people start to look out for each other. Sitting at the back allowed me to take on much needed hydration and food. I found a bunch of English-speaking friends and also did my best to link back up with those folks I met in the starting corrals.

The early controles will all be competitive. If you can avoid needing



2011 PBP So Close to the Start.
—PHOTO DIRECTED BY BILLY EDWARDS

nutrition at the first (optional) contrôle, you will avoid much of the hysteria of the large group getting nutrition on the go (another good reason to have a Camelbak). However, you will need to stop at the second (first mandatory) contrôle and that is when you need to focus; always get your magnetic card swiped and your contrôle card stamped first. Then, either get water and food as needed or have your crew sort you out and ready you to get back on the road. If you have a crew, they should assist you with parking your bike. If you are being self-sufficient, save the less mandatory tasks, like taking a nature break, for on the road (yes, learn to go on the go before you get to France). As the ride progresses, riders will get less competitive and become geared more to survival. If you are viewed as a worker, you will be welcome and encouraged by your fellow riders to get through the contrôle and ride with them.

Beyond Loudéac

The dynamics of the premier group changes with each edition, but what is certain, is that riders eventually start to look out for each other and structure contrôles within the group, such that no true worker gets left behind. Expect hard riding and even some attacks on the hard climbs as late as Carhaix on the way out to Brest.

If you get dropped, or are solo, don't be afraid to take a short stop between contrôles. The beauty of PBP is that with 5000 other cyclists, you can expect another group or individual to eventually catch up and ride with you after you have stopped. I took two notable breaks in 2011. My first was to take a mental break, and I ended up talking with a British journalist parked alongside the road around the 500K mark. He offered me a Coke and a moment of much needed reprieve, before the hard climbs to Brest. The other break was on night two, when I

asked my fellow French riders to stop, so I could stop pedaling for a moment. I only stopped for about 10 seconds, but it was just what I needed. My new French friends were willing to stop for a fellow randonneur, in this literally and figuratively dark part of the ride. Although not in the front, we were all still pushing for fast times and working together was better than leaving an individual behind at his darkest hour.

Even though this is the largest randonneuring event in the world, do not expect much spectacle or large crowds at the finish. The fun and cheering is along the route. As a fast rider, you get the fun of seeing riders going toward Brest much of the second day. On the second night out, you will see headlights for at least the first several hours as they head to Loudéac on their first full day. Expect random acts of kindness from spectators on the road. At one point, my group spotted a man yelling and handing out flimsy pieces of foil. My group all grabbed them on the fly. Inside was a magical treat: warm crepes with Nutella!

Although Paris-Brest-Paris is not a race, it is one of the most difficult events I have ever entered, because some friendly race tactics are mixed in. I understand the dynamics of Le Premier group, and I have a clear intention to make it a very fast 1200K "ride" for myself.

I hope this series helps many other speedies. I wish everyone, who reads my mini-series of articles, *Bonne Chance!* 🚲

Billy Edwards (RUSA #6379), an ancien of PBP 2011, father of two and husband of an ancienne, lives the endurance life in Boulder, CO.

Pedernales Double Century (An ACP 300K Brevet), Austin Texas

BY WAYNE DUNLAP (RBA)

The 7th Annual Pedernales Double Century took place on Valentine's Day, a true test of riders' priorities. I'm not sure what the turnout indicates, but we had a group of eleven riders, all male.

This ride is a double century because the Austin RBA figures if you are going to ride 187 miles, why not add thirteen more and make it a true double century. The ride started at the RBA's house. We convened in the kitchen, completed the paperwork,

and swapped notes about the weather forecast and clothing options.

The ride started just as the sun was coming up at 7am. The temperature was in the low 40's with a light wind. The mood was good and the group, including the two K-Hounds, Gary Gottlieb and Jeff Newberry, stayed together through the early part of the ride. Most people in the group are planning on doing PBP, so the conversation centered on logistics and other upcoming epic rides.

We rode undulating hills all the way to Johnson City, a town named after a distant relative of the former president, Lyndon Johnson. Actually, the name of the ride, Pedernales, comes from a river of the same name that flows through Johnson City, and the LBJ ranch. LBJ had problems

Gary Kanaby, Jeff Newberry, Gary Gottlieb, and Charlie Adams at the top of the PDC.
—PHOTO DENIS KERVELLA



Heading out to Johnson City.

—PHOTO JEFF NEWBERRY

pronouncing Pedernales. He called it “Perdnales,” a name which stuck. Today, the locals call it the Pedernales River.

Recent rains caused Flat Creek to flood, so there was four inches of water flowing over the road to Johnson City, making for a tricky crossing and wet feet early in the day. One well-prepared randonneur was able to change socks at the next control.

The group left Johnson City together, continuing to head west toward Fredericksburg, a German town that is home to “Hell Week.” Hell Week, a week of long rides, is normally held during spring break in Mid-March. This year, there were three 200K brevets, and two 300K brevets. Hell Week has been around for 25 years and attracts hundreds of cyclists from all over the continent. Meanwhile, the sun came out, the temperature rose into the mid-60s, and a light head wind blew all the way into Fredericksburg. Of course, the rolling hills also continued.

From Fredericksburg, the ride turned east to Blanco, a town 34 miles to the southeast, so we had a slight tailwind as we turned toward it. The rolling hills and the scenery were spectacular. Typical Texas hill country, with open spaces and bridges fording rivers and creeks. A few miles east of Luckenbach, yes that Luckenbach, the ride hit the halfway point and climbed to its peak elevation. Over the crest was a long, gradual descent toward Blanco. The terrain then became relatively flat and the road followed the Blanco River. This was one of the best parts of the ride. The river had carved some very interesting limestone formations that provided the backdrop for this part of the route.

Arriving at Blanco was a bit of disappointment, after experiencing



the Blanco River road. It was a farming/ranching town where, like so many Texas towns, there was a downtown right out of the 1950's, like Hill Valley in the movie “Back to the Future.” Except now, most of the storefronts were empty. After a quick stop at another mini-mart, we continued east, 24 miles to the town of Wimberley.

The trip to Wimberley was relatively flat and uneventful, with most of the 10,000' of climbing behind us. We were still in the middle of nowhere, but we were beginning to see more cars on the road. Riders were looking forward to Wimberley, because it offered a wide variety of fast food places (Subway being Gary's favorite) and a respite from the mini-mart fare earlier in the day.

From Wimberley, we headed east and then north to the town of Buda (pronounced byooda if you are from Texas). The beautiful February weather was also enjoyed by many motorcyclists who passed us in noisy waves. This stretch was eight miles of busy road, with a very small shoulder. There is a saying here that “Everything

is Bigger in Texas.” On this section of road, this clearly applies to the trucks and SUVs that Texans drive. Luckily, I was riding with Dan Colvin, who has a tail light that is so bright, it requires its own battery pack. I am sure it can be seen from the ISS.

We got to Buda none the worse for wear and were only 30 miles from home. It was dark, and the stop was short. Heading back to Austin, we stayed on the outskirts, so there were only a few lights. Unfortunately, as we got closer to Austin, the hills started up again. About eight miles from the end, we hit the dreaded “Barton Creek Hill.” It's a quarter-mile, 17% climb that is a bad joke near the end of any ride. Fortunately, it was dark and we could not see the hill rising in the distance, but we knew it was out there, waiting for us. Slowly plodding along, we eventually made it up the beast, only to be hit by more rollers all the way back. The best part of the ride was the final one-half mile, because it was all downhill.

In the end, it was a great ride, on a beautiful day in mid-February. On this day, my bike was truly my valentine. 🚲

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Main Photo: Fuelled by Hammer, Greg Herbers cycles through Wyoming's Tetons during his 3,100-mile ride from Alaska's Arctic Circle to his home in Golden, Colorado.
Inset: At the start of his trip, Herbers prepares to head south toward the Teton River.
PHOTOS COURTESY OF GREG HERBERS



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PBP Landmark—Château de Fougères

BY CHRIS HEG

One of the most prominent landmarks on the PBP route is the Château de Fougères, (located at 313K outbound and 918K on the return in 2011). It is the largest remaining medieval castle in France and possibly the largest in Europe, with about 2 acres contained in the outer wall. The castle has been standing for over 840 years and the many additions and modifications have made it a sort of museum of medieval fortress architecture.

The town of Fougères was founded in the 9th century near the intersection of two Roman roads, one from Chartres to Carhaix and the other from Avranches to Nantes. Fougères is located near the eastern

border of the former Duchy of Brittany (c. 949–1547), an area once known as the Breton Marches. The castle is built on a granite shelf that is almost surrounded by a bend in the Nançon River. The location is ideal for a fortress because the granite prevents tunneling and the river and adjacent marshes provide a natural moat to restrict access to the walls. The first fortress at this site was built in the late 11th century. It was a simple wooden structure that provided security based on its favorable location.

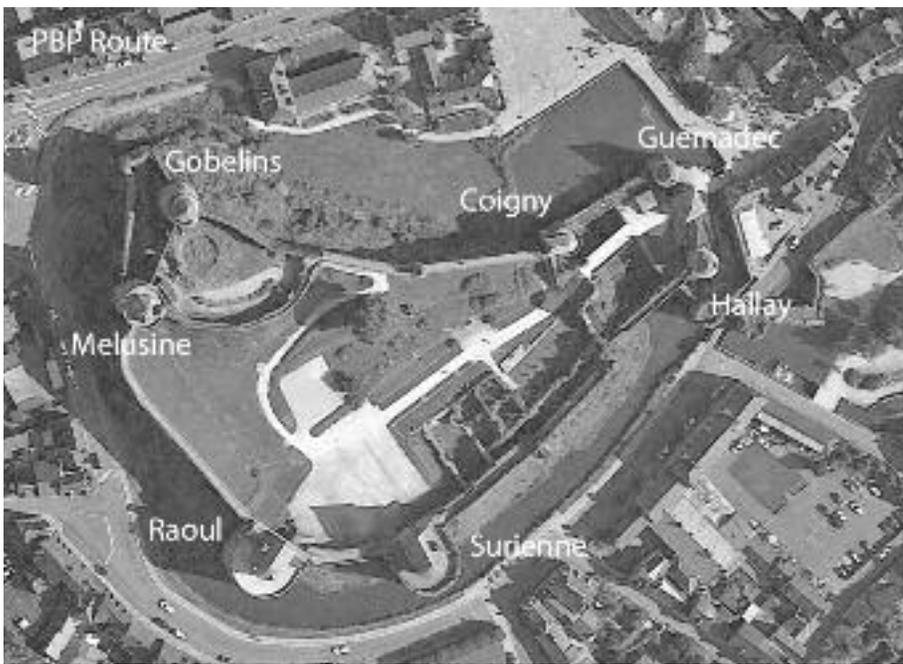
Fougères was a place of conflict between the kings of England and France and the dukes of Brittany. The dukes often played one monarch against the other to maintain their

independence. The wooden castle was burnt down in 1166 in a war between Henry II (King of England and Duke of Normandy) and Conan, Duke of Brittany. Raoul, Lord of Fougères, rebuilt the castle in stone. By 1173 the castle was complete. The structure is built of native granite and schist from the core of the ancient Armorican Mountain Range that traverses Brittany from the Marches to the coast (including the famous Roc'h Trevezel climb before Brest). The

Chateau Fougères—14th Century Towers Gobelins and Mélusine.

—PHOTO CHRIS HEG





Chateau Fougères—with principal towers named.
—PHOTO GOOGLE EARTH

first structure included the Northeast gate with the Coigny, Guémadec, and Hallay towers.

In 1173 Henry II again went to war against the Breton duke. He attacked Fougères and laid waste to the countryside. Raoul attacked and defeated the English Army but was eventually forced to come to terms. The castle was besieged but not taken.

After 1204 Normandy became part of France and the Breton Marches became a military frontier between Brittany and the Kingdom of France. Eventually there were lines of opposing fortresses across the base of the Breton Peninsula from the English Channel to the Bay of Biscay.

Raoul III, grandson of Raoul II, was 5 years old when he became the lord of Fougères in 1212. He was under the care of Pierre de Dreux, Duke of Brittany. Pierre kept Raoul under his control for the next 17 years. In 1229 Raoul III finally got control and, soon after, Pierre allied with the King of England against France. Raoul III, already feeling ill-used by Pierre, immediately offered France his allegiance.

In 1256 the rule of Fougères passed to the Lusignan family through a marriage with Raoul III's daughter

Jeanne. The two prominent towers closest to the PBP route, Mélusine and Gobelins, were built between 1300 and 1315. The Mélusine tower is named after a water spirit who married Guy de Lusignan, Count of Poitou, under a condition that he never do something (look at her while she was bathing her children), which he inevitably did, causing her to turn into a dragon and be lost to him forever. Or so they say.

In 1449, near the end of the Hundred Years War, there was a hypothetical peace between England and France but again there was conflict over the allegiance of Brittany. Duke Francis I of Brittany was loyal to France but his brother was allied with England. Francis imprisoned his brother to keep him from plotting against France. King Henry IV of England sent the mercenary François de Surienne (AKA "the taker of cities") to capture the castle at Fougères in reprisal. Fougères was the richest city on the Breton frontier. François was a specialist, having taken 32 castles by siege, storm, or surprise before this action. He had spies in Fougères, which had a small peacetime garrison. With a force of 600 mercenaries he approached the city at night. A small

force climbed over the castle walls and captured the garrison, then opened the gates to the main army. Fougères was sacked and a huge amount of property and many lives were taken by the English forces. Two months later the Duke of Brittany laid siege to the castle. The siege lasted 4 months and resulted in heavy casualties on both sides. The castle was close to defeat when disease struck the besieging army. The English were allowed to surrender and walk away unhindered. The damage to Fougères was so severe that the city was exempted from taxes for the next 20 years.

Two of the most impressive towers, the Raoul and the Surienne, were built in the 1480s to improve defense on the relatively vulnerable south wall. The Raoul tower is visible on the right of the photograph, next to the church spire. The towers have stone walls over 20 feet thick at the base. They did little good. By this time cannons were beginning to make masonry fortresses obsolete.

Finally, in 1488 Fougères was again besieged and taken by France from the Duke of Brittany, bringing to an end the "Guerre de Folle," or "crazy war" between the King of France and a lot of unhappy dukes, counts, princes, and so on (supported by England, of course). This time the besieging army diverted the river to drain the moat and used cannons to breach the walls in three places. Again the defending army surrendered and were allowed to leave though this time the city was not pillaged. The upshot of the war was an agreement that the Breton dukes would remain loyal to France and not seek foreign alliances.

Fougères was permanently added to France though the union of Brittany and France in 1532. The castle was no longer a strategic military stronghold.

The Bretons (and the Fougerais) retained their own laws, customs, and language until the French Revolution in 1789.

When the French royalty was overthrown in 1789, the special relationship between Brittany and France was abolished by the new Republican government. By 1791 the government in Paris had passed many laws restricting and regulating the practice of religion, particularly the Catholic Church, which was strong in Brittany. The government also instituted military conscription, a deeply unpopular move among the formerly independent people of Brittany. In a struggle between Republican troops and Royalist cavalry, Fougères was again occupied and many lives were lost.

The town of Fougères faced one additional bloody conflict. On June 6th and 8th 1944 the city was heavily bombed by Allied aircraft to

prevent German reinforcements from approaching the beachheads at Normandy. A German troop train was destroyed. Most of the industrial equipment in Fougères and 300 civilian lives were also lost.

The Seigneur's residence at the Château was destroyed by fire in 1810. The Château was declared a historical monument in 1862. It remains one of the most popular destinations in the Fougères region. 🚲

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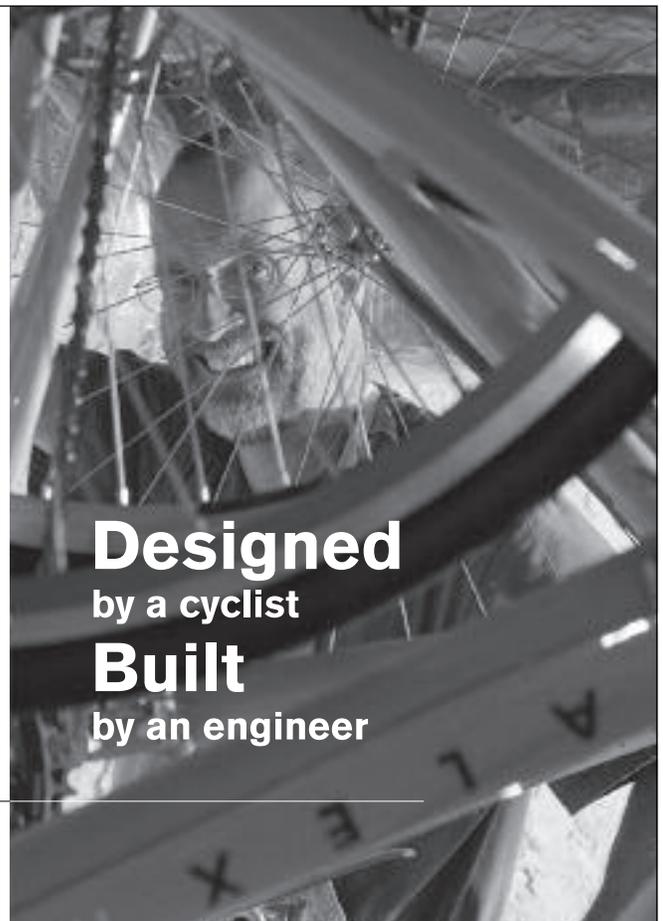
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PBP Without Trauma: What Experience Has Taught Me

This Summer 2015 edition of *American Randonneur* no doubt finds many of you eagerly anticipating, or perhaps actively dreading, the arrival of the eighteenth edition of PBP. If my season has gone according to plan, and I find myself headed to Paris, it will be my third trip to the Mecca of randonneuring.

My unsuccessful first attempt was in 2007. In retrospect, my effort could be considered either quixotic or idiotic, depending on how generous you are. I had very little experience with long distance cycling, having completed my only SR series that summer. My embarrassingly inadequate training was primarily on flat courses and my confidence was undermined by my deep-seated knowledge that there was no way I would be able to finish.

PBP 2011 was a much better experience and I crossed the finish line in 86:11. This attempt was bolstered by 3 years of hilly Pennsylvania brevets and the conviction that there was no way I would abandon again. At the finish I exclaimed loudly and repeatedly that there was no need to ever return and I promised I would watch from afar in 2015. At the time I absolutely meant what I said but in the intervening four years I have apparently developed an intractable case of Randonnesia and pedaling across France seems to be the only cure.

Having successfully completed only a single PBP I am certainly no expert on how best to tackle this 1200K challenge, but I have learned a few things and since I have a column to write, what the heck, I'll send a few

pointers your way to be filed under "What I Wish I Had Known Going into PBP."

This first bit of advice may be controversial but I think it is worth sharing: attempting to attach "real fenders" to your bike, in a foreign country, while you are jet lagged and after spending the better part of three hours reassembling your bike, has been scientifically proven to substantially shorten your life. You can tell if you have real fenders if they are a) close to impossible to correctly install outside the confines of a bike shop, without the expertise of a bike mechanic, or b) installed only when accompanied by a profanity-laden monologue. I dutifully schlepped my pretty, hammered, Honjo aluminum fenders to Paris in both 2007 and 2011. In 2007, I managed to attach them to the bike and was even able to freely spin the wheels during a 30-mile pre-ride. The first night of PBP, however, a bolt came loose, which rendered the fender worse than useless. When I was unable to effect a roadside repair which did not risk damaging the rear tire, I was forced to remove the fender and carry it crossways on my trunk bag until I reached Loudeac. There, I attached it to my drop bag, much to the amusement of Claus, who apparently had not seen essential equipment abandoned in such a creative manner.

In 2011, I reassembled my bike and stared long and hard at those fenders which seemed to promise dry cycling shorts and freedom from the dreaded rooster tail jersey appliqué. How could two relatively small pieces of equipment cause me such angst? I

decided to leave them in the bike case and truthfully, I did not regret the decision, even when I was caught in a vicious thunder and lightning storm the second night. I was so thoroughly soaked that fenders would have offered no protection and would only have added insult to injury. So unless you are really, really, really skilled at attaching those fenders, leave them home.

My second piece of advice, especially if you are a woman, is to not shower at Loudeac. I know it will be tempting. This controle comes almost three hundred miles into the ride. You will be tired and grungy, and you most likely have a drop bag with dry, clean clothes awaiting your arrival like a faithful dog. Don't succumb! Eat, drink, change if you must, and ride on! Following is my logic for this suggestion.

In 2007 I planned to ride as far as possible, Brest most likely, before taking a sleep break. I knew I would be slow and couldn't really afford to take too much time off the bike. On the only 600K I had completed, I had eaten, showered and changed at the overnight controle and then got right back on the bike. I thought this plan would work for PBP, so I planned to shower at Loudeac where my drop bag contained soap, shampoo and the clean clothes I knew would rejuvenate me. In 2007, at that point in the ride, I had been riding in rain-drenched clothing for over twenty-four-hours. I was dreaming of the relief a hot shower, dry shorts and jersey would provide.

Upon arriving and hunting down the shower facilities, I was immediately struck, even in my brain-addled state, by the contrast between the men and women's accommodations. The men's shower room seemed vast, at least from my viewpoint outside the door, where an endless line of men would just disappear, one after another, into some shower nirvana and then reappear clean and considerably less bleary-eyed on the other side. The

women's shower, on the other hand was a sad little afterthought. It seemed as if the organizers had, at the last minute realized that unlike the restrooms, the showers shouldn't really be co-ed and had repurposed a small utility closet to serve this function. A sad sack of a man who held tightly to his overtaxed bucket and broom guarded the closet door, next to which a line of dirty, tired, cold and drenched women eyed him suspiciously. No such guard was posted outside the men's shower. Eventually, two women emerged, he entered the room, reappearing a few minutes later, explaining that his responsibility was cleaning the room after each set of showers.

This inner sanctum, for which we had such high hopes, consisted of two shower stalls constructed of plywood and one tiny, sagging and soggy plywood bench upon which we attempted to place all our stuff: clean clothes, dirty clothes, and towels. Luckily, the towel for which I had forked over three Euros, didn't occupy much space since it was nothing more than a glorified, slightly over-sized, brown paper towel. But wait, it gets worse. Once inside the stall, if memory serves, there were two buttons, one for cold water and one for hot. In order to get water, you had to press the desired button and keep it depressed while you showered, essentially reducing ablutionary efforts to a one-armed farce. The absolute worst part for me though, was the realization that, after waiting in line, contorting my body in order to achieve a modicum of cleanliness and then attempting to dry myself with a lunch bag, I was just as wet and cold as when I began the whole process over an hour before. Unless you have time to spare, only one X chromosome, or a fabulous sense of humor, don't shower at Loudeac!

Astute readers will have noticed that I slipped in a very important piece of information into that last paragraph.



Chris at the finish of the 2011 PBP.
—PHOTO EILEEN BRUNS

You will know you are one of those readers if you are still pondering the "co-ed bathroom" reference. Ladies, be warned: there is no such thing as a Ladies Restroom at PBP. Oh the door may very well say Mademoiselle but that is no guarantee that the bathroom will not be entirely inhabited by Messieurs. At a few controles the Women's Room has officially been turned into a Men's Room although this will not be obvious until you walk into the repurposed facility at which point it will be glaringly, painfully obvious. Don't be overly concerned—you will be much more disturbed by this then all the men you will encounter in various stages of relief.

In Brest there was a small room marked "Women Only." Hot damn, I thought, here's my chance for privacy. There were only 3 women in line ahead of me so I happily joined the line, realizing this was another perk of having reached the half-way mark.

My Ladies Room reverie was interrupted by the very audible and distressed sounds emanating from within which have never been made by any female in any lifetime on any planet. The single "powder room" in 1240K of riding had been breached by a man. Dejectedly, I walked away, 375 miles away from the nearest women's toilet.

The sad fact is that these co-ed rest rooms are actually the luxury situations, the top tier, so to speak. The second tier consists of double

rows of port-o-johns and not all portable toilets are equal so choose wisely. When you are exhausted and your legs are jelly the last thing you want to encounter upon opening the door is the dreaded set of treads on the floor and no seat. How well do you think you can hold a squat after 500 miles of riding?

Wow, I sure seem to have a lot of energy on a very few issues and now I am almost out of space so I will briefly list a few more tips. Don't be afraid to sleep at the controles. Yes the sleeping accommodations consist of dozens or maybe hundreds of cots (it was dark and I was tired, there could have been thousands) in a vast gymnasium. But the cots are comfy, the blankets warm and the volunteers heaven-sent. A few hours of sleep might be all you need to finish your ride successfully.

There is a vast selection of food at the controles but you must remember you are not on a gourmet tour of France and the controles are more truck stop than five star Michelin restaurants.

I tried the quiche at one controle figuring this was France, how bad could it be? Inedible, as it turned out! I advise that you pick a few entrees which agree with your GI system, are reasonably tasty and pack enough of a caloric wallop to get you through to the next controle. My strategy consisted of pasta Bolognese for each meal supplemented with baguettes and croissants as needed. I stuffed a sandwich in my jersey pocket at each controle to supplement my meals and it worked quite well.

PBP is a great adventure filled with challenges both on and off the bike. Many of your fellow randonneurs will offer sound advice on subjects great and small. Use what you can, establish a plan and prepare for the experience of a lifetime! Bonne route! 🚲

Five Reasons to Design a Permanent

BY SCOTT ELLIOTT

2014 was a lost season for me. Initially, it was on account of a knee injury in March that prevented me from riding for a couple of months. This meant that I hadn't logged many miles once the weather turned warm. By then, however, a seemingly endless amount of other "stuff" kept me off my bicycle, often when what I needed most was to be riding.

The only randonneuring ride I managed to do was the inaugural ride of a permanent (Adrian-Albion-Adrian, #2271) that I had designed months earlier, when snow covered the ground. I was joined by Detroit RBA Tom Dusky, and local riding buddy and fellow randonneur, Dave Cruse.

Despite the fact that I'm still new to randonneuring, I've become keen on permanents. There are plenty of good reasons to ride them, and I'm sure those reasons are familiar to most readers of *American Randonneur*. But for those who have never given any thought to designing and managing a permanent of their own, here is my list of five reasons why you should do so.

First: designing and managing a permanent is a terrific way to support RUSA. Permanents provide options for those pursuing RUSA distance awards, including R-12s, P-12s, and the American Explorer Award. One of my permanents was even adopted (with a few small modifications) as a fall brevet by our RBA. Giving back to

L to R: Dave Cruse, the author, Sam Carleton, and Larry Parker at the start of Loveland-Caesar Creek.

— PHOTO TOSHIYUKI NEMOTO

“Designing a permanent is a great way to learn more about the sport of randonneuring itself.”

the randonneuring community by owning a permanent, results in an even greater appreciation for RBAs, and the work they do. Crafting routes, drafting cue sheets, fielding questions from riders, handling paperwork, and posting results on the RUSA website certainly isn't backbreaking work, but it does take effort. RBAs do this (and more) on a far greater scale.

Second: designing a permanent is great fun during the off-season. Of course, I realize that there really isn't an off-season (or at least there shouldn't

be one). But winters in Michigan are wretched. I ride whenever opportunity presents itself, but I find that I spend far more time daydreaming and planning. Designing a permanent is a marvelous way to spend the dark, cold hours while staying warm and toasty indoors.

Third: owning a permanent offers you the convenience of having routes nearby, when you're the one pursuing any of the aforementioned awards (save for the American Explorer). While a nearby permanent might not





get you out of riding in the cold if you live in my corner of the hemisphere, it nevertheless requires less time, expense, and planning to ride a permanent that follows a route you already regularly ride. Hence, it removes a potential obstacle that might prevent someone from earning one of the above awards.

Fourth: permanents are a fantastic way to interact with fellow randonneurs from all over. At some point or another, riders from out-of-state will undoubtedly be in your neck of the woods and make arrangements to ride your route. Some might even make the trip for that specific purpose. There's also an email list for permanent owners.

The Permanents Coordinator, Crista Borrás, is absolutely fantastic to work with. I was a bit apprehensive about trying my hand at designing a permanent, but I now own three, and it's largely thanks to her

encouragement, helpfulness, and inexhaustible patience.

Finally, designing a permanent is a great way to learn more about the sport of randonneuring itself. For example, why and how must routes be controlled? What are the best ways to do so without making it tedious for riders? What makes a route worth riding? What makes it challenging, but not demoralizing? What makes it fun and interesting? This may not pertain to veteran randonneurs, but I'm including it for others, like myself, who still consider themselves novices. Don't wait until you have randonneuring all figured out to pitch a route.

I recently rode my first permanent of the year, grabbing an unexpectedly early start on my pursuit of a P-12 Award. It came about when Sam Carleton (#10216) from Ohio Randonneurs took note of unseasonably warm weather in the

L to R: the author, Tom Dusky, and Dave Cruse at the Adrian-Albion-Adrian turnaround point.

—PHOTO SCOTT ELLIOTT

forecast and threw out an invitation to ride a nearby permanent (Loveland-Caesar Creek, #1681). Within a couple of days, four riders (only two of whom already knew each other) had agreed on a start time and were gearing up. Permanent owner, Toshiyuki Nemoto (#1918), met us at the start to collect registration and waiver forms and distribute brevet cards. Handshakes were exchanged, photographs were snapped, and a few minutes later, Sam, Dave, Larry Parker (#1328), and I were rolling out for a great day of cycling.

The availability of a nearby permanent afforded us the opportunity to act spontaneously, and now we owe some miles and a couple of new friendships, in part, to the owner of the route. 🚲

Jim Kreps Chicago, Illinois RBA

When did you start cycling?

I started riding a bike when I was 14 years old and growing up with JRA (Juvenile Rheumatoid Arthritis). At first, it was just transportation—a way to get around. Then, it became freedom and exploration. Later, bike riding became more about going the distance. When I went to college, I bicycled all over campus and started a bicycle club with friends. I rode a century. Then another. Bike riding became serious cycling. My rheumatologist was shocked when he found out I was riding distances like 100 miles, 24-hour challenges, and Paris-Brest-Paris. I like to get out and be active. Nothing puts me down. I like to set goals and then achieve them.

How did you get involved with randonneur cycling?

As a personal challenge to ride longer and farther. I started with 12-hour and 24-hour challenges. In 1999 a woman came to our Chicago Cycling Club to talk about Paris-Brest-Paris. The rest is history.

When did you ride your first brevet?

In 2002. I was planning to ride Boston-Montreal-Boston, but did not finish the qualifying brevet series. I then set my sights on PBP 2003. I finally rode BMB in 2004. Too bad BMB is no longer around.

What made you want to be a RUSA RBA?

Wanting to help others achieve

their goals. I had to retire from long distance cycling due to ankle and lower back issues. After riding five 1200k grand randonnées, including Paris-Brest-Paris in 2003 and again in 2007, I now ride multi-day tours. In my retirement years, I plan to try one more PBP, even if it takes me 90 hours to finish it.

When did you start hosting RUSA events?

2008.

What is the most popular (well-attended) ride in your area?

Tour of the Mississippi River Valley (TOMRV).

What is the most popular (well-attended) brevet distance in your area?

The 200K.

What is the most rewarding part of being an RBA?

The unsolicited appreciation in whatever form. Local randonneurs know my background and appreciate my contribution.

What's the most difficult part of being an RBA?

Previewing the routes. I like to ride, and if I run into a detour, I ride a different way. However, previewing the routes for randonneurs requires a car to speed up the process.

What attracts riders to your region to do a brevet?

Our challenging terrain. A rider can do a 300K here with almost 10,000 feet of climbing. That's great preparation for a 1200K with 42,000 to 48,000 feet of climbing. We are also in good proximity to Chicago and Rockford IL, plus Milwaukee and Madison WI.

Jim at the 2007 PBP Brest Bridge Crossing.



Jim at the 2003 PBP Finish Line.



What does the future hold for randonneuring in your region?

It's strong, but declining a bit. In 2000, I was riding the 200K and the 300K brevets with 75 to 90 riders in our region. Now we're likely to get 30 to 50 riders. I'm not sure why.

What is your favorite bike ride?

The Midwest Hilly Hundred, in southern Indiana. It's two days in October, 50 miles per day, of rolling hills and steep hills, with more than 5000 feet of climbing each day, when the trees are all changing color.

What is your greatest randonneur cycling achievement?

Finishing the Cascade 1200K in 2006. My ankle tendonitis flared up badly after the first 150 miles. It was

really hot, with temperatures in the mid 90's. The two randonneurs who rode with me, advised me to lower the seat, so I did. I took 800mg of Advil every eight hours, and iced at each

control. Mark Thomas remembers helping me. I thought I would not finish. I kept going and finished in 89 hours 08 minutes. I paid for it. I rode PBP in 2007 and then had to retire.

What is your motto?

Set goals, aim high, achieve the goals you can, and keep living the dream. Via the bike is the best way. 🚲

Note: Great Lakes Randonneurs was founded in 1996, as a midwestern, moderately sized randonneuring group. Our brevets start and end in Delavan, WI and typically go south, west and north. The longer brevets circumnavigate Madison, WI. We stay mostly rural, and some of our 300K and 400K routes can be challenging, with up to 10,000 feet of climbing. Wisconsin roads are great, and the town folks always wonder about all those red blinking lights they see going through town at 3:00 in the morning.



Jim's current passion is multi-day bike touring. Here he is about to set off and ride the perimeter of Lake Erie, 2013.

The 2015 SFR Shasta Mountains 1000K

BY ERIC LARSEN



The Shasta Mountains 1000K was originally devised as a counterpart to SIR's Crater Lake 1000K; both events could be run at the same time, with SIR randos starting in Seattle and SFR randos starting in San Francisco, riding from either direction, both finishing together 625 miles later in Klamath Falls. So I worked off-and-on over two years developing a permanent route from San Francisco to Klamath Falls, researching, scouting roads and checking logistics. Eventually I recognized that it'd be just too hard to ride into a nearly-certain headwind up the coast for 20 hours, followed by over 34,000' of climbing through the Klamath Mountains and Trinity Alps. So, I decided to ride the route in reverse. I left from Klamath Falls and finished in an exhausting 75 hours: stunned, exhilarated and delirious at the

extraordinary magnificence, beauty, triumph and accomplishment.

This year, the San Francisco Randonneurs are offering a modified, ACP version of this route.

Starting at the Winema Lodge, riders will begin their adventure as the sun rises over Tule Lake wildlife reserve, pedaling into the Lava Beds National Monument, passing stunning moonscapes where lava flowed for miles across the vast, wide valley many thousands of years ago. They will follow paved (though rough) Forest Service roads into the Modoc National Forest and begin their first long climb, some 2500', up to Medicine Lake, followed by a descent through some of the most beautiful pine forests anywhere, passing more lava flows on a single-lane, sparsely-travelled Forest Service road, for another 30 miles.

The first day.

—PHOTO ERIC LARSEN

Riders will then head west on CA-89, passing wonderful vistas of Mt Shasta on their way to a lunch stop in the City of Mt Shasta and taking a much needed rest before the biggest climb of the entire ride. At 3800' over 1.3 miles, the 6% grade up Mt. Eddy will be a challenge for the toughest riders, but those with the simple mettle and determination (and maybe the sense to stop and take a break) will make it, crossing the Pacific Crest Trail with a most stunning view of Mt Shasta behind and an apparently endless stretch of the Klamath Mountains under the sunset before them.

They will descend Mt Eddy and follow the Trinity River to the first overnight



Recovery section along the Avenue of the Giants through the Humboldt Redwoods.

— PHOTO ERIC LARSEN

control at Weaverville. Likely arriving after midnight, weary riders will be greeted by volunteers and will find hot food, hot showers, and the chance for a few hours of sleep before the next day's climbs through the Klamath Mountains.

The mountains will seem impenetrable, but they will be climbed, and the descents will be, oh so much fun! The 2015 version of this ride will give riders a reprieve, bypassing some 5000' of climbing over Ruth-Zenia and Alderpoint, in favor of the Van Duzen River and into Fortuna for lunch. Riders will then proceed through Eel River Valley farmland, and what should be a lovely

ride up the majestic Avenue of the Giants on the Eel River to Garberville for dinner. After dinner, they will visit Leggett and then turn west and tackle the last big hump out to the Pacific Coast Highway on CA-1.

By the time riders reach the coast, night will have fallen and the full moon will have risen over the Coastal Range, illuminating the ocean, crashing waves and the rolling highway, winding over the cliffs and bluffs. Perhaps they will see a

heron, but it's doubtful that they will see a car, at least not very many before Fort Bragg. This will be the second overnight; some will likely sleep a little longer here, but some will not want to waste the day for the next 100 miles down the Pacific Coast Highway and some of the world's most stunning and memorable scenery (on a Monday!).

Riders will continue on CA-1 past Bodega Bay and Tamales Bay, and follow the traditional SFR return route to San Francisco, crossing the Golden Gate Bridge and finishing at the historic Marina Motel just a few miles on in the Marina District.

This event will be quite minimally supported and strictly limited to 50 participants due to lodging constraints at the Winema Lodge.

For more information, go to the SFR website: www.sfrandonneurs.org/shasta-mtns-1000.htm 🚲

Pacific Coast Highway.

— PHOTO ERIC LARSEN



PBP—How the Big Tent of Randonneuring Came About

BY JAN HEINE

“I dream of a truly utilitarian race, with racers who will sleep when their nature demands it, who will be true wandering cyclists with bags and lanterns.”

That was Pierre Giffard’s dream in 1891. Giffard, the editor of the Paris newspaper *Le Petit Journal*, had fallen in love with cycling, and wanted to promote this new means of transportation. Bicycles were still considered toys—expensive and difficult to ride. Giffard wanted to capture the nation’s imagination with an incredible race: from Paris to France’s westernmost city and back, over a distance of 1200K.

Giffard reasoned that if cyclists could cover that distance, it would prove once and for all that bicycles were a viable means of transportation. He foresaw a true cycling boom, and already predicted doom for the railways in the face of this new competition.

A 1200K race was unprecedented at the time. Most bike races were held on tracks or urban boulevards. Earlier the same year, the world’s first true long-distance race, from Bordeaux to Paris over a distance of 560K, had been run. And now Giffard was proposing a race that was more than twice as long. He envisioned a race where amateurs, riding smartly, might be able to outrun professional racers, whose superior speed might not count for much if

they didn’t know how to ration their effort over the incredible distance.

These were revolutionary ideas. Cyclotouring was not yet a popular pastime. *Vélocio* had just started publishing his magazine *Le Cycliste* in 1887, and it would be years until he undertook his long voyages in the mountains for which he later became famous. The word *randonneur* was not yet known in a cycling context. The first PBP truly was heading into the unknown.

Was it even possible to ride that far? Would riders have to stop and sleep, taking the better part of a week to cover the 1200K? Or would some ride straight through and complete the race in 90 hours or less?

As a “utilitarian race,” PBP also

was intended as a test of bicycles. Who made the best long-distance bike?

Were the new-fangled pneumatic tires superior to the flat-proof solid and hollow rubber bandages? Participants in the first PBP were not allowed to change bikes or wheels. They had to finish on the equipment on which they started the event. Before the race, there was a bike check where every bike and every wheel was equipped with a seal to make sure these weren’t changed during the race. Today, this tradition lives on in the pre-PBP bike examination. It now serves to make sure bikes comply with the safety rules regarding lighting and other features.

The first PBP captured the imagination of an entire nation, just as Giffard had hoped. Everywhere

A rider checks in at a controle during the first PBP in 1891.





in France, people discussed the incredible race. For the organizer, this meant millions of extra newspapers sold! But it also meant that the French for the first time thought about the potential of the bicycle, just like Giffard had intended.

206 riders started the first PBP. All were French men, since foreigners and women were excluded from the first PBP. British riders had shown their superiority in the Bordeaux-Paris race, and Giffard wanted to stimulate interest in cycling in France. For that, he needed a French winner. The exclusion of women was for different reasons. Several women had wanted to register, and there was little doubt that they were capable of riding the distance. Even in 1891, there were already strong and experienced female cyclists. But how would their male competitors react, if they were passed by a woman? To avoid ugly displays of chauvinism, Giffard decided to restrict the race to men.

The full story of the first PBP was told in a 20-page excerpt from Bernard Déon's classic book "Paris-Brest et Retour" (*Bicycle Quarterly* Winter 2014), so I'll just recount the

highlights of this incredible race. Two well-known racers, Charles Terront and Joseph "Jiel" Laval, rode off the front, leap-frogging each other all the way to Brest. Both were sponsored by tire manufacturers, who provided pacers to help the racers on the road and mechanics who waited at the controls to fix the inevitable flat tires. To some degree, it was a race between Michelin and Dunlop, too. Terront was held up by multiple flat tires. Jiel-Laval's team thought his lead was great enough for him to take a sleep break. Terront avoided the look-out posts stationed outside Jiel-Laval's hotel by taking side streets, and resumed the lead in the middle of the night. Despite a valiant chase, Jiel-Laval was unable to catch Terront, who arrived in Paris after 71 hours and 27 minutes. Considering the unpaved, rutted roads of the time and the single-speed bicycle he rode, this was a remarkable feat.

This first PBP already had all the elements that make the ride so varied and fascinating today. Racers lined up next to pure amateurs. Some rode the latest, stripped-down racing machines, while other preferred fully equipped

(title): The start of the tandem in 1951. In the middle are Jo Routens/René Fourmy, who were the fastest overall. On the right are René Gillet/Odette Seurin, who set a tandem record that stood until 1999

Charles Terront, winner of the "utilitarian race" in 1891.



touring bikes. Some riders had support, while others were completely on their own. Riders had to weigh whether sleeping would refresh them, or break their rhythm and slow them down overall. There even was cheating, with one rider having his brother impersonate him on part of the course. And then as now, the local population was most enthusiastic, often feeding the riders without asking for anything in return.

Overall, 100 participants finished the race within the time limit of 10 days. Unlike typical races, where only the first riders receive awards, every finisher of the first PBP received a medal. That was the start of another tradition that endures to this day.

The first randonneurs in PBP: the Audax peloton in 1931.

The first PBP exceeded even the lofty ambitions of Pierre Giffard. It gave cycling a huge boost in popularity. As the tenth anniversary of the original race approached, it was decided to revive the event. From then on, Paris-Brest-Paris was run every decade.

The next two PBPs were pure professional races. Team cars followed the riders with spare bikes. Their headlights illuminated the road at night. However, amateurs still were allowed in the *touriste-routier* category, just like they were in the Tour de France at the time. They rarely had a shot at winning the event, though, since team tactics and support gave the professionals a big advantage.

The dream of the utilitarian race had not gone away. In 1921, a bicycle builder from Paris, Pierre Desvages and his employee Juliette Gasnier, obtained permission to ride

the event just ahead of the professional race. They completed the 1200K in 118 hours, showing once again that cyclotourists and randonneurs—and women—were capable of riding this event.

Randonneuring was becoming popular in France during the first half of the 20th century. There were two competing formulas. First were the *Audax*, who rode in groups behind *capitaines de route* at a strictly enforced speed of 22.5 km/h. The *Allure Libre* randonneurs had broken away from the Audax and organized their own brevets that allowed riders to cycle at any speed as long as they arrived within the time limits. Both groups decided to organize randonneur rides over the course of the Paris-Brest-Paris race for the 1931 edition. And this time, women were allowed to ride as equals with the male randonneurs, another tradition that continues to this day.

The randonneur PBP increased in popularity after the war, while the professional race withered. The long race was not all that exciting any longer. Pacers had been outlawed in 1921, and the distance was simply too great for lone breakaways to have a chance of success. To win, racers had to stay in the shelter of the peloton for 1000 kilometers or more, and then try to break away as the finish approached—or hope to win the sprint. The bunched peloton winding its way across western France for 35 hours didn't make for an exciting race, and without much public interest, the



The photos in this article are reprinted with permission from Jacques Seray's book Paris-Brest-Paris, 120 ans, 1200 kilomètres and from Jan Heine's René Herse: The Bikes • The Builder • The Riders.



A finisher's medal from the first PBP in 1891.

directeurs sportifs no longer were keen on sending their teams to Paris-Brest-Paris. The 1951 professional race was the last.

The *Allure Libre* randonneurs filled the void left by the cessation of the professional race. At the front, the event saw some incredible battles, such as in 1956, when Roger Baumann and Gilbert Lespinasse were almost caught by a late-charging Jean Lheullier, who came within a few hundred meters of the leaders after chasing for hundreds of kilometers. In the race to the finish, Baumann prevailed, Lespinasse cracked, while Lheullier finished second. In 1961 (PBP was held every five years), Jean Fouace broke away before Brest and managed to stay ahead of the peloton all the way back to Paris. 1966 saw a spirited race in which Maurice Macaudière and Roger Demilly set a new record of 44:21 hours.

However, just like in 1891, the vast majority of riders did not set out to break records. Their challenge was to complete the ride within the 96- or, starting in 1965, 90-hour time limit. Many were keen to improve on their best performance in a previous PBP. These riders very much lived up to Pierre Giffard's ideal of the "*utilitarian racers who will sleep when their nature*



Roger Baumann and Gilbert Lespinasse during the last night in 1956.

demands it, who will be true wandering cyclists with bags and lanterns."

In recent decades, PBP has grown by leaps and bounds, but the "big tent" of randonneuring still accommodates riders from many backgrounds and with many goals. Records no longer are possible with the enforcement of a minimum time limit, but there are still those who dream of riding at the front, of being among the first to finish in Paris.

A few dozen American riders train hard to become a member of RUSA's Charly Miller Society, which requires completing the event in less than 56:41 hours. And for the vast majority, the challenge lies in completing the event within the time limit.

Each group can point to PBP's long and rich history as a precedent

for what PBP means to them. For most riders, no matter their speed, the biggest goal is to have fun: the fun of riding on beautiful roads in the company of like-minded cyclists from all over the world. The fun of being cheered on by the local population, just like the riders of that first PBP in 1891. And the fun of arriving back in Paris, knowing that they have completed a challenge that is out of the ordinary. 🚲

Note about the author: Jan Heine is the editor of Bicycle Quarterly magazine (www.bikequarterly.com). He is a four-time ancien of PBP.

New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
10383	B Staton	Troy	OH	10443	B Jensen	Mount Dora	FL	10505	Anthony Santos	Seattle	WA
10384	Michael Leven	Ellicott City	MD	10444	Patrick Tivnan	Lake Forest	IL	10506	Kurt Lorenz	Indianapolis	IN
10385	Daniel Macauyag	San Leandro	CA	10445	Sean Kennedy	Washington	DC	10507	Frank Rotondo	Farmington	MI
10386	Edmund Reek	Loveland	CO	10446	G Parsons	Nevada City	CA	10508	Leah Mantle	Jacksonville	FL
10387	Gernot Wolfram	Cary	NC	10447	Prentiss Berry	Longmont	CO	10509	Mark Ramach	St. Louis	MO
10388	Blane Henley	Santa Rosa	CA	10448	V Hildreth	Los Alamos	NM	10510	Ben Giacona	Grosse Pt. Woods	MI
10389	Luciano Gonzales	Long Beach	CA	10449	John Gruber	Eagle River	AK	10511	Steven Burns	Los Angeles	CA
10390	Estevam Hirschbruch	Weston	FL	10450	Joe Schutz	Shelton	CT	10512	Markus Boesch	El Segundo	CA
10391	Frank Urban III	Miami	FL	10451	Anthony Ingham	Pinecrest	FL	10513	Robert Burdalski II	Philadelphia	PA
10392	Marc Lombard	Greenfield	MA	10452	Tyrell Baker	Fort Lauderdale	FL	10514	A Lonsdale	Tavares	FL
10393	Robert Lombard	Maplewood	NJ	10453	Evan Molyneaux	Del Mar	CA	10516	Earl Burns	Lincoln	NE
10394	Sandeep Reddy	Mountain View	CA	10454	Francisco Juelle	Guaynabo	PR	10517	Julio Salazar	Friendswood	TX
10395	Julie Peerson	St Augustine	FL	10455	Rose Pantley	Seattle	WA	10518	Bernie Wilder	Davenport	IA
10396	Matt Pendleton	San Ramon	CA	10456	Jeffrey Cannon	Los Angeles	CA	10519	Charles Fuller	Denver	CO
10397	Samir Chabra	Elmhurst	IL	10457	J. Quiros	Playa del Rey	CA	10520	Robert McMurray	Seattle	WA
10398	Christina Groger	Jacksonville	FL	10459	Kari Kastango	South Hadley	MA	10521	Rachel Tarver	San Luis Obispo	CA
10399	Thomas Pellegrino	Portland	OR	10460	Tony Darnell	Louisville	KY	10522	Lawrence Breen	Zionsville	IN
10400	Rick Watts, Jr	Pasadena	MD	10461	Carl Lind	Seattle	WA	10523	Rodrigo DeZubria	Fresno	CA
10401	Ernie Longino	Orange Park	FL	10462	L Griffith	Crystal Lake	IL	10524	Craig Feringa	Grosse Pt. Park	MI
10402	Mike Healy	Richardson	TX	10463	James Pettway	Dallas	TX	10525	Daniel Cleaver	Orlando	FL
10403	John McMonagle III	Philadelphia	PA	10464	Tommy Kelly, Jr	Seattle	WA	10526	Jennifer Klein	Atlanta	GA
10404	Joe Bond	San Jose	CA	10465	Brian Swick	Roselle Park	NJ	10527	Will O'Donnell	Moon Township	PA
10405	Jeff Page	Wilson	NC	10466	Erich Krueck	Seattle	WA	10528	Susan Price	Seattle	WA
10406	Michael Mooney	Phoenix	AZ	10467	Evan Kutter	Seattle	WA	10530	Chad Goforth	Palm Beach Grdns	FL
10407	Mark Devine	Pasadena	MD	10468	Calvin Rocchio	Berkeley	CA	10531	Ian Keen	Tucson	AZ
10408	Joseph Ray	Bernardsville	NJ	10469	Robert Gregory	Leechburg	PA	10532	Rudy Wey	Essex	ON CAN
10409	John McMahon, Jr	Arlington	VA	10470	Joyce Holloway	North Bend	WA	10533	Bikramjit Singh	Fresno	CA
10410	Bruce Hinckley	Clermont	FL	10471	Trish Kimbell	Seattle	WA	10534	Randy Bevan	Trinity	NC
10411	Chloe Pascual	Long Beach	CA	10472	Paula Crowe	El Paso	TX	10535	Tom Orr	Ballwin	MO
10412	Christopher Zwolenski	Bellingham	WA	10473	Kimberly Johnson	Olympia	WA	10536	Erik Grayson	Waverly	IA
10413	Anne-Marie Pearson	Altamonte Springs	FL	10475	Roy Bash	Denver	CO	10537	Joseph Dille	Telford	PA
10414	Alex Telitsine	Renton	WA	10476	Christopher Fontecchio	Seattle	WA	10538	Sara Fechtelkotter	Minneapolis	MN
10415	Ralph Schmook	Evensville	TN	10477	Steven Tatge	Seattle	WA	10539	Adam Konrad	Chicago	IL
10417	William Stubbs	San Ramon	CA	10478	Jeremy Lewis	Denver	CO	10541	Jeffrey Gregg	Oceanport	NJ
10418	Joel Frushone	Washington	DC	10479	Robyn Ellis	Portland	OR	10542	Charlie Wilson	Loveland	CO
10419	John Quinones	Calabasas	CA	10480	Michael Campos-Quinn	Oakland	CA	10543	Jay Carlson	Ankeny	IA
10420	Cindy Richardson	Aptos	CA	10481	Christopher Brennan	Tempe	AZ	10544	Eric Quinn	West Chester	PA
10421	Elisabeth Guevara	Coaregold	CA	10482	Julie Pitts	Johns Creek	GA	10545	Ryan Kingkade	Omaha	NE
10422	Scott Millar, Jr	Catonsville	MD	10484	Stanislav Lavrynenko	Swampscott	MA	10546	Rodrigo DeZubiria	Fresno	CA
10423	Brian Graham	Farmington Hills	MI	10485	Francisco Casanova	Miami	FL	10547	Colin Coutts	Portland	OR
10425	George Denis	Miami	FL	10487	Andres Martin	New Haven	CT	10548	Ilsina Nazarova	Olympia	WA
10426	Alan Borba	Modesto	CA	10488	Jimmy Gallier	Lumberton	TX	10549	Steven Rodriguez	Dayton	OH
10427	Brooke Krawetz	Portland	OR	10489	Doug Pinson	St Petersburg	FL	10550	Andrew White	Sylvania	OH
10428	Steve Kline	Myerstown	PA	10490	Jay Roberts	Oklahoma City	OK	10551	David Yousling	San Francisco	CA
10429	Matthew Dickey	Carmel	IN	10491	Kristin Sullivan	Anchorage	AK	10552	Marc Chang	Denver	CO
10430	Anita Schiltz	Seattle	WA	10492	Herb Kengel	Mount Clemens	MI	10553	Alejandro Peraza	Miami	FL
10432	Joseph Hunt	New York	NY	10493	Brian Sorensen	Seattle	WA	10556	Hideki Naganuma	Musashino-shi Tokyo Japan	
10433	Franklin Rosado	Ridgewood	NY	10494	Sandra Myers	Diablo	CA	10557	Dustin Berry	Poplar Bluff	MO
10434	Jeremy Calvert	Seattle	WA	10495	Mary Lucas	Shawnee	KS	10558	Peter Fillat	Pasadena	MD
10435	Charles Payne III	Orlando	FL	10496	Kerry Nordstrom	Seattle	WA	10559	Wade Schultz	Seattle	WA
10436	Chip Krieg	Athens	OH	10497	Gaetan Kenway	Ann Arbor	MA	10560	Michael Bell	Arlington	VA
10437	William Brownfield	Grove City	OH	10498	Tom Schwiesow	Moses Lake	WA	10561	Ryan Linne	Savoy	IL
10438	Mark Bratanov	St. Petersburg	FL	10499	Michael Jensen	Janesville	WI	10562	Matthew Hawtin	Royal Oak	MI
10439	Fred Heckman	Apopka	FL	10500	Preston Smith	Oakland	CA	10563	Darin Goff	Cottonwood Heights	UT
10440	Jameson Henkle	Davis	CA	10501	Mike Comiskey	Seattle	WA	10564	John Marshall	Chapel Hill	NC
10441	Ricky Ng	Saint Louis	MO	10502	Brett Beeching	Anchorage	AK	10565	Eric Hislop	Golden	CO
10442	Jim Stansbury	Germantown	MD	10503	Matthew Sandoval	Anchorage	AK	10567	Sanjay Jaiman	Tyngsboro	MA

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
10568	Miguel Sanchez II	Santa Rosa	CA	10600	Lee Meroney	Asheville	NC	10632	Nelson Moreno	Miramar	FL
10569	Gary Davidson	Wilton Manors	FL	10601	Mesa Jetton	Anchorage	AK	10633	Curtis McPherson, Jr	Glendora	CA
10570	Daniel Force	Flemington	NJ	10603	Drew Frehs	Sedona	AZ	10634	E O'Brien	Rockville	MD
10571	Michael Bleile	Round Lake Beach	IL	10604	Nicolaas van Rhede van der Kloot	Old Greenwich	CT	10635	Russell Hansel	Mount Holly	NJ
10572	Matthew Frederick	San Francisco	CA	10605	Ed Acheson, Jr	Cleves	OH	10636	Ryan Schiff	Williamsburg	MA
10573	Jono Davis	New Haven	CT	10607	Scott Campbell	Abington	PA	10637	Greg Wood	Chicago	IL
10574	Jon Colclasure	Palm Beach Gardens	FL	10608	Michael Craft	Ames	IA	10638	Donald Villarreal	Seattle	WA
10575	Taylor March	St. Louis	MO	10609	Daniel Frank	Anchorage	AK	10639	James Tate	Voorhees	NJ
10576	Cindy Davis	Eagle River	AK	10610	David Nelson	Greenwood Village	CO	10640	James Stewart	Salt Lake City	UT
10577	Jeff Molenda	Martinsburg	WV	10611	David Krause	Beavercreek	OH	10641	Richard Boyd	Burlington	MA
10578	Victor Steuber	Eugene	OR	10612	Westin Allen	Mandeville	LA	10642	James Taylor	Cottage Grove	OR
10579	Rudi Mayr	Lawrenceville	NJ	10613	Cindy Caruthers	Arlington	TX	10643	John Tabor	Sterling	AK
10580	Benjamin Schultz	Jamaica Plain	MA	10614	Robert Schopis	Columbus	OH	10645	Barrett Scott	Monroe	GA
10581	Kieran Johnson	Denver	CO	10615	Dean Henderson	Veazie	ME	10646	Jason Stacy	Edwardsville	IL
10582	Kim Gama	Fort Worth	TX	10616	Peter Premkumar	Cottage Grove	WI	10647	Lane Coddington	Missoula	MT
10585	Rebecca Haldeman	Sharon	WI	10617	Jose Valle	Chicago	IL	10648	Kris Jones	Sioux Falls	SD
10586	Robert Benton	Omaha	NE	10618	Paul Peel	Chicago	IL	10649	Steven McNutt	Pompano Beach	FL
10587	Jim Ridder	Cottage Grove	WI	10619	Dejah Sanchez	Seattle	WA	10650	Florian Figge	Lansing	MI
10588	Flint Wiles	Decatur	MI	10620	Keith Norton	Marquette	MI	10651	Paul Parton	Fairfield	CT
10589	Todd Ranney	Decatur	IL	10621	Chase Coalwell	Seattle	WA	10652	Andrew Baltimore	Gaithersburg	MD
10590	Gilbert Davis	Eagle River	AK	10622	David Rogers	Tigard	OR	10653	Nicholas Brown	Natick	MA
10592	David Raup	Mechanicsburg	PA	10623	Roger Pardon	Naperville	IL	10654	Tom Cheese	Wrightwood	CA
10593	Alvin Raber	Pickerington	OH	10624	Joseph Lalanda	Round Lake	IL	10655	John Rasmussen	Haines City	FL
10594	Keith Larson	Minneapolis	MN	10625	Jack Doran	Oakland	CA	10656	P Fogel	Hermosa Beach	CA
10595	Irma Carleton	Mason	OH	10626	Mark Erickson	La Valle	WI	10657	Garry Brady	South Lake Tahoe	CA
10596	Mark Newell	Columbus	IN	10627	Andrew Maurer	Chicago	IL	10658	Karthic Nagasundaram	Plainsboro	NJ
10597	Christopher Graham	Durham	NC	10629	Mark Howe	Ames	IA	10659	Steven Schoenfelder	Lewisburg	PA
10598	Damjan Bogdanovic	Ward	CO	10630	Edward Schantz	Lancaster	PA				
10599	Maryann Boeger	Santa Cruz	CA	10631	Kathleen Metzker	St Louis Park	MN				

Nominations to the Board

Two positions on the RUSA Board of Directors will become available at the end of the year—the terms of Mike Dayton and Bill Beck are expiring (Beck is eligible for re-election; Dayton is not). 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: Mike Dayton, RUSA President
2266 The Circle
Raleigh, NC 27608
or e-mail: president@rusa.org

All nomination forms must be postmarked by August 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. Omaha, NE RBA Spencer Klaassen 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 #

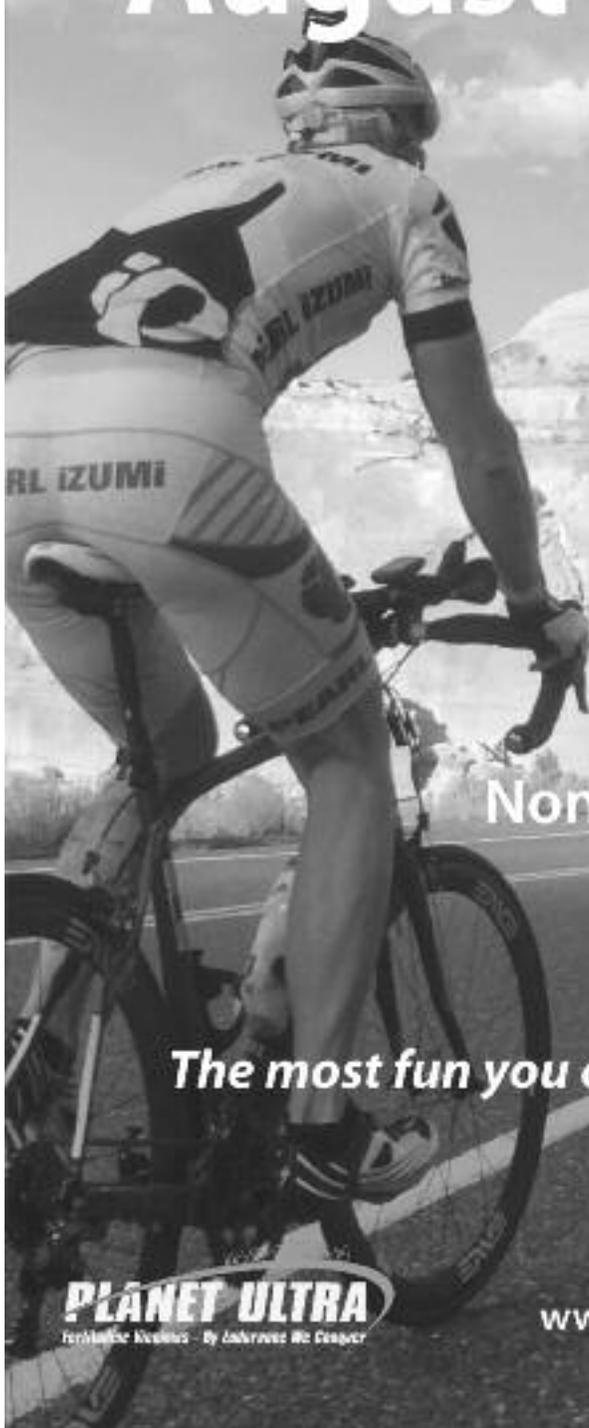
Please send this form to: Mike Dayton, RUSA President
2266 The Circle
Raleigh, NC 27608
or e-mail: president@rusa.org

All nomination forms must be postmarked by August 15.

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RUSA Awards

P-12 Recipients

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.

Events that count toward the P-12 Award are:

- Any populaire (100km-199km) on the RUSA calendar.
- Any dart of less than 200km.
- 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.

APPROVED	NAME	CITY, STATE
2015/02/05	Raymond Ogilvie [4]	North Plains, OR
2015/02/06	Lara Sullivan (F)	Ely, MN
2015/02/07	Mike Myers [4]	Baxter Springs, KS
2015/02/07	Nancy Myers (F) [4]	Baxter Springs, KS
2015/02/13	Ron Alexander [4]	Overland Park, KS
2015/02/17	Paul H Selden [3]	Portage, MI
2015/02/23	Larry Hayes	Sioux Falls, SD
2015/02/23	Narayan Krishnamoorthy	Kirkland, WA

2015/02/25	Christopher Heg [3]	Seattle, WA
2015/02/25	Deena Heg (F) [3]	Seattle, WA
2015/02/26	Norman Carr	Pasco, WA
2015/02/26	Paul Whitney	Richland, WA
2015/03/08	Denis E Kervella	Austin, TX
2015/03/14	Bill Cunningham	Millersville, MD
2015/03/15	Jon Erwin	Dillsburg, PA
2015/03/15	Craig Sleight [2]	Enumclaw, WA
2015/03/17	Malcolm R Fraser	Boulder, CO
2015/03/19	Stephen E Hahn	Millersville, MD
2015/03/30	Steven T Graves [4]	Gretna, LA
2015/04/01	Jack Smith [3]	Topeka, KS
2015/04/04	William A DeLoache	Boiling Springs, PA
2015/04/04	Spencer Klaassen [4]	Saint Joseph, MO
2015/04/06	Crista Borrás (F) [2]	Rockville, MD
2015/04/06	Chuck Wood [2]	Rockville, MD
2015/04/09	Cara D Grant (F)	Wheaton, MD
2015/04/20	Peter Nagel [4]	Georgetown, TX
2015/04/26	John D. Walsh	Northfield, NJ

RUSA Cup Recipients

The RUSA Cup is earned by completing at least one of each type of RUSA calendared event, comprising 5000km in total, within a two-year period.

Riders must complete:

- A 200k, 300k, 400k, 600k, and 1000k brevet
- A 1200k or longer grand randonné
- A rusa team event (dart, dart populaire, arrow, or flèches-USA)
- A populaire
- Any other calendared events—including populaires—to achieve the required 5000 km.

RUSA congratulates the recipients of this prestigious award.

APPROVED	NAME	CITY, STATE
2015/01/24	George Winkert [2]	Highland, MD
2015/02/22	Gregory H Smith	Richland Center, WI
2015/04/04	Kelly Smith	Fairfax, VA
2015/04/18	Mark J Roehrig	Redmond, WA

RUSA Awards

R-12 Award Recipients

The R-12 Award is earned by riding a 200km (or longer) 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.

Events that count toward the R- 12 Award are:

- Any event on the RUSA calendar of 200 Km or longer.
- Foreign ACP-sanctioned brevets and team events (Flèches), Paris-Brest-Paris, and RM -sanctioned events of 1200 Km or longer.
- RUSA permanents—a particular permanent route may be ridden more than once during the twelve-month period for R-12 credit. The applicant must be a RUSA member during each of the twelve months. RUSA congratulates the latest honorees, listed below.

APPROVED	NAME	CITY, STATE
2015/02/03	Gintautas Budvytis [6]	Castro Valley, CA
2015/02/04	Mark W Dennin [3]	Cooper City, FL
2015/02/05	James P Bronson [2]	Austin, TX
2015/02/06	W David Thompson [6]	New Smyrna Beach, FL
2015/02/07	Clyde Butt [5]	San Jose, CA
2015/02/07	Mike Myers [7]	Baxter Springs, KS
2015/02/07	Nancy Myers (F) [7]	Baxter Springs, KS
2015/02/08	Dan Driscoll [11]	Arlington, TX
2015/02/09	Karel Stroethoff [2]	Missoula, MT
2015/02/10	Narayan Krishnamoorthy [7]	Kirkland, WA
2015/02/10	Grant McAlister	Seattle, WA
2015/02/13	Richard G Carpenter [8]	Wilmington, NC
2015/02/13	Kelly DeBoer [5]	San Marcos, CA
2015/02/14	Charles J Arayata	Downingtown, PA
2015/02/15	Jeffery S Butt [2]	Harrisburg, PA
2015/02/15	David M Johnson	Severn, MD
2015/02/16	Lawrence A Midura [2]	East Syracuse, NY
2015/02/17	Julie Hua Ni (F)	Gold River, CA
2015/02/17	Daniel Oldale [5]	Arnold, MD

2015/02/18	Werner Huss [4]	West Palm Beach, FL
2015/02/18	Joshua E Stadler	Lee's Summit, MO
2015/02/21	George A Blair	Buffalo, NY
2015/02/22	Eric Peterson	Naperville, IL
2015/02/23	Jon Laye	Boca Raton, FL
2015/02/24	Andy Sattazahn	Boca Raton, FL
2015/02/24	Pamela Wright (F) [9]	Fort Worth, TX
2015/02/25	Ned Williams [4]	Columbus, OH
2015/02/26	Mark R Campbell	Oakland Park, FL
2015/02/26	Jeff Sammons [8]	Brentwood, TN
2015/03/01	Robert J Booth	Madison, WI
2015/03/01	Charles White [5]	Marysville, WA
2015/03/01	Kathy White (F) [3]	Marysville, WA
2015/03/03	Greg Keenan	Camp Hill, PA
2015/03/03	William B Willaford IV	Lynnwood, WA
2015/03/04	Ian Shopland [7]	Olympia, WA
2015/03/08	Andrew Froberg	Brooklyn, NY
2015/03/09	J Scott Franzen	Wernersville, PA
2015/03/09	Joe Llona [6]	Lynnwood, WA
2015/03/11	Alexander R Piotrowski	Stevens Point, WI
2015/03/13	Mark Wm Davis	Bagley, IA
2015/03/13	Fred Klingbeil	Johnston, IA
2015/03/13	Theodore Roffe [3]	Portland, OR
2015/03/14	Bill Cunningham	Millersville, MD
2015/03/15	Jerry L Phelps [9]	Durham, NC
2015/03/16	Rick Lentz [4]	Vineland, NJ
2015/03/17	Gil Lebron	Perth Amboy, NJ
2015/03/19	Joe Kratovil [6]	Hillsborough, NJ
2015/03/22	Gary Dean [3]	Silver Spring, MD
2015/03/23	Robert D Allen [3]	Reynoldsburg, OH
2015/03/23	George Brandt [3]	Glendora, NJ
2015/03/23	Joseph H Todd [2]	Decatur, GA
2015/03/24	Henry K Gong	Fremont, CA

2015/03/27	William Olsen [8]	Califon, NJ
2015/03/30	Joe Ski	Davie, FL
2015/04/01	Matthew Bartolin	Palm Bay, FL
2015/04/03	John Ingold [2]	Flagstaff, AZ
2015/04/03	Christopher C. Slocum	Toms River, NJ
2015/04/07	Roger A. Barth	Dunnellon, FL
2015/04/07	Malcolm R Fraser	Boulder, CO
2015/04/07	Susan Otcenas (F) [4]	Portland, OR
2015/04/08	William Beck [9]	Woodbine, MD
2015/04/09	Brian K Feinberg	Cupertino, CA

2015/04/09	Robert B Sexton	San Jose, CA
2015/04/10	William Reagan [3]	Egg Harbor City, NJ
2015/04/14	Tom Haggerty [4]	San Francisco, CA
2015/04/15	Jon Erwin	Dillsburg, PA
2015/04/22	Vincent Muoneke [7]	Federal Way, WA
2015/04/25	Robert C. Newcomer	Atlanta, GA
2015/04/25	Robert C. Newcomer [2]	Atlanta, GA
2015/04/26	Douglas Gemin	Kenmore, WA
2015/04/26	Robert C Link, Jr	Orlando, FL
2015/04/27	Calista Phillips (F) [2]	Frederick, MD

Four Riders Earn Galaxy Award

Four Western U.S. riders are the latest RUSA members to earn the "Galaxy Award" by riding more than 100,000 km in sanctioned events.

The Galaxy Award is for RUSA members who have successfully completed at least 100,000 km in RUSA events.

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 1998. Foreign events (including PBP) are not counted.

RUSA congratulates these latest members to the Galaxy Club.

APPROVED	NAME	CITY, STATE
2014	Kelly DeBoer	San Marcos, CA
2014	John Lee Ellis	Lafayette, CO
2014	Ken Johnson	Sacramento, CA
2015	Geoff Swarts	Mercer Island, WA

5 Members Earn Mondial Award

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 just earned this prestigious award.

APPROVED	NAME	CITY, STATE
2015/01/03	Jan Acuff (F)	Seattle, WA
2015/01/13	Mark J Roehrig	Redmond, WA
2015/01/25	Ian Flitcroft	Williamson, GA
2015/02/12	Richard Stum	Mt Pleasant, UT
2015/02/22	Drew Carlson	Davis, CA



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