

AMERICAN RANDONNEUR

Volume Ten Issue #1

February 2007



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RUSA Executive Committee

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Secretary	Terry Zmrhal
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Board Member	Don Hamilton
RBA Liaison	Susan France
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Message From the President

Welcome to the 2007 season of randonneuring in the US. As we enter this ninth year of Randonneurs USA brevets, the organization and the sport have never been stronger. The cornucopia of events on our calendar beckons us to get out and ride. Our warmer regions have held their first brevets. Riders elsewhere are waiting for the ice to thaw and the snow to melt so they can take bikes off hooks or out of trainers and ride our roads.

Also calling many of our riders is the sixteenth Paris-Brest-Paris. Even before the first qualifiers were held, randonneur chat lists were abuzz with questions about the event — how to prepare, how to qualify, how to get there. At least two PBP informational seminars have already been held by local clubs and more are planned. The Audax Club Parisien has updated its website and PBP brochures, including versions in English. Riders are rushing to join Randonneurs USA to meet the requirement that memberships be current by the dates of their first qualifying brevets.

The year 2007 will build on a terrific randonneuring year in 2006. Included with this newsletter is our annual results publication. It's huge! More than 1250 different riders covered nearly two million kilometers on our events — enough for 5 trips to the moon. Over 100 thousand hours (almost 12 years) were devoted by our riders to finishing our events. Once again the USA led the world in ACP event homologations. A US club (Seattle) had the most ACP event homologations of any randonneur club.

Our riders earned randonneur awards at an astounding clip in 2006. More than 300 riders finished a Super Randonneur series and more than 500 riders were eligible for a RUSA distance award, completing at least 1000km in events. Sixteen riders completed an R-12 award and sixteen riders applied to the ACP for a Randonneur 5000 award. Five more riders received the Ultra Randonneur award.

With the new year we say thank you to Bill Bryant and Tracey Ingle who are leaving the Randonneurs USA board of directors. Since before RUSA's inception, Bill has advised coached and mentored many individual riders, volunteers, and RBAs and advanced randonneur organizations local, national, and international. His impact has been widely felt and the sport is stronger for his work. Tracey worked tirelessly throughout 2006 as the RBA Liaison. Hats off to both of them. We look forward to all their future contributions as well.

Joining the board in 2007 are Jennifer Wise (welcome back!) and the new RBA Liason, Susan France. Along with them, the re-elected Don Hamilton, the continuing board members, and volunteers old and new, I look forward to serving you and riding with you again in 2007.



MARK THOMAS

—Mark Thomas

RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
3694	John	Boone	Houston TX	3765	Jean Luc	Servat	Mill Valley CA
3695	Alan	Becke	Holland MI	3766	Ronald	Anderson	Hamilton NJ
3696	Dean P	McKenzie	Christoval TX	3767	Barbara	Anderson	Hamilton NJ
3697	John	Posue	Burleson TX	3768	Vik	Banerjee	Okotoks AB
3698	Susan	Posue	Burleson TX	3769	Yao-Chang "Jack"	Ruan	Taipei Taiwan
3699	Michele	Kurtz	Arlington TX	3770	Wen-Chang	Cheng	Pingtung City Taiwan
3700	Elizabeth	Jefferson	La Jolla CA	3771	Sheila	Ruse	Devonshire Bermuda
3701	John	Moeny	Las Cruces NM	3772	Susan	Kelly	Springfield OR
3702	Marilyn	Hayward	Beaverton OR	3773	Mark D	Sachnik	Richardson TX
3703	Randy Lee	Hampton	Lavista NE	3774	Joe	Zimmerman	San Rafael CA
3704	Edward H	Glasser	Stanton NJ	3775	Russ	McBride	Albany CA
3705	Jim	Nelson	Omaha NE	3776	Marcella	Butler	New York NY
3706	CE	Taylor	Bloomington IN	3777	Peter	Giannini	Anchorage AK
3707	David	Wonn	North Little Rock AR	3778	Timmer	Vadheim	Mammoth Lakes CA
3708	James W	McCLean	Houston TX	3779	Dex	Tooke	Del Rio TX
3709	Lloyd	Lemons	Jacksonville FL	3780	Ed	Pabst	Terre Haute IN
3710	Mary Dianne	DeHart	Jackson MS	3781	Helmut	Muller-Sievers	Chicago IL
3711	Thomas	Perez	St Louis MO	3782	Charles W	Simmons	St Lawrence Jersey UK
3712	Anthony	Gilbert	San Mateo CA	3783	Brad V	Haslam	Corrales NM
3713	Mary C	Kuntz	Mason OH	3784	Deborah	Haslam	Corrales NM
3714	Thomas	Talbot	Califon NJ	3785	Richard	Lorenz	Edgewater FL
3715	Mary	Johnson	Langhorne PA	3786	Sean	Morrison	Verona WI
3716	Jeramy	Rogers	Rapid City SD	3787	Ricardo	Vargas	Cayey PR
3717	Jose A	Pagan Lajara	Dorado PR	3788	Jeff	Mengel	DeMotte IN
3718	Amaryllis	Alsina	Dorado PR	3789	Dominick	Chellino Jr	Channahon IL
3719	Leslie	Reed	Anchorage AK	3790	Thomas Roy	Prince	Orange FL
3720	Jim	Mitchell	Alexandria VA	3791	Lynn Anne	Vesper	Ely MN
3721	Stuart Keith	Sutton	Virginia Beach VA	3792	Steve	Givens	Clive IA
3722	Michael	Scholten	Washington DC	3793	Jeffrey	Shopoff	San Francisco CA
3723	Tim	Wilson	Oakland CA	3794	James	McKee	Seattle WA
3724	Nathan B	Johnson	Fairfax CA	3795	Baltimore F	Ortega	Clarendon Hills IL
3725	Todd	Sloan	Santa Rosa CA	3796	Bob	Hammond	Southlake TX
3726	Roger	Peskett	Tucson AZ	3797	Michael	Giles	West Warwick RI
3727	Lesli	Larson	Eugene OR	3798	Perry	Taubman	Fairfax CA
3728	Sara	Tripodi	Eugene OR	3799	Sheila	Walker	Tumwater WA
3729	Perry	Karsen	Princeton NJ	3800	Debbie	Haas-Wyrsch	Green Valley AZ
3730	Jim	Logan	Pittsburgh PA	3801	Jim	Paine	Dallas TX
3731	Alan	Gentry	Mt Pleasant SC	3802	Gregory	Middlemiss	Plymouth MA
3732	Albert R	Pacer	Moore Haven FL	3803	Jeff	Gordon	Mill Valley CA
3733	Adrian	Cavian	Santa Cruz CA	3804	James Bruce	Marchant	Berkeley CA
3734	Jason	Robertson	Erie PA	3805	Dennis	Johnson	The Woodlands TX
3735	Jennifer	Kelley	Rockwall TX	3806	Charles	Beatty	Mesa AZ
3736	John M	Summers	Kansas City MO	3807	Jeffrey	DuBois	Sacramento CA
3737	Rob	Welsh	Apple Valley MN	3808	J Forest	Lee	Cambridge MA
3738	Jacques	Besant	Madison WI	3809	Christiana	Muntzel	Peachtree City GA
3739	Cary	Thompson	Davis CA	3810	John J	Grogan	Crestwood NY
3740	Jon	Londres	Chicago IL	3811	Gary	Hirsch	Saint Joseph MI
3741	Marlene	Merritt	Austin TX	3812	Dan	Diehn	Black River Falls WI
3742	Will	Mitchell	Austin TX	3813	Thomas	Casson	Naperville IL
3743	William	Schmidt	Humble TX	3814	John	O Connell	Lafayette Hill PA
3744	Mike	Eggleston	Fort Worth TX	3815	R Matt	Steele	Lexington KY
3745	Nathan	Broom	Louisville KY	3816	Katie	Olson	San Francisco CA
3746	Katie	Broom	Louisville KY	3817	Jenny	Hill	Chapel Hill NC
3747	Steve	Yesko	Forest Hills NY	3818	Ping	Xiang	Hanover MD
3748	David K	Eason	Littleton CO	3819	Rickey L	Smith	Aloha OR
3749	Joanne	Petithory	Union City CA	3820	Patricia	Ruiz	Chicago IL
3750	Lee	Thrall	Union City CA	3821	Lynne	Fitzsimmons	Portland OR
3751	Paul A	Pavlides	Wake Forest NC	3822	Laura	Ramirez	Oakland CA
3752	Branson	Kimball	Durham NC	3823	Agnes Gellen	Callard	Albany NY
3753	James S	Gordon	San Francisco CA	3824	Craig	Long	Mesa AZ
3754	Mark T	Einsweiler	Galena IL	3825	Linda M	Blankenship	Winter Park FL
3755	Marjorie	Harrell	Dayton OH	3826	Jack	Twitchell	Ponoma CA
3756	John M	Smith	Ft Mitchell KY	3827	Ben	Letcher	Montague MA
3757	Jeff	Crouch	Windsor CA	3828	Gary	Anderson	Sammamish WA
3758	Ivan S	Ayala	San Juan PR	3829	Steven L	Downey	Berkeley CA
3759	Kenneth	Jessett	Houston TX	3830	Dennis J	Stryker	San Diego CA
3760	Joe A	Brown	Fleetwood PA	3831	Donald	Dunstan	Winters TX
3761	Andrew	Wollert	Gilbert AZ	3832	Salvador Marcial	Ortega	Salem OR
3762	Claudine	Kelly	Stamford CT	3833	Al	Hicklin	San Marcos TX
3763	Leonard	Ingalls	Arlington TX				
3764	Andy	Boryczka	Madison WI				

■Continued on next page

RUSA Welcomes Its New Members!

#	Name	City	State	#	Name	City	State		
3834	John	Calnan	Auburn	WA	3904	Gian-Carlo	Delgado	San Juan	PR
3835	Jan P	Dembinski	West Woodstock	VT	3905	Eli S	Perez-Ramos	San Lorenzo	PR
3836	Stephen R	Shopoff	Dallas	TX	3906	Richard	Puig	Carolina	PR
3837	Eric	Johnson	Quinter	KS	3907	Hector	Perez	Vega Baja	PR
3838	Michele	Roesch Johnson	Quinter	KS	3908	Jaime	Levy	Cherry Hill	NJ
3839	Charles	Lockwood	St Pete Beach	FL	3909	Teri Ann	Arion	Anchorage	AK
3840	Peter	Forde	Clearwater Beach	FL	3910	Clay	Wilson	Dallas	TX
3841	Hardy	Swinson	Cochran	GA	3911	Andy	Speier	Seattle	WA
3842	Daniel	Sanchez	Katy	TX	3912	Renee	Lewis	Seattle	WA
3843	Sue	Radd	San Mateo	CA	3913	Rodney D	Geisert	Columbia	MO
3844	John	Griffen	Murfreesboro	TN	3914	Waldemar	Sosa Arocho	Camuy	PR
3845	Jon	Kuchin	New York	NY	3915	Alfredo	Ortiz	Dorado	PR
3846	Greg	Conderacci	Towson	MD	3916	Romi	Gonzaler	Trujillo Alto	PR
3847	Jim	Langley	Santa Cruz	CA	3917	Daniel L	Pack	Knoxville	TN
3848	Susan	Otcenas	Beaverton	OR	3918	Dean	Fisher	Costa Mesa	CA
3849	Jeff	Mendenhall	Beaverton	OR	3919	Noel	Martinez Castillo	Carolina	PR
3850	Magali	Diaz Serrano	Trujillo Alto	PR	3920	Eduardo	Paez	Trujillo Alto	PR
3851	Oscar	Perez-Zabala	Guaynabo	PR	3921	Daniel	Aaron	Long Beach	NY
3852	Jose V	Ferreo MD	Toa Baja	PR	3922	Charles	Jenkins	Denison	TX
3853	Ignacio	Lopez	San Juan	PR	3923	Patricia	Jenkins	Denison	TX
3854	Raul	Negron Casasnovas	San Juan	PR	3924	Ronald	Bliss	Anchorage	AK
3855	Ramon	Garcia	Trujillo Alto	PR	3925	Jill	Ackerman	Austin	TX
3856	Leslie	Handy	APO AE		3926	Douglas	Henningsen	Longboat Key	FL
3857	Ryan	Lange	Royse City	TX	3927	James N	Smith	Gunnison	UT
3858	Keith	Wilkinson	Crystal Lake	IL	3928	JoAnn	Fafrowicz	Durham	NC
3859	Laura	Ridgway	West Des Moines	IA	3929	Kirk	Albers	Upper Arlington	OH
3860	Ernesto	Melendez-Cruz	San Juan	PR	3930	Robert	Leone	San Diego	CA
3861	John	Nusbaum	Amissville	VA	3931	Stephane	Beaudry	San Diego	CA
3862	Don	Hunsberger	Mason	OH	3932	Kelly	DeBoer	San Marcos	CA
3863	Brett	Young	Oakland	CA	3933	Jaime	Grant	Oakland	CA
3864	Himgan	Wibisono	Berkeley	CA	3934	Christopher	Zider	Houston	TX
3865	Colin	Wooldridge	Sugar Land	TX	3935	Rafael	Rivera-Negron	Trujillo Alto	PR
3866	Jeff L	Simpson	Concord	NC	3936	Ivelisse M	Feliciano-Rodriguez	San Juan	PR
3867	Cameron	Harrington	Harrisburg	NC	3937	Piero J	Delgado	San Juan	PR
3868	Michael	Gibson	Harrisburg	NC	3938	Migdalia	Matos	Carolina	PR
3869	Elmar	Stefke	Berkeley	CA	3939	Franjen	Esterrich	Trujillo Alto	PR
3870	Lisa	Stefke	Berkeley	CA	3940	Enrique	Velez	San Juan	PR
3871	Christine	Dorvel	Concord	MA	3941	William	Shopoff	Laguna Beach	CA
3872	Daniel	Rudge	Houston	TX	3942	Jacqueline T	Hanson	Fort Thomas	KY
3873	Ian	Prowell	San Diego	CA	3943	Jim	Wallace	Augusta	GA
3874	Cheryl	Prowell	San Diego	CA	3944	Donald L	Appel	North Augusta	SC
3875	Joel	Flood	Philadelphia	PA	3945	Benjamin	Gonnerman	West Des Moines	IA
3876	Scott	Howes	Louisville	KY	3946	David	Rabenau	Webster Groves Ave	MO
3877	Cole	Rathje	San Francisco	CA	3947	David	Ingalls	Ashland	OR
3878	David	Goodwin	Falls Church	VA	3948	Jay H	Marshall	Richmond	IL
3879	Ellen	Sayers	Gainesville	FL	3949	Daniel J	Fahs	Wood Dale	IL
3880	Timothy	Dayton	Fairfax	VA	3950	William	Raymoure	Lake Bluff	IL
3881	Brian	Pilgrim	Rio Rancho	NM	3951	Susan	Raymoure	Lake Bluff	IL
3882	Gregory	Sage	Oakland	CA	3952	Linda M	Gaudette	Falls Church	IL
3883	Miguel	Correa-Cestero	Guaynabo	PR	3953	Michael	Northrop	Coral Gables	FL
3884	Alejandro M	Torres	San Juan	PR	3954	Mike	Pyles	Orlando	FL
3885	Rolando	Martinez	Guaynabo	PR	3955	Meryl	Severson	Coralville	IA
3886	Luis A	Canals-Portalatin	Dorado	PR	3956	Barry	Bowman	Harrisburg	PA
3887	Zaida D	Camacho-Rossy	Dorado	PR	3957	Joseph	Wascura	Miami Beach	FL
3888	Axel	Santiago	Mayaguez	PR	3958	Brian W	Kulik	Ellensburg	WA
3889	Victor	Alvira-Martinez	Caguas	PR	3959	Rodolfo	Carrillo	Dunnellon	FL
3890	Ramon	Montijo	Bayamon	PR	3960	Joseph	Spragins	Irving	TX
3891	Greg	Paley	Seattle	WA	3961	David	Brown	Stevenson Ranch	CA
3892	Foster T	Nagaoka	Ventura	CA	3962	Garrett	Johnson	Morris	CT
3893	Janeene S	Nagaoka	Ventura	CA	3963	Dale	Johnson	Earlham	IA
3894	Roger	Myers	Fort Worth	TX	3964	Andrew	Melczer	Garden Grove	CA
3895	Rachel	Landen	Portland	OR	3965	James M	White	Mandeville	LA
3896	William	Emerson	Portland	OR	3966	Craig	Martek	Dillsburg	PA
3897	Tom	Ryan	Berkeley	CA	3967	Bob	Paxson	Sacramento	CA
3898	Fred	Hunley	Midland	TX	3968	Jamie	Durham	Plano	TX
3899	Christophee	Gay	Seattle	WA	3969	Bill	Reenstra	Berkeley	CA
3900	Joby	Dorr	Seattle	WA	3970	Michael	Hrast	Danville	CA
3901	Phil	Morton	Berkeley	CA	3971	Eric	Norris	Davis	CA
3902	Felix J	Sosa Arocho	Barceloneta	PR	3972	Timothy M	McGilvrey	Tigard	OR
3903	Alexis O	Sosa Arocho	Barceloneta	PR					

■Continued on page 10

RUSA NEWS

Wise, Hamilton, France Elected To RUSA Board



Wise



Hamilton



France

Jennifer Wise, who helped found RUSA and served as its first president, has been elected to the board of directors while Membership Chair Don Hamilton won re-election to the board.

Also, Susan France, the RBA of Portland, Ore., was elected RBA Liaison. She replaces Tracey Ingle.

More than 200 members cast votes in the first board election to allow e-mailed ballots.

Board members serve three-year terms.

Wise replaces Bill Bryant, who had served two terms and was not eligible for reelection.

She is one of RUSA's co-founders and has served the organization in various capacities. She was president and newsletter editor from 1998 to 2003 and currently heads the Souvenirs Committee.

She served as president of Randonneurs Mondiaux from 1995 to 1999. Among other related activities, she and husband Pierce Gafgen organized the BMB 1200K Randonnée from 1993 to 2006.

Hamilton, a computer consultant in his day job, has been RUSA Membership Committee chair since 2000.

He served as RUSA Secretary in 2004 and 2005, RUSA BRM Medals Chairman in 2005 and has been a member of the board for the past three years.

Hamilton and his wife Phyllis have twice completed Paris-Brest-Paris (1999 and 2003) on a tandem.

Jersey Selected for PBP 07

Design Contest Drew A Dozen Entries

An eye-catching design that incorporates elements of the U.S. and French flags has been selected for RUSA's official PBP 07 jersey.

RUSA member Tim Jensen of Seaside California submitted the winning design and will receive a free jersey for his efforts.

The RUSA board announced the PBP 07 jersey design contest in the November newsletter. The competition drew about a dozen entries.

"We were impressed by the quality of the submissions and the efforts of each artist," said RUSA board member Jennifer Wise.

Jerseys should be available for delivery by mid-July. The jerseys will cost \$65 and come in sizes S-M-L-XL-XXL.

Orders can be placed now by using the RUSA Souvenir Order Form at the



back of this issue.

The RUSA PBP 2007 Commemorative jersey is sold to RUSA members only. Quantities are limited.

Members can view all the jersey design submissions at www.rusa.org/jersey. The winning design is number 4.

RUSA would like to thank the following members for submitting designs: Steve Rice, Stacey Abernathy, Veronica Tucci, Jennifer Wise, David Neff, Sam Jernigan, Andy Akard, Tim Jensen, Ellen Jaffe and Stefan Walz.

Don't Forget...

...To renew your RUSA membership!



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

R-12 Madness Spreading

BY BILL BRYANT

The R-12, RUSA's year-round award for riding a 200k or longer randonneuring event for 12 consecutive months, seems to be spreading like wildfire.

At press time ten more laureates joined the list since our previous newsletter and more keep arriving each week.

Once primarily the domain of RUSA members from Texas and the Pacific Northwest, now R-12 riders are coming from all parts of the nation.

Among them, Ken Knutson is the first from the cycling hotbed of California.

Similarly, long-time RUSA Board member and Colorado RBA John Lee Ellis earned his too—no small feat when you consider those Rocky Mountain winters!

New R-12 states include

Utah, Virginia, Florida, and Missouri.

Meanwhile, randonneuses Susan France (OR) and Brenda Barnell (TX) have kept the (friendly) rivalry going between the Lone Star state and the Emerald Empire by both earning their second R-12s!

In other R-12 news, there now is a handsome new medal to reward these randonneurs' tenacity: All present and past winners will be sent a freshly minted R-12 medal in the coming weeks to commemorate their impressive cycling achievement.

The program also has two new coordinators: Bert Lutz and John Kramer, both R-12 laureates themselves, have stepped up to assist other RUSA members who want to earn this honorific.

The ever-growing list of R-12 recipients and more information can be found at: <http://www.rusa.org/r12.html>.



Kramer, Lutz To Head Up R-12 Award Program

Bert Lutz of Oregon and John Kramer from Washington have stepped up and volunteered to handle the R-12 program.

Lutz and Kramer submitted these bios to American Randonneur:

- "John Kramer has been a randonneur for five years and was the sponsor of a super randonneur series in the Columbia River area of Oregon and Washington during the summer and fall of 2006. You may have heard the curse of the ghost randonneurs who started but never finished and who still wander the back roads of the Columbia River basin on moonlit nights looking for the overnight on the Big Lebowski. Or, you may have seen him somewhere in the middle of the pack on the Cascade 1200, Rocky Mountain 1200, Van Isle 1200, Gold Rush or Last Chance. Or maybe not..."



Kramer



Lutz

- "Bert Lutz started riding brevets as a result of a drunken night in a bar in Dallas. He was not smart enough to realize that he could change his mind and has been riding ever since. In the last three years, Bert has completed four SR series and volunteered on several brevets. Open water swimming is another passion and he swims the Columbia each year on Labor Day and has twice swum from Alcatraz to San Francisco."

Dallas. He was not smart enough to realize that he could change his mind and has been riding ever since. In the last three years, Bert has completed four SR series and volunteered on several brevets. Open water swimming is another passion and he swims the Columbia each year on Labor Day and has twice swum from Alcatraz to San Francisco."

New R-12 Recipients			
Rider	City	State	Notes
Mark Metcalfe	Duncanville	TX	
Dan Driscoll	Arlington	TX	(2 medals)
Bill Fox	Dallas	TX	(2 medals)
Susan France	Newberg	OR	(2 medals)
Brenda Barnell	Dallas	TX	(2 medals)
Gary Gottlieb	Aledo	TX	
Ronnie Bryant	Bedford	TX	
David Miller	Columbus	OH	
Robert Riggs	Houston	TX	
Brannon Oates	Pasadena	TX	
John Kramer	White Salmon	WA	
Peter Beeson	Seattle	WA	

New R-12 Recipients			
Rider	City	State	Notes
Albert Lutz	Tigard	OR	
Edward Robinson	San Benito	TX	
Ken Knutson	Tracy	CA	
John Lee Ellis	Louisville	CO	
Lonnie Wolf	Cedar City	UT	
Franklin C. Jensen	Cedar City	UT	
W. Thomas Reeder	Alexandria	VA	
Robert Stevens	Dunnellon	FL	
Spencer Klaassen	St. Joseph	MO	
Richard Whittenberg	Arlington	TX	
Michael Sturgill	Phoenix	AZ	
Jon Zbasnik	Pleasanton	CA	
Eric Vigoren	Bremerton	WA	

RUSA PEOPLE & PLACES

When RUSA launched its permanents program, Texan Dan Driscoll bagged Permanent #1.

So it was fitting that in December Driscoll was credited with Permanent #1,000.

Driscoll told AmR that it was just the luck of the draw, “but like the Lotto the more you play the better your odds are.”

Driscoll has been an avid participant on the permanents trail, riding a dozen or more each season.

“I had heard of permanents and also about the R-12 award, and I knew that these two would go together like peanut butter and jelly,” he said.

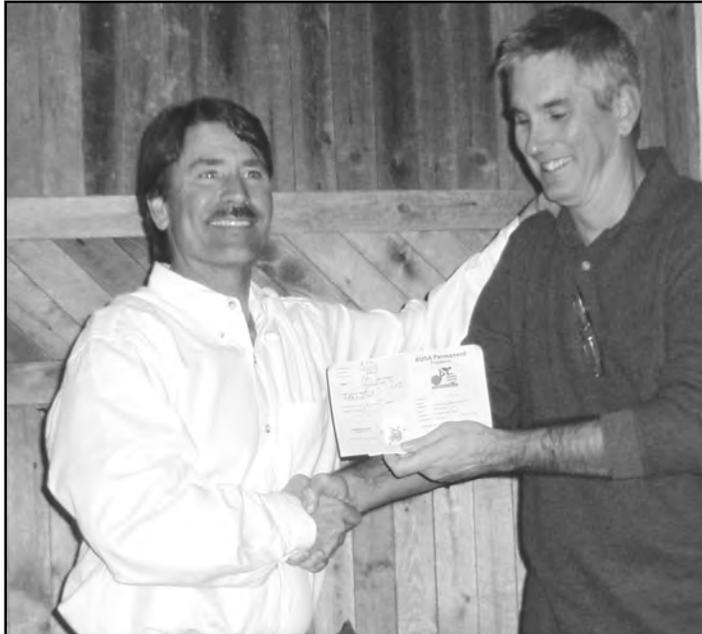
Driscoll credits Permanents Coordinator Robert Fry for setting up the program. He also praised the Lone Star Randonneurs’ members who own and maintain local routes.

Currently, 9 LSR riders have more than 8,000 kilometers of permanents on 36 different courses.

Driscoll’s number came up on the 101-mile Covington Coaster.

“Me, Pam Wright, Mark Metcalfe and Brad Flickner rode it on Thanksgiving Day starting at 6 a.m.. We were done in time for turkey,” Driscoll said.

That ride put Wright, participating in her first year of randonneuring, over the



Dan Driscoll (left) receives Permanent card #1,000 from Bill Fox at the Lone Star Randonneurs’ annual banquet.

top for RUSA’s 5000K distance award.

The crew enjoyed the ride so much “that Mark Metcalfe, Richard Whittenburg and myself did it again the next day a little slower, but starting at the same time,” Driscoll said.

It was that ride that pushed the permanents odometer from 999 to 1,000.

For more on the permanents program, see Robert Fry’s column on page 26.

PBP 101

Paris Brest Paris raises myriad questions among riders who have that daunting 1200k in their sights for the first time.

Not to worry. Randonneuring clubs from coast to coast are gearing up with educational seminars on what it takes to complete the grandest of all grand randonnées.

Author extraordinaire Bill Bryant, who has penned numerous PBP articles and the bulk of RUSA’s handbook, hosted a Jan. 13 seminar in Santa Cruz—complete with Powerpoint presentation—that attracted 120 curious newcomers.

A similar seminar was held that same day in Seattle. Other events have been confirmed in Colorado and Massachusetts.

Check with your RBA or local club to see if a seminar

is planned in your area.

In the meantime, check out “A Short History of PBP” on page 30 and Adrian Hand’s engaging look on page 42 of how a 1200K measures up against one of Pluto’s moons.

PBP FOR PR RIDERS?

The new hot spot for American randonneuring: how about Puerto Rico?

Under the leadership of RBA William Medina, RUSA has 48 members there and counting, according to RUSA Membership Chair Don Hamilton.

The PR group held its very first series in 2006. A full schedule is slated for 2007, and that means some of the Puerto Rican riders will likely join other RUSA members at PBP.

To help local cyclists get up to speed on the event, Medina flew to Seattle in January and attended the PBP seminar hosted by SIR.



Medina and RUSA VP John Lee Ellis during a recent brevet in Puerto Rico.

R-5000 Medalists Announced

R-5000 Award Winners			
Rider	Start	Finish	Club
BARANCZYK, Merle	2003	2006	Rocky Mountain Cycling Club
BERG, Bruce	2003	2006	Grizzly Peak Cyclists
BRANE, Tom	2003	2006	Ohio Randonneurs
BREKKE, Dan	2003	2006	Grizzly Peak Cyclists
BRUDVIK, Robert	2003	2006	Seattle International Randonneurs
BURNS, David	2003	2006	Davis Bike Club
DAYTON, Michael	2003	2006	North Carolina Bicycle Club
FAHJE, Martin	2003	2006	Rochester Active Sports Club
KAISER, Chris	2003	2005	Audax Atlanta
MCCAWE, Richard	2003	2006	Almaden Cycle Touring Club
MIDURA, Lawrence	2003	2006	Randonneurs USA
MUELLNER, Jon	2003	2006	Seattle International Randonneurs
SEEBODE, Frank	2003	2006	Columbus Outdoor Pursuits
SHEPARD, Glen	2003	2006	Kansas City Bicycle Club
SHOEMAKER, Ken	2003	2006	Davis Bike Club
SIMMONS, Eric	2003	2006	Rocky Mountain Cycling Club

Sixteen RUSA members are in line to receive the prestigious Randonneur 5000 award.

“The R-5000 is one of the toughest to earn because of the broad range of events that must be completed,” said RUSA president Mark Thomas. “We congratulate all of these determined riders.”

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

Results were submitted last fall to ACP officials. Official confirmation of the recipients had not been received by press time.

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

RUSA People & Places (continued)

‘WACKO’ WINTER

Oregon RBA Susan France says Northwest riders get “a little wacko” when they’re socked in by the winter weather.

That may explain the fashion faux pas that appeared on local listservs in December: the “Seagon Randonneurs” jersey (see photo).

The Frankenstein-like creation derives its name and red-blue hues from two neighboring clubs—the Seattle International



Randonneurs and the Oregon Randonneurs.

Among those credited with the hybrid design: Director of Confusion: Don Boothby; Jersey Design: Albert Meerscheidt; Structural Design

Committee: Paul Johnson; and Club Seamstress: Susan France.

Praise was widespread but not universal. Said Seattle rider Kent Peterson, “I’m holding out for the Orattle Randonneurs jersey.”

LISTING THE LISTS

Randonneuring lists continue to proliferate on the Web. The latest is “Calrando,” which serves randonneuring in the Golden State. It was launched by Santa Cruz RBA Lois Springsteen.

The group home page:

<http://groups.google.com/group/calrando?hl=en>.

In other news, the randonneuring community’s national list has migrated from Topica to Google.

The new address: <http://groups.google.com/group/randon/topics?gvc=2>.

The move has apparently jump-started discussion: a dozen or more posts per day are not uncommon.

Lone Star Randonneurs also made the move to Google. Find that group at: <http://groups-beta.google.com/group/Talk2LSR?hl=en>.

RUSA Welcomes Its New Members!

#	Name	City	State	#	Name	City	State
3973	Leslie	Gillett	TX	4001	Peter W	Lee	TN
3974	Richard	Shetina	IL	4002	Cammy	Clark	FL
3975	Jim	Booker	TX	4003	Robert	Wuebker	NY
3976	Thomas M	Sweet	CA	4004	Ann	Delahanty	WA
3977	Lori	Cherry	CA	4005	Donald F	Strachan	CA
3978	Dan	Youngberg	OR	4006	Jacques	Boutet	AK
3979	Christopher	Busch	CA	4007	Max	Huffman	VA
3980	William H	Halama	AL	4008	Brian C	Cunningham	TX
3981	Andrew D	Mead	PA	4009	Paul	Scherlie	OR
3982	Matthew	Ruscigno	CA	4010	Paul	Griffin	AR
3983	Mike	Wallace	CO	4011	Dennis	Wolcott	OR
3984	Wes	Robinson	TX	4012	Karen	Smith	OR
3985	George M	Hiscox	TN	4013	Keith	Kohan	OR
3986	Elizabeth	Jessen	CA	4014	Alexander	Kohan	OR
3987	Jacqueline	Roman Vazquez	PR	4015	Richard G	Carpenter	PA
3988	Angel	Perez Toro	PR	4016	Tom	Shopoff	TX
3989	Alvin	Mirabal	PR	4017	Mary J	Garcia	NM
3990	Edgardo	Saldana Morales	PR	4018	Marty	Reed	FL
3991	Jan C	Figueroa Rivera	PR	4019	Cindy	Shafer	FL
3992	Francisco J	Garcia	PR	4020	Ken	Scoates	FL
3993	Cipriano	Roberto	NY	4021	Angel	Velazquez	PR
3994	Becky	Reilly	TX	4022	Gregory	Fisher	IN
3995	Michael	Joyce	CA	4023	John	Mace	TN
3996	Richard	Walsh	CA	4024	Allison	Silcox	NY
3997	Elaine R	Perry	CA	4025	Sherri D	Knobloch	CA
3998	Christine	Hall	WA	4026	Clark	Dicus	CA
3999	Gary L	Hall	WA	4027	Angel M	Moya	PR
4000	Blair A	Hall	IL				

2006 AMERICAN RANDONNEUR AWARD

Bill Bryant

BY JENNIFER WISE

I'll never forget, in 1997, receiving word that a rider had dropped from BMB due to knee problems and needed a ride in to the finish. When I got to Brattleboro, I picked him up and we chatted easily, getting to know each other. It felt like I had known him all my life. He was articulate, good-natured, friendly, funny and knowledgeable of all things cycling. He was very comfortable to be with. We shared a passion for randonneuring and especially the PBP experience. We were both frustrated by the existing American randonneuring sanctioning organization. We discovered we had both been bike-shop owners and didn't really care for retail. While Bill was profoundly disappointed at having to drop out of BMB, we both realized that it allowed us the opportunity to meet each other and spend that valuable time together. At the BMB start/finish he hopped out of the car on stiffened knees and thanked me for the ride. I said, "I'm glad I got to meet you, Bill Bryant." In hindsight, it was divine intervention. Because, a year later to the day, Bill Bryant was the Davis Bike Club representative at a pivotal randonneur meeting after BMB, at which he became one of the founding fathers of Randonneurs USA, and transformed randonneuring in America forever.

From that day forward, Bill has been a rock solid in his work for RUSA. He has invested heavily in establishing Randonneurs USA as a strong, member-supported randonneur organization. Learning from the mistakes of its predecessor, RUSA distributed the administrative responsibilities to a handful of hard-working individuals who have delivered the goods. Bill provides sound reasoning, good perspective and a deep-rooted belief in having a first-class organization. He has the wisdom and experience necessary to achieve this goal. He is the RUSA resident historian and he has drawn from his 1983 PBP experience and his knowledge of the history of French-based cycle-touring to lay down the ground rules for riders in America. He has set RUSA in the right direction from the start. He has written more articles for the RUSA newsletter and the RUSA website, than any other author.

Bill, lucky member number 007, took on the task of Membership Committee in 1998 and was immediately buried under hundreds of member application forms. Along with his wife Lois, Bill ran the RUSA membership office until 2001.

In 2002 Bill was elected Vice President of RUSA, and subsequently served as President of RUSA in 2004 and 2005. Bill has been at the helm of RUSA during an

explosive growth period when our membership numbers have gone from 11 to 3967 and the number of brevet regions has doubled. Just screening new RBAs, introducing new brevet series and other events, has become a time-consuming and exhausting task.

Membership participation numbers have gone through the roof, as long-distance touring cyclists awaken to the concept of randonneuring. Inevitably each new member has an inquiry, or two, and Bill has been on the receiving end of early-morning email questions and late-night phone calls for years.

Somehow, between 1999 and today Bill has ridden over 7,626 kilometers of brevets, randonnées, Flèches and permanents. Bill completed his first Paris-Brest-Paris 1200k in 1983, and finished PBP 1999 on a tandem with wife Lois as stoker. He volunteered at the Davis Bike Club Gold Rush Randonnée in 2001 and again in 2005 and has been known to pop up at various Northern California brevets to lend a hand.

No other RUSA member has served on the RUSA board for as long as Bill Bryant. On December 31 2006, his elected term ended, and he stepped down from the board after eight years of unwavering dedication. While no longer on the board, Bill remains a busy RUSA volunteer, serving on the Rules



Committee, The Awards Committee, The Flèches USA Committee, the Newsletter Editorial Committee, Team Randonnée Coordinator, and is a Permanent Route Owner. He also helps with the Santa Cruz Brevets, while Lois serves as RBA for the region.

In 2007, we hope RUSA members will give Bill some time to ride with Lois, and the Girlenes, in preparation for the brevets and PBP in August. He is in his element surrounded by fellow riders and enjoys being immersed in the randonneur experience. RUSA has been fortunate to have him on our team. He's reliable, respectful and trustworthy. He delivers what he promises. He is, as we say, here in New England, "*finestkind*."

In recognition of his remarkable work for randonneurs, randonneuring and for this organization, the RUSA members and Board of Directors take pleasure in awarding Bill Bryant the American Randonneur Award 2006.

Next time you see Bill at a brevet or at PBP, be sure to thank him for his years of diligent, determined and devoted service to all the randonneurs in this country.

2007 RUSA Event Schedule

Region	200 km	300 km	400 km	600 km	1000 km	flèche	other
AK: Anchorage	4/28	5/12	5/26	6/16			
AR: Little Rock	3/10 10/13	10/13					(100 km) 3/10* (100 km) 10/13*
AZ: Casa Grande	1/6 4/27	2/3 4/28	3/4 4/30	3/31 4/28			
AZ: Desert Camp	3/7 3/21 3/28 4/11	3/10 3/24 3/31					
CA: Davis	3/10	3/24	4/14	5/4			
CA: San Diego	1/20	2/24 4/7 6/2	3/17 6/30	4/21			
CA: San Francisco	1/27	2/24	3/17	4/21		4/7	
CA: San Luis Obispo	2/24	3/24	4/7	5/26			
CA: Santa Cruz	3/17 6/30	4/7	5/12	6/2			
CA: Santa Rosa	3/3	3/31	4/28	5/26			
CO: Boulder	5/5 5/12 7/28 9/22	5/19 5/26 7/7 8/4	6/2 6/16	6/2 6/16	6/2 6/16	5/12	(116 km) 4/8 * (122 km) 4/15* (121km) 4/28*(129 km) 10/7
DC: Washington	1/6* 2/3* 2/24* 3/17 3/31 4/14 12/16*	4/21 4/28 5/5	5/19 5/26	6/9		4/6	(240 km) 11/11*
FL: Central/South	1/6 4/23 5/20 6/3 7/8 7/28 9/1 10/6* 11/3* 12/1*	2/3 4/25	3/3 4/21 6/2 7/7	4/14 4/26	5/17	3/31	
FL: Gainesville	1/6	2/3	3/3	3/31			
FL: Northwest	1/1 1/27 2/24 5/19 9/22 10/27* 11/10* 12/8*	2/24 3/17 5/19	3/17 4/28 7/14 8/4	4/28 06/8 7/14	6/8	4/19	(100 km) 1/1* (100 km) 1/27* (100 km) 2/24* (100 km) 9/22* (100 km) 10/27* (100 km) 11/10* (100 km) 12/8*
GA: Atlanta	3/31 4/28 9/8	4/14 5/26	4/28	5/26		5/5	
IA: Cedar Valley	3/31	4/21	5/12	6/2			(100 km) 6/30* (322 km) 7/14* (130 km) 9/8* (208 km) 9/8*
ID: Yellowstone-Tetons	5/19	5/26	6/9	6/16			
IL: Chicago	4/21 6/16	5/5 6/16	5/19 6/16	6/9			
KY: Lexington	2/17 3/3 3/31 4/21	3/3 3/31 4/21	3/31 4/21	4/21			
LA: New Orleans	1/1 2/17 6/30 11/17*	4/21	9/29*				
MA: Boston	4/7 6/3 6/30	4/28 6/4 7/21	5/12 6/6	6/9			(3107 km) 3/31* (322 km) 8/11*
MA: Westfield	3/25 5/5	4/1 5/19	6/2 6/16	6/16		4/21	

* Items marked with an asterisk indicate domestically sanctioned brevets.

2007 RUSA Event Schedule

Region	200 km	300 km	400 km	600 km	1000 km	flèche	other
MN: Rochester	5/5	5/19	6/2	6/16			
MO: Kansas City	3/10 3/24 4/14	4/14	4/28 5/12 6/2	5/12 06/2	6/2	4/8	
MO: St. Louis	4/7 4/21	5/5	5/19	06/2 06/16			
NC: High Point	3/24					4/6	(100 km) 3/24*
NC: Raleigh	3/31 4/14 5/5 5/19 8/11*	4/14 5/5 5/19	5/5 5/19	6/2	7/6		
NE: Omaha	5/19	5/12	5/26	6/16			
NJ: NYC and Princeton	4/1 4/14 4/28 5/12	4/28 6/17	5/12	6/2		4/7	(124 km) 4/14* (606 km) 7/7* (201 km) 7/28* (188 km) 8/12* (202 km) 10/14*
NY: Central	4/28	5/11	5/19	6/9			
NY: Saratoga	3/18	4/22	5/19	6/9			
NY: Western							(564 km) 7/14* (645 km) 7/14*
OH: Columbus	4/14 10/14*	4/28 10/27*	5/26	6/9 7/7			
OR: Portland	3/31 5/19 7/14 8/11 9/8 10/6	4/14 6/9 7/14	5/19 8/27	6/9 8/25	6/30 8/25	5/4	(100 km) 3/10,* 4/21,* 11/3* (180 km) 3/24* (360 km) 3/24* (112 km) 11/24*
PA: Eastern	3/31	4/21	5/5	5/19	5/25		
PR: San Juan	1/21	2/17	4/14	5/25			
SC: Spartanburg	3/17	4/21					
SD: Black Hills	4/22	5/6	5/19				(100 km) 4/15*
TN: Nashville	3/24 9/22* 10/20* 11/24*	4/7	5/12	6/2			(100 km) 9/22* (100 km) 10/20* (100 km) 11/24*
TX: Amarillo	3/12 3/24 9/8 9/9	3/16					
TX: Austin	1/6	2/3					
TX: Dallas	1/1 1/20 2/3 3/24 4/28 5/26 6/23 7/21 9/15* 10/20* 11/17*	1/20 2/3 3/24 4/28 5/26 6/23 7/21 9/15* 10/20* 11/17*	3/24 4/28 5/26	4/28 5/26	5/26	4/6	(100 km) 2/4* (125 km) 2/11* (150 km) 2/18* (100 km) 4/15* (125 km) 4/22* (150 km) 5/6* (100 km) 6/3* (125 km) 6/10* (150 km) 6/17*
TX: Houston	1/6 1/27 2/10 3/3 3/31	1/27 2/10 3/3 3/31	3/3 3/31 5/5	3/31 5/5			
TX: San Angelo	1/13	2/17					
UT: Cedar City	6/9*						
WA: Seattle	3/17 4/29* 7/8 7/29 9/15	4/7 7/7* 7/28	5/12 6/17 7/6	6/2 6/15	6/15 9/28	4/20	(100 km) 3/3* (100 km) 4/30* (180 km) 3/24* (360 km) 3/24* (250 km) 7/6* (100 km) 7/7* (100 km) 9/9*
WI: Beloit	5/20	5/21	5/23	5/26			

* Items marked with an asterisk indicate domestically sanctioned brevets.

RUSA's Rules For Riders

When Randonneurs USA was formed in 1998, we closely followed the rules of the Audax Club Parisien, creators of the BRM-style of randonneuring. These regulations define our sport and all participants are expected to know and follow them when riding a brevet. Recently the ACP made some minor revision of their rules, and so the RUSA Board of Directors undertook an overhaul of our “Rules For Riders” too.

Below you will find the new version of this important document. In essence, the new version is quite similar to the previous one, but it is now better organized and worded for improved clarity (such as in the sections about lighting and rider appeals). It also has some minor differences from the French version to better reflect our American style of randonneuring and road laws—but it still follows all the traditional rules and practices we are so familiar with. In any case, they supercede the previous version of the Rules for Riders published in your RUSA handbook. As we approach a new season of randonneuring, we recommend you look them over before your next brevet.

—Bill Bryant

to insure full compliance with these rules.

RULES FOR RIDERS

Article 1

Only the Audax Club Parisien has sanctioning authority for BRM events. The ACP registers all BRM brevets. Each brevet receives a verification number. These are assigned chronologically based on time of receipt. The ACP has registered these brevets since their inception in 1921. Only Randonneurs USA is authorized by ACP to organize BRM events in the United States.

Only Randonneurs USA has sanctioning authority for RUSA domestic events.

Article 2

These brevets are open to any amateur cyclist regardless of his or her cycling affiliations. Any rider under the age of 18 must have consent of his or her parent or legal guardian. Any form of human-powered vehicle is acceptable. The only stipulation is that the vehicle must be powered solely by the rider.

Article 3

To participate in a brevet a rider must complete a registration form, sign a waiver of liability, and pay the registration fee set by the event organizer.

Article 4

When taking part in a brevet, the rider accepts and consents to the possible publication of their name, time result, and photograph by the organizer.

Article 5

During the event, each rider is considered to be on a personal ride. The rider must ride in accordance with all applicable traffic codes, obey all traffic signals, and use bike paths when required by law. When riding all riders must wear an approved helmet. The ACP, RUSA, and other organizers cannot and do not accept responsibility for any accidents that may occur during the course of a brevet.

Article 6

Each rider must be self sufficient. **No personal follow cars or support of any kind are permitted on the course. Personal support is only allowed at checkpoints.** Any violation of this requirement will result in immediate disqualification.

All riders are required to conduct themselves in a civil manner

RULES FOR RIDERS

Introduction

Randonneurs USA's **RULES FOR RIDERS** are adapted from the Audax Club Parisien's (“ACP”) *Règlement de Brevets de Randonneurs Mondiaux* (“BRM”). Some portions of these regulations apply only in the U.S. Newer editions supercede older ones. These rules apply to all BRM events held in the United States of America, as well as other brevets sanctioned by Randonneurs USA (“RUSA”).

In 1921 the Audax Club Parisien created a series of self-paced rides (200, 300, 400, 600, and 1000 KM) for individual riders (Note 1). In 1931 the ACP created the *Paris-Brest-Paris Randonneurs*. These events were called the *Brevets de Randonneurs Français*. These rides have since become international in scope, becoming the *Brevets de Randonneurs Européens* in 1976 and the *Brevets de Randonneurs Mondiaux* in 1983. Since 1975, a series of 200, 300, 400, and 600 KM brevets has been required to qualify for Paris-Brest-Paris, thus assuring that riders are well prepared for this difficult event.

Anyone organizing BRM or RUSA events must also comply with the rules set out in an ACP supplement called **RULES FOR ORGANIZERS** as well as RUSA's **RBA PROCEDURES**

Rules for Riders (continued)

and abide by all applicable vehicle codes, laws, and regulations. All riders are required to respect local customs with regards to decorum.

Article 7

At the start, each rider will receive a brevet card and a cue sheet indicating the route and the location of the checkpoints. **Riders must stop at each checkpoint** to have his or her card verified. Organizers may also include unannounced checkpoints along the route. This assures that everyone will stay on the prescribed route. If a rider leaves the route, he or she must return to the route at the same point prior to continuing, i.e., *no shortcuts or detours from the route*, unless specified by the organizer.

Article 8

Organizers may have checkpoints at establishments with no member of the organizing staff present. At these checkpoints riders must get their brevet card verified at the local establishment that the organizer specifies as a checkpoint, such as a grocery store or gas station. Checkpoint verification information to be noted on the brevet card includes *the time* and *the date of passage* (for brevets that extend beyond 24 hours).

For unmanned checkpoints where no means of getting verification is available (arrival in the middle of the night for example), the rider may either (1) mail in a postcard with the checkpoint information (*time, date, full name of the rider*) to the brevet organizer; or (2) write into their brevet card identifying information from a predetermined landmark or sign at the checkpoint also noting the time and the date of passage. When the rider mails a postcard, the rider should mark his brevet card in the space provided for the checkpoint: *PC*, with the time and date the postcard was sent. The organizer has the discretion to determine which option is to be allowed for a given checkpoint.

Missing checkpoint verification, missing checkpoint times, or loss of the brevet card (regardless of how far into the ride a rider is) will result in disqualification. *Each rider is responsible for seeing that his or her brevet card is properly completed at each checkpoint.*

Article 9

Overall time limits vary for each brevet according to the distance. These are: (in hours and minutes, HH:MM) 13:30 for 200 KM, 20:00 for 300 KM, 27:00 for 400 KM, 40:00 for 600 KM, and 75:00 for 1000 KM. Additionally, riders must arrive at each checkpoint between the opening and closing time for the checkpoint. These times are noted on the brevet card with

the information for the checkpoints.

If a rider arrives at a checkpoint after it has closed and the ride organizer is satisfied that the rider's lateness is due to the occurrence of something unforeseen and beyond the control of the rider (such as a road closure or stopping to help at a traffic accident), then the ride organizer may waive the fact that the rider arrived at the control late and allow the rider to continue. Poor bicycle or equipment maintenance, fatigue, lack of fitness, hunger, etc. are not unforeseen and beyond the control of the rider and therefore will not serve as a valid reason for being late. Subject to the foregoing, failure to make all checkpoints, even if the brevet is done within the overall time limit, will result in disqualification.

Article 10

For night riding, vehicles must be equipped with front and rear lights attached firmly to the vehicle. Lights must be turned on at all times during hours of darkness or other low-light conditions (rain, fog, etc.). At least one of the rear lights must be in a steady (rather than flashing) mode. All riders' lights must meet the requirements of local laws. A rider is not permitted to cycle at night or in other low-light conditions without working front and rear lights attached to the vehicle; therefore backup lighting systems and/or spare bulbs are strongly recommended in case the primary system fails and cannot be repaired on the roadside. Each rider, whether riding in a group or alone, must fully comply with this requirement. Everyone must use their lights!

During hours of darkness or other low-light conditions, all riders must wear a reflective vest, sash, Sam Browne belt, or some other device that clearly places reflective material on the front and back of the rider. During these times all riders will also wear a reflective ankle band around each ankle. (Due to their unusual seating position, recumbent riders may modify their reflective torso devices to show better from front and rear.) Other reflective devices on clothing, shoes, helmets, and machines are encouraged for increased safety—but they are extra and may not take the place of the minimum items listed above.

Any violation of these night riding rules will result in the immediate disqualification of the rider.

Article 11

At the finish, the rider *must sign his or her brevet card and return it to the event organizer*. The brevet card will be returned to the rider after the brevet has been verified and a brevet number issued. (In the event of the organizer losing a brevet card, no replacement to the rider will be made.)

■ Continued on next page

Rules for Riders (continued)

Article 12

These brevets are not competitive events, so no rider classifications are made. Results are published alphabetically, not by arrival time.

Article 13

Commemorative BRM medals for each brevet are available for purchase by finishers. Those wishing to purchase a medal should mark their brevet card accordingly at the finish. BRM medals noting the successful completion of the brevets are: a bronze medal for 200 KM, a silver-plate medal for 300 KM, a vermilion medal for 400 KM, a gold medal for 600 KM, and a silver medal for 1000 KM. The design of the medals will change after each PBP. Cost for the medals will be set by the event organizer.

Super Randonneur: This title is earned by any rider who completes a series of brevets (200, 300, 400, and 600 KM) in the same year, or qualifies for PBP. A longer distance brevet cannot be substituted for a shorter one. A special medal is also available for those holding this title. Riders may order this medal from RUSA by submitting a Super Randonneur application form including the certification numbers for the qualifying brevets. Note: In PBP years, the ACP presents all PBP participants with a Super Randonneur medal at PBP.

Article 14

A brevet cannot be counted as participation in, or as credit for another event held in conjunction with the brevet.

Article 15

Any fraud, cheating, or deliberate violation of these rules will

result in the exclusion of the rider from all RUSA-, RM-, and ACP-sponsored events.

Article 16

If a penalty, disqualification, or other action is taken against or affecting a rider (an “appealable action”), then the rider may appeal in writing (including an e-mail) within 72 hours from being notified of the appealable action. The appeal will be to the Regional Brevet Administrator (“RBA”). The RBA will review the appeal and make a decision promptly. If the RBA denies the appeal or if the rider does not receive a response from the RBA within 10 calendar days after submitting the appeal, the rider may appeal the appealable action to the Board of Directors of Randonneurs USA for a final decision. Upon receipt of the appeal, the Board of Directors will promptly contact the rider and the RBA and, if it deems necessary, will ask for any additional information. The Board of Directors will then render a decision in a timely fashion. A rider may directly submit any other question or complaint (other than an appealable action) to the Board of Directors.

Article 17

Randonneurs USA will be the final arbiter of any questions that arise which may not be covered explicitly in these rules.

Version 11/2006, RUSA Board of Directors

Notes:

Note 1

Two basic styles of randonneuring exist in France. In one, a group of riders ride the whole event together at a given pace. This is the *audax* style. For BRM events riders are not obliged to ride in a group. Everyone rides at his or her own pace. (This is what the *allure libre* in the French refers to). The checkpoint times determine a minimum and a maximum pace in BRM events.

The Audax Club Parisien sanctions and organizes BRM events; however, the *Audax* in the club's name does not refer to the *audax* group style of randonneuring.

The debate was fierce, early in the 21st century, as to which of these randonneuring styles was the *right* one. The end result is that both forms still exist and are practiced by quite a few cyclists. Both of these cycling groups, as well as other non cycling groups, use the word *audax*, albeit for their different purposes.

Attention Members



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

RBA Ride Preview: New York 600Ks

One 600 to qualify, one 600 to prepare for PBP

By Laurent Chambard / RBA for NYC & Princeton, NJ

In the NJ/NYC region, we ran a 600k Brevet in 2006, going into the Catskills by way of the Hudson valley. The route is challenging, but arguably less so than on 2003 and 2005 editions of the NJ600. One of the three main climbs had to be removed at the last minute following a rain-related landslide that carried the road into the river. Weather proved to be as good as it could possibly be. Sleep stop came at the very reasonable distance of 348km (212 miles). And yet by the sleep stop, one third of entrants (7 out of 21) had called it a day. Two more riders would DNF on Day 2, yielding a final success rate of only 59% for the whole field, and an abysmal 14% (1 out of 7) for NY state residents, on their home soil.

Clearly this result was telling us something. Detailed analysis revealed that most DNFs were novices on the distance, and that the whole field had a high rate of first-timers at the 600k distance. On the other hand, two-thirds of successful riders (8 out of 12) went to BMB, and 7 out of the 8 completed the event, including one of our slower riders who had completed our event as her first 600 ever.

Somehow, the message was clear: we had a good event for preparing riders for a 1200, but it was simply too difficult for most first-timers on the distance, in absence of a strong brevet-related culture in our region for the time being.

So we decided to run two 600ks in 2007. During the PBP qualification period, early enough in an attempt to avoid high heat, we will run a new route visiting most of South and Central Jersey on the footsteps of Bruce Springsteen, and over easy, flat and gently rolling terrain. And after PBP qualification period, at a time when riders will be looking for events to help them prepare for PBP once they have qualified, we will run our Hudson/Catskills route, the more challenging option, as we did in 2006.

June 2nd/3rd 2007 – The Boss

This event starts from a hotel in Hightstown, a small town in Central Jersey right off Exit 8 (not 8A!) of the New Jersey Turnpike. Leaving the start at 4 a.m. while motorists are sound asleep ensures virtually no traffic for the first few miles, and then the route takes to small lanes somehow familiar to veterans of the 2006 edition of the NJ400—it is similar to the return route of the 400, but in reverse. Farmlands progressively make way to woods and pine trees, up to the first controle at mile 74 visiting the historic village of Batsto in the heart of the Pine Barrens, where volunteers await with breakfast at the ready. More 400k mileage in reverse follows on the next stage towards Salem, with the route highlighting the amazing variety of crops grown in the Garden

State on a mix of long straight lines and twisty little lanes. In Salem, home of a celebrated oak tree old enough to have seen George Washington walk by, refreshments are available from a friendly pizza and pasta restaurant.

Scenery changes upon leaving Salem as riders now visit marshlands and ancient fishing villages bordering the Delaware river estuary. A detour is then made necessary to avoid exposing riders to the roughest neighborhoods of Bridgeton. After that, mainly quiet lanes lead to Mauricetown and its Wawa store, home of the next controle. Heading East, riders then aim for the shore over long straight lines that seem to have been designed specifically for tandems and recumbents. The ocean is reached at the coastal town of Stone Harbor, where the route turns North and civilization reappears along the entirely built-up holiday residential area bordering the South Jersey shore. Fortunately, several bridges and causeways allow riders to enjoy vistas of the ocean, and the full force of its fragrance too. Just before Atlantic City, with the Boardwalk (finish line of RAAM) nearly within reach, randonneurs turn west over an imposing bridge and reach Somers Point, at mile 246 (km 398) the controle selected for you to sleep. A bed in a motel room awaits each of you, and so does a volunteer with food before and after sleep.

Upon leaving Somers Point riders head towards the western outskirts of Atlantic City, hopefully gaining flying pace when visiting the local Air Force base, and passing two more and last opportunities to stop at hotels. Shortly afterwards riders enter a totally desolate though scenic and beautifully forested area leading to Bass River Park, where several campgrounds are passed. A few miles along Rte. 539, a main road carrying only fairly light traffic, brings riders to Warren Grove for the next controle where, if slow enough, a delightful olde worlde village restaurant awaits. Those riders more in a hurry who will show up before the place opens will be served by a volunteer from the back of the trunk—but I assure you will truly be missing something!

The penultimate stage follows Rte. 539 for many miles, for the simple reason that it is positively the only paved road in those parts with no community in sight for miles and miles. Scenery consists of whatever low pine trees and bushes are able to grow over a sandy soil exposed to ocean winds. The route is a bit more up and down on this section compared to the rest of the course, but by now and after more than 300 miles on the road you might appreciate some opportunities to cycle off the saddle!

More varied scenery returns in the vicinity of the

■ Continued on next page

New York 600Ks (continued)

military base of Fort Dix, rapidly crossed on its Eastern side and leading to the next controle at another of these quintessentially New Jersey institutions – the Wawa store. By then riders are truly on Mr. Springsteen's home soil, crossing Highway 9, sending greetings from not quite Asbury Park, New Jersey, leaving Colt Necks and heading towards Freehold for some few more miles of farmland before the finish line in Hightstown. Qualified!

July 7th/8th, 2007 The Hudson/Catskills Brevet

Starting at the civilized hour of 5 a.m. from a hotel in Englewood, a stone's throw away from Manhattan but on the Jersey side, the route heads north over the northern valley on flat and easy Rte. 501. A first sight of the Hudson River is caught in Piermont, once a terminus of the illustrious Erie Railroad, and the river will remain present for much of the next hundred miles. Some short but sharp climbing out of Nyack warms up those legs, and more rolling terrain follows up to reaching Rte. 9W in Haverstraw where the Tappan Zee appears majestically just off a curve, right in yer face. Riders then stay on 9W for many miles, visiting Revolution historic sites and admiring grand vistas over the Tappan Zee from the top of Bear Mountain and then crossing the eponymous bridge. The route continues along the river on the Eastern side up to the first controle in Beacon, run by volunteers.

The ensuing 20 miles around busy Poughkeepsie are arguably the least pleasant of the route, as traffic can be heavy though not really fast. Terrain remains easy, however, and allows riders to stock up on spare time. Further north the route plays cat and mouse between quiet little lanes and busy Rte. 9G, and unveils the first sight of the Catskills upon leaving Rhinebeck where a blue mass of mountains appears beautifully on your left in the late morning light, showing you where you will be tonight. Some very nice riding can be enjoyed along River Road, leading through Bard University, before eventually rejoining 9G for a few miles and then into Catskill over the Rip van Winkle bridge, where pizza awaits at mile 119.

Serious climbing starts upon leaving Catskill. It remains fairly moderate up to Palenville, but then starts a 5 mile climb of 8% continuous gradient, much of it on exposed ground, that should be taken with the respect due to any such Judge of Peace, as they say on the Tour de France. After reaching the top in Hains Falls, the route eases through Tannersville, reminiscent of the times when the Catskills were settled by tannery operators for the special virtues of hemlock tree bark for this specific business. Riders then turn left on Rte. 214 enjoying a splendid vista as randonneurs at that point are entirely surrounded by high mountains. A very pleasant valley road leads to Phoenicia, and then a slightly less pleasant main road brings riders to Big Indian for

the next controle where indulging in the sandwich handed over by the volunteer is a good idea knowing what comes next.

Next comes the toughest climb on the route; Slide Mountain is not really long, but at a relentless 12% gradient or worse it will take its toll on those legs and punish the randonneur foolish enough for not having brought small gears. The good news though is that once at the top, many miles of overall easy riding can be enjoyed in a fascinatingly deserted valley that you could easily think to be primeval forest. This leads to Livingston Manor, where work resumes over the roller-coastery section leading to the sleep stop in Liberty. At mile 212 (km 348) it comes relatively early by 600k standards, but somehow nobody protested that it came too early last year when we ran this event for the first time.... A hotel bed awaits you, and so does a volunteer with food before and after sleep.

The stage out of Liberty is not really hilly, but is extremely atmospheric in the early morning hours over deserted roads such as Peckamoose River Road. It is even more so for those riders having made the choice to ride through the night, when the valley becomes misty and spooky with not a soul in sight for miles and miles. Civilization returns when reaching Hurley at mile 268, with breakfast available from the controle at Stewart's.

Upon leaving Hurley riders wave goodbye to the Catskills, but are not yet done with climbing. The third main

climb on the route, Mohonk Mountain, is on the way, and its steep last section will require riders to have kept something in reserve. Given the right weather, riders will enjoy beautiful views of the Catskills as they toil their way upwards. The route then becomes more rolling and leads over pleasant countryside to Chester, NY, for the penultimate controle at mile 321.

It is not yet time to celebrate. Three successive ridges have to be overcome just after leaving Chester, to and through beautiful Harriman State Forest over terrain very familiar to regulars of the New York City brevets. And even once past Harriman, the route still offers short but sharp lumps on the way back to the Hudson river, reached in Nyack, from where it is then really flat all the way back to Englewood for a well-earned pizza on the RBA's lawn.

Those of our riders who completed the Hudson-Catskills Brevet in 2006 could be heard saying after finishing BMB that these Vermont hills really were nothing scary compared to what they were used to. So now you know what to do if you want some reassurance that you are ready for PBP!

Both events have an entry fee of \$50 each, which gives you liability insurance, a bed with food before and after sleep at the hotel selected for sleep controle, and free food on at least one controle.

Information and entry form available from Laurent Chambard, RBA, njrando@verizon.net; or from our website www.njrando.com.

10000K



In 2006, two riders—Brannon Oates and Eric Vigoren—reached the rarified air of 10,000K in RUSA-sanctioned events. Vigoren topped 12,000K, while Oates logged 10,160K. In an e-mail Q&A with American Randonneur, they told us how and why they did it—and about the bumps along the way.

—BY EDWARD ROBINSON—



Brannon Oates

Texas rider Brannon Oates, RUSA #2817, is a computer programmer by day. He enjoys visiting his sister and her family once or twice a week. He also enjoys reading, mainly fantasy and science fiction.

Q: Did you start the year with a 10,000K goal in mind?

A: No, but I was shooting at first for 3 series. That didn't quite happen (at least not officially with ACP brevets).

Q: What was your hardest ride in reaching 10,000K, and why?

A: Probably the 162k perm I did the day after a 300k. The 300k was pretty cold (mid 30's to start) and windy (15+ mph) and wore me out pretty bad. It was all mental, because I had a hard time even getting out of the car for the 162k. It wasn't quite as cold as the previous

day, but the wind was a lot worse.

Q: Any DNFs?

A: I had 3 this year if you can believe it. Two were extreme weather related — 1 hot and 1 cold. I was still trying to figure out how to deal with both situations. The third is a longer story, explained later.

Q: How much riding did you do apart from the certified events that contributed to your 10,000K?

A: I just about did the same amount of riding apart from certified events because I'll probably end up just shy of 12,000 miles for the year.

Q: How much traveling did you have to do to find the events?

A: I drove up to Dallas (from Houston) for quite a few events and out to Florida for a 600k.

■Continued on next page

Eric Vigoren

Eric Vigoren lives with his wife, Maggie Williams, in Bremerton, WA. He works as a statistician and research scientist at the University of Washington in Seattle. He began bicycle commuting 16 years ago as a way to save money and never miss the Seattle ferry because the auto deck was full.

He became interested in long distance cycling in 1995 and rode his first randonneuring events a couple years later. "If only I had signed up with RUSA instead of International Randonneurs, I could have a low three digit number, too!"

Both he and his wife love to travel. They have taken self-supported cycling tours through England, Ireland,

Scotland, New England and the Canadian Maritimes, Alaska and the Yukon, New Zealand, and a transcontinental trek from Seattle to Connecticut.

In addition to cycling, they enjoy hiking the abundant trails of the Olympic and Cascade Mountains with their dog, Ruby, a Hurricane Katrina survivor.

If you should ever find yourself in a local pub sharing a pint with Eric, prepare yourself for an engaging conversation about politics, religion and maybe even a bit of cycling.

Q: Did you start the year with a 10,000K goal in mind?

A: Yes, sort of. I had

■Continued on page 22

Brannon Oates (continued)

Q: What are your plans for 2007?

A: Not quite sure, but another 10,000k year seems pretty reasonable, especially with PBP.

Q: Any big mileage months?

A: All my friends would say all were big mileage months since the average comes out to about 1,000 miles a month. But the 3 top months were May at 1,215 miles, July at 1,332 miles and April at 1,374 miles!

Q: How do you keep yourself entertained on the bike?

A: This is a pretty tough

question when I ride alone. I always try to focus on fueling correctly, drinking every 15 minutes, eating when I should, etc. Mainly, I just seem to enjoy the escape from reality that riding gives me.

Q: Did you do all of your rides on a single bike?

A: Yep, a Trek 2300! Not really comfortable on the longer rides, but I'm waiting on my new Seven to arrive for '07.

Q: What brand of drivetrain do you use — Campy or Shimano? What level of componentry? Record/Dura-Ace? Chorus/Ultegra? Other?

A: My Trek came with Shimano Ultegra, but I haven't decided between Campy or Shimano for my new bike yet.

Q: What is your tire of choice?

A: I haven't tried many, but I like the Bontrager Hard Case just for the durability.

Q: Did you have any particularly bad scares with vehicles, traffic, or animals? How did they turn out?

A: About 100 miles into the Memorial Day 1000k I started, a big black dog came blazing toward me out of nowhere. Before I realized it was there, it slammed into my rear wheel. The good news is that I had a lot of weight on the back of the bike, so I didn't go down. The bad news is that it ran into me so hard, that it bent and cracked my wheel and broke my rear derailleur. I had to completely remove the rear brake to even get the wheel to spin without rubbing anything. It was pretty rough getting through the next 120 miles just to finish the first loop. I was pretty drained from both the summer heat and the hills west of Dallas/Fort Worth. Needless to say, this all led to the other DNF I had for the year.

Q: Did you encounter any problems completing brevets or permanents on the prescribed routes (washed out/torn up roads, etc.)? If so, what did you do?

A: There were a couple of rides where the roads were recently torn up for construction, but nothing too bad or longer than a couple of miles. I just decided to keep on

rolling.

Q: How much of your riding was at night? What kind of lights/reflective gear did you use?

A: I did my fair share of riding at night, which I enjoy—especially on the more remote roads. I have the standard sash and ankle straps. As far as lights go, most of mine are Cateye. I use 2 of the long skinny taillights, and 2 of the HL400 headlights. I also have a Brinkman helmet light which I'm really impressed with considering I picked it up from Walmart for about \$20.

Q: How about mechanicals? How many flats?

A: The only mechanical I had was due to the dog that ran into me. And I may have had a handful of flats.

Q: Do you have a "most memorable" control or event during your 10,000-plus kilometers?

A: The "most memorable" was probably the Flipfloppin' Frenzy perm I created because a friend of mine wanted to get in a 600k over Thanksgiving. It was nice helping her realize that she was able to do the longer rides without any troubles.

Q: Any other thoughts, comments, or words of inspiration you'd like to offer?

A: I've tried to take in all the advice others have to offer, but I would say you have to find out what works for you and ride your own ride to enjoy it. Learn through experience and don't let the setbacks get you down. Even the 3 DNFs I had this year didn't get me down.

Eric Vigoren (continued)

mentally sketched out a way to ride 15K in brevets and permanents in 2006.

Q: What was your hardest ride in reaching 10,000K, and why?

A: The autumn 600k “Big Lebowski” in Oregon was the most challenging, and as such, most rewarding course that I rode this year. The route was wonderfully difficult by design—22,000+ feet of climbing with most of it coming after 200 miles, an arid climate with a 45 degree temperature difference between day and night, and many miles between services. I was prepared for the weather and remote location, but I allowed myself to get dehydrated only 12 hours into the ride. The ensuing struggle to get my electrolytes back in check and regain some strength made the ride all that much more difficult. Fortunately, I had the support of good riding companions, and together we wrote another chapter in our cycling saga.

Q: Any DNFs?

A: Yes, I did not finish the Cascade 1200.

Q: How much riding did you do apart from the certified events that contributed to your 10,000K?

A: I would guess about 6K.

Q: How much traveling did you have to do to find the events?

A: Most of the events were within 200 miles of home. An exception was a

‘The autumn 600k “Big Lebowski” in Oregon was the most challenging, and as such, most rewarding course that I rode this year. The route was wonderfully difficult by design — 22,000+ feet of climbing with most of it coming after 200 miles....’

trip to the Midwest to meet a fellow Seattle rider for a couple of free-route permanents.

Q: What are your plans for 2007?

A: Five series would be nice.

Q: Any big mileage months?

A: I had two peak months, May with 1,900k and August with 2,100k.

Q: How do you keep yourself entertained on the bike?

A: I often map the courses to visualize the terrain before I ride. I enjoy watching the cartographic landscape transform itself into reality. Of course, the best entertainment of all is fellow riders.

Q: Did you do all of your rides on a single bike?

A: I rode almost all of my miles on a stock Fuji Touring bike that I purchased early in the year.

Q: What brand of drive-

train do you use—Campy or Shimano? What level of componentry? Record or Dura-Ace? Chorus/Ultegra? Other?

A: Nothing special, just what came with the bike.

Q: What is your tire of choice?

A: I have happily ridden on IRC tires for many years.

Q: Did you have any particularly bad scares with vehicles, traffic, or animals? How did they turn out?

A: My biggest cycling scare of the year came on a descent of Cayuse Pass near Mt. Rainier. A minivan, three or four cars back in a line of cars, drifted onto the shoulder and the mirror struck me as the vehicle passed. OUCH! Luckily, the mirror broke away, dangling from the passenger side door. The driver began to pull over, but upon seeing that I was still upright, sped up and drove away. Maddening!

Q: Did you encounter

any problems completing brevets or permanents on the prescribed routes (washed out/torn up roads, etc.)? If so, what did you do?

A: Nothing that jeopardized completing a ride. I have found that most obstacles can be navigated on a bicycle.

Q: How much of your riding was at night? What kind of lights/reflective gear did you use?

A: I rode through the night about a dozen times this year, I think. There is a certain peaceful tranquility to nighttime riding. For lighting I use two Cateye EL-500s mounted to my forks.

Q: How about mechanicals? How many flats?

A: No mechanicals, two flats. There are some nasty little thorns in eastern Washington and Oregon that I never see in the green, western regions of the states.

Q: Do you have a “most memorable” control or event during your 10,000-plus kilometers?

A: No single event stands out. Just a grand collage of memories.

Q: Any other thoughts, comments, or words of inspiration you’d like to offer?

A: The camaraderie that I have found in this sport is fantastic. In the company of good friends, the miles melt away. Clearly, the time commitment necessary to achieve 10+K is substantial, but with a little bit of planning, it is not as imposing as it appears.

Jumping the Gun in Central Goldfields Shire

December 2-3, 2006

BY JOSEPH MAURER

"The easiest 600 you will ever do!" blared the description from www.audax.org.au/calendar.asp when I searched for reasons to take my bike along on a trip to Melbourne. Our elder daughter had spent the year there on a student exchange program, and now urged her parents to come and visit at the end of her stay, so she could show us around and facilitate some touristic pursuits (and would not be alone for the move back home to California).

The bike with S&S couplers travelled problem-free in its suitcase, and stayed there during the first two weeks of our southeast Australian experience. We mostly followed the guide book's recommendations for a tour along the Great Ocean Road and through the Grampians mountain range, and in par-

ticular included many good trail hikes. In my mind, this counted as preparation for the ride, together with some thorough carbo-loading: the local restaurants really had very talented and ambitious chefs. On the way back from the Grampians to Melbourne, I insisted on making a little detour to get an idea of the roads I would ride on the upcoming weekend. By car, the profile seemed to be rather soft, the road surface appeared to be quite smooth, and there was no wind. However, it was extremely hot, and everything was completely dried out under the violent Australian sun.

This hit me as a surprise. Only two weeks before we arrived in Melbourne, it had

snowed in the area (the newspaper had titled "It's Snovember!"), which was more shocking for the locals expecting the beginning of summer than for me who was dialed in to the beginning of winter. I was mentally and physically prepared for cold, even rain, but no heat. Also, the distances between services were substantial, and those little isolated general stores were unlikely to stay open for much of the weekend. I only had two water bottles and had left the Camelbak at home to optimize luggage volume. In an attempt to defuse the dire warnings of my wife ("you are going to shrivel to death!"), I stubbornly predicted cool weather for the week-

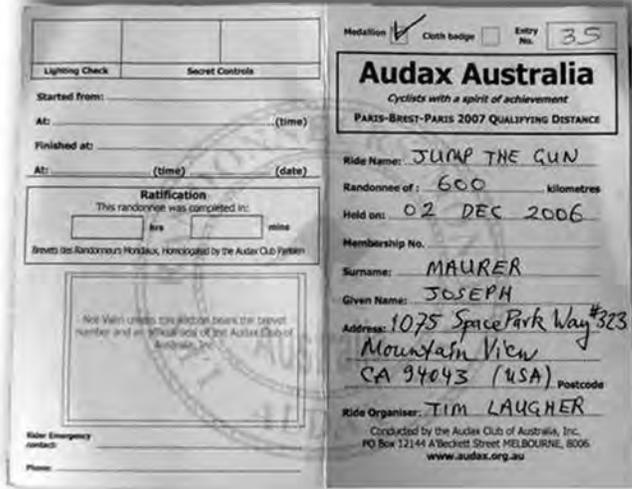
end, with a good chance for rain. The employees and volunteers in the Maryborough Visitor Center were skeptical, though: they had been suffering from drought for seven years, ever since the last big flood in 1999....

Finally, on Friday, December 1, we drove the 120 miles west from Melbourne to this charming town of Maryborough in the center of beautiful Goldfields country. It is named after the gold rush that paralleled the one in California shortly after 1850. After yet another wonderful dinner at the restaurant attached to our motel, I rode a mile and a half to the registration and start/finish place.

■ Continued on next page



Jumping The Gun (continued)



There, I met the friendly RBAs Tim Laughner and Pat Dorey who knew about my participation from a previous

e-mail correspondence. I passed the rigorous lighting check set up by Audax Australia, and after paying the modest fee of \$12 (U.S. equivalent) received the most precise and beautiful route sheets I had ever seen, with detailed maps for each section, on which the route was painstakingly highlighted. This was even more impressive when I learned that the event, which also offered 200, 300 and 400k options, drew over 70 riders. Nearly half of them had signed up for the 600k brevet.

Five minutes before the Saturday 6 a.m. start, Tim Laughner welcomed the riders, many of whom had come from quite far away: New South Wales (Sydney), even Queensland. And he introduced the single foreigner from California, easy to recognize with the bear on the California Triple Crown jersey. Needless to say, over the next 600 km, nearly all of the

proverbially jolly Aussies I rode with made a point of welcoming me personally.

I was excited. This was cool: riding a big brevet in a peloton of 70, on roads so far away from home (and on the left side!), through countryside so much more beautiful than when driving through by car. In addition, those guys were fast! As soon as one of the “soft” rollers showed its uphill side, I went anaerobic and had to sprint to stay in touch. When this pattern repeated itself often enough to leave unpleasant memories in my quads, it dawned on me—as so often in the past; but I’m a slow learner—that I was probably too enthusiastic for my own good, again. But because we would soon arrive at the first control, I decided to stick with my enthusiasm, for now. After all, it was a very special thrill for me (never happened before!) to arrive at a brevet control just when it opened.

But, enough was enough. I took my time, let all the fast guys and gals leave, and noticed that there were still riders coming in when I was ready to move

on. Clearly, they were all smarter than I was. I also noticed that the route changed direction and now went directly into a pretty stiff headwind. Oh, so had we had a tailwind, before? Also, the temperatures were quite low. I had cold feet and didn’t like the cold wind in my face. But I soon reminded myself that this was much better than the heat of only three days ago. And who knew: given that my weather prediction was already half successful, maybe it would even bring rain later in the day? I would be triumphant in the face of my wife and the employees of the Maryborough Visitor Center!

The route was set up as a sequence of various approximately 100 km loops in all directions around Maryborough (with simple 50 km round-trips at the end of Saturday and Sunday). This, together with a relatively modest overall elevation gain,

made the claim of “easiest 600” plausible. It was extremely convenient to be able to come back to the motel room in regular intervals, even though this often added a couple of miles for me, and made me spend more time at rest stops than I would have otherwise. My wife and daughter were out to visit the touristic Sovereign Hill in Ballarat (about 40 miles away) when I came back after 200 km. I knew I would arrive much later than planned for the 300 km mark and left a message with a revised schedule. Not that the enthusiasm from earlier in the morning had waned, but the “muscle memory” in the quads had been burned in more deeply, since, and the sustained wind had made this easiest 600 a little less easy, already—and much slower, at least for me. By the way, dark clouds had come up by now, and I did indeed feel one rain drop on my face. Not enough to end the drought, but my wife and daughter later said they had to use the windshield wipers for a little moment, on their way to Ballarat. So there!

Speaking of enthusiasm.... Predictably, my wife didn’t have much of it when I arrived after the third loop

■Continued on next page

Jumping The Gun (continued)

The author
with Tim
Laugher and
Pat Dorey



and prepared myself for the last out-and-back to Avoca, 27km away. However, I was really looking forward to this midnight ride, and my wife knew me well enough to quickly abandon her hopes of seeing me abandon at this point. I know it was recommended not to ride alone, in particular at night. But after over 300 km and all my private rest stops in the motel room, there happened to be nobody else around. To be honest, I actually preferred riding alone at this point. The wind was slowly dying down. I could pick my optimal pace, and enjoy all the sights and sounds of this undisturbed moonlit night on a known, rather straight (even though constantly rolling) and tranquil road. On the way out, I counted 10 riders who were on their way back, nearly all of them alone as well; and on my way back, I counted 10 more who were still behind me, again nearly all alone. The strong wind during the day had cleaned the atmosphere such that the full moon illuminated the dry yellow grass in the pastures as if it was snow. Despite the bright full moon plenty of stars could be seen. Much to my delight it was easy to identify the Southern Cross—something to write home about!

Wife and daughter stayed awake until I came back. I was so exhilarated, I couldn't just go to bed right now. Besides, I needed to do something to fight the calorie deficit, and my wife wisely had bought some bottles of my favorite Australian Carlton Draught. And so it went on until nearly 2 a.m. A three-hour sleep break should be enough. It turned out that I heard my alarm very clearly, but that my reaction to it was somewhat hesitating. Eventually, my wife (bless her heart) reminded me that I still wanted to do 250 km or something, and I managed to get back on the road by 6 a.m. Clearly, most of the other 600 km riders had left already to take advantage of the early morning hours while the wind was still resting. Only two or three of those behind me caught up, one by one, over the next hour or two. I rode together with each one for a while and we talked about God and the world and the Australian animals, until I begged them to take off now and let me finish the ride at my own pace.

I felt I had settled into good steady riding. It was a little less cold than the day before, and I had put on an additional layer, so I felt com-

fortable. I didn't fear or fight the wind anymore; I peacefully lived with it. It was just a matter of allowing a smaller gear, a slower speed, and it was all good. Despite the various flavors of mild discomfort so well known by long-distance cyclists, I was happy to enjoy the experience and celebrate my endurance. Towards the end of the afternoon, the left Achilles tendon started talking to me—not a big surprise. It's an old weakness of mine, and I know how to work around the trouble: keep the heel high, and push into the toes. Given that I didn't ride a single mile during the three weeks before this 600, it could have been much worse.

At 5 p.m., I came back to the start/finish control for the next-to-last time. Only 44 km were left: an out-and-back to the old gold digger town Dunolly, on a mostly flat and

straight road, much of it through open pastures fully exposed to the wind which was now at its strongest. Tim Laugher and Pat Dorey offered custom-made sandwiches, all kinds of beverages, and more than adequate moral support—it was marvelous. My wife and daughter, now accustomed to me being late at checkpoints, only showed up a little later, with more provisions for this last section. Some other riders arrived. They had just completed their 600, and reported matter-of-factly how the forceful wind blew them out to Dunolly and then made them struggle on the last 22 km back to the finish. I wanted to get back on my bike and see for myself. The anticipation of completing this brevet before dinner time gave me renewed stamina

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Permanents News

BY ROBERT FRY



RUSA members successfully completed 773 Permanent rides in 2006, a grand total of 159,733km. These numbers are two and a half times again those of 2005, and continue the high growth rate that Permanents have enjoyed since the program began.

With few brevets available towards the end of the year, Permanent validations in November and December rose to over 100 per month. In fact, Permanents accounted for over 10% of all validations obtained from RUSA last year, and almost 10% of the mileage ridden.

A significant milestone was also crossed in 2006, with the 1000th validation being awarded. In one of those little quirks of fate that crop up now and again, validation #01000 went to Dallas RBA Dan Driscoll, whose participation in the very first Permanent ride also gave him validation #00001.

Route applications also saw a steady increase, reaching a rate of about 2 per week, and 103 new routes were added to the database. Four routes were with-

drawn by their owners. This now gives us a net total of 205 routes available in the database, virtually double the 107 available a year ago. I am pleased to say that we lost no route owners in 2006.

Better yet was the large number of new route owners added last year, in both established regions such as Texas, and in new ones such as Kentucky, Maryland, Mississippi, Nebraska and Virginia. Riders, remember to thank the route owner next time you ride a Permanent! I can sit here and “coordinate” all I want, but without route owners, this program goes nowhere.

It is sometimes said that new inventions do not realize their potential until their “killer application” comes along. For the personal computer, I believe the killer application was the spreadsheet, for the internal combustion engine it was of course the automobile, and for our sport of cycling it was presumably the 1885 Starley “safety bicycle.” While Permanents are not new and hardly an “invention,” it is apparent nonetheless from the number of 200km rides by the

same riders, month after month, that the R-12 award has turned out to be their killer application. Congratulations to everyone who achieves this award, and especially the select and hardy few who do so by venturing out in winter weather in our harsher northern climes.

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

New route applications are always welcome from any RUSA member, especially from regions not yet represented, and can be submitted to the Permanents Coordinator at any time. Contact Robert Fry, cvbrevet@mchsi.com, (319) 226-5436.

The RUSA web site has a main Permanents page, www.rusa.org/perminfo.html, with information and resources for both riders and route owners.

Members new to randonneuring are encouraged to gain a little experience of brevets as a rider or volunteer before submitting an application.

Jumping The Gun (continued)

which surprised me. I carefully avoided exhausting myself during the last difficult miles into the wind (my wife would hold it against my bike riding if she saw me debilitated), and still arrived at the finish “on schedule,” with good attitude and exceptionally high spirits.

As indicated by the Jump the Gun name of this ride and by the proud line Paris-Brest-Paris 2007 Qualifying Distance

on the brevet card, the participants jumped the gun in their qualifying series for PBP 2007. This includes myself, even though I will assure my complete PBP qualification in spring 2007 in California, and certainly hope to do more than just one additional 600 in preparation for next August. No matter what, this Australian brevet will forever have a special meaning for me. It is my

first 600, and as such represents an obviously important milestone in anyone’s randonneur career. But then, regardless of whether it was “The easiest 600 you will ever do!” or not, it will be the only one with images of quiet roads from one sleepy historic gold rush town to the next, with cockatoos sitting in the trees and getting all excited when a lonely cyclist passes under-

neath, with flocks of brightly colored rosellas being stirred up every once in a while, and with friendly “Welcome to the Central Goldfields Shire” signs at least once through each of the seven loops around Maryborough.

Unless, of course, I come back one day for another big brevet in Victoria, Australia!

Beryl Burton's ABCs of Cycling



By **BILL BRYANT**

It has been a decade since the passing of **Beryl Burton** (1937-1996). This legendary English champion was without peer in the international racing scene for over two decades. Many experts rank her as the greatest female racing cyclist of all time, and with good reason—her list of victories is astounding.

From short 3,000-meter pursuits on the track to 12-hour marathons on the open road, her specialty was the time-trial. Like randonneurs, she knew a lot about the lonely efforts common to long-distance cycling. Burton was a fierce competitor on race day and more than once she beat her male counterparts. Her times for various distances are still impressive today, and given that they were all achieved without the now-familiar aerodynamic wheels, handlebars, and helmets that cut seconds off each kilo-

meter, her time-trialing accomplishments clearly put her in a special category atop the others.

Beryl Burton won 15 medals at the World Championships, including two golds for the road race and five for the pursuit. She was the winner of Britain's prestigious Best All-Round trophy for time-trialing an astounding 25 years in a row from 1959 to 1983. Had there been Olympic cycling for women in her day, no doubt she would have been equally successful there too.

A real amateur, Burton worked a full-time job. Though her family was of modest means and usually had to pay for her racing trips abroad due to the neglect of the British Cycling Federation, more than once she turned down financial gain for her cycling because she rode only for the personal satisfaction of meeting a sporting challenge—just like randonneurs. And unlike the professionals of

C is for them.
CYCLIST—be one and not look after your needs and look after them.
A
B
T is for TIRES—choose the type and size most suited to an athlete, it's more fun.

The ABCs of Cycling (continued)

her time, Burton asked for drug testing so that others would know she wasn't a cheat. What she achieved on the bicycle came only from her own hard work and determination, and she was proud of it.

Despite her many racing successes, Burton remained

an active club rider throughout her life and was steadfastly loyal to the classic ideals of amateur cycling. A life-long member of the humble Morley Cycling Club in Yorkshire, she treasured the simple joy of riding with her friends on their local club runs or multi-day tours.

As she wrote in her autobiography *Personal Best*, "...this, really, was what it was all about. The fellowship of like-minded folk who, in their various ways, were part of the greatest sport in the world."

Beryl Burton didn't ride brevets or PBP, but she would

have surely appreciated the camaraderie and "personal testing" found in our sport. Though it might seem quaint at first glance, much of what she had to say 35 years ago is still worthy of consideration by contemporary riders wanting to earn the title of Super Randonneur.

THE ABC's of CYCLING

By Beryl Burton

A is for ACTIVITIES, of which cycling is the best—what other recreation has such a diversity of interests? Be it touring, club runs, camping, hostelling, time trialing, road or track racing—the bicycle caters for all.

B is for BEARINGS which must be kept adjusted, clean, and lubricated to keep your cycling enjoyable.

C is for CYCLIST—be one and not just an "athlete on wheels"—it's more fun.

D is for DOPE—the biggest one is the rider who uses it.

E is for EQUIPMENT—choose the type most suited to your needs and pocket—look after it—check it weekly.

F is for FITNESS for which you must train—each one according to his or her own need.

G is for GEARS—clean and lubricate weekly. Be sure to check the cables—it's too late in the middle of an event.

H is for HYGIENE—both dental and personal are important to a healthy body.

I is for IMMERSION in water,

a thing I never do during the racing season—try a shower or rub-down instead.

J is for JOY—the feeling one gets when fit and riding the bicycle.

K is for KEEN and efficient brakes—check the cables and brake pads—your life could depend of them.

L is for LIGHTS—see and be seen—don't get caught out in the evening without good lights and reflectors.

M is for MUDGUARDS—except for racing, I can see no excuse for subjecting your body and bicycle to wheel spray on wet roads.

N is for NUTRITION—intelligent eating rather than 'dieting' is my approach. Eating healthy foods—in the proper amounts relative to your activity level—forms a good nucleus of fitness.

O is for OIL—a must for every free-running machine—don't forget to lubricate the chain.

P is for POSITION on the bicycle—comfort is my first essential consideration. Handlebars are only one inch lower than the saddle height.

Q is for QUERIES—ask the experienced riders' views, then adapt to your own requirements.

R is for ROLLERS, which help you beat the fog, smog, and ice of winter evenings.

S is for SHOES, SOCKS & SHORTS, which should be close-fitting, clean, comfortable, and good quality.

T is for TIRES—choose the type and size most suited to your needs and look after them. Check weekly for cuts and ride them at the proper inflation.

U is for the UNSUNG praises of cycling—let everyone know that you are a Cyclist and proud of it!

V is for VICTORY—which should be the aim of every sporting cyclist—work for it—it doesn't come easy.

W is for WILLPOWER—it keeps you going when you're hurting—cultivate it.

X is for the eXtra care you must take in your appearance and behavior when on the bicycle. Remember, you are an ambassador for our sport.

Y is for YOUNGSTERS—encourage them to take up cycling.

ZZZ is for the extra sleep you will require if this isn't going to be wasted effort.

Adapted from Ron Kitching's "Everything Cycling" Handbook, 1970 edition, Bill Bryant, 2007.

A short history of Paris Brest Paris

BY GARY SMITH

Editors note: When Gary Smith was an RBA he penned a short history of PBP. With that event approaching, he rolled it out on the Oregon Randonneur listserv. It is reprinted here with his permission. Bill Bryant, who has a lengthy PBP article on RUSA's Web site, assisted in the editing of this article.

In 1891, Pierre Giffard, the publisher of the French newspaper *Le Petit Journal*, sensed that something had to be done to boost the sagging French morale. Unlike some more conservative journalists of the day who thought the bicycle was an oddity quickly to be disposed of, Giffard was a dyed-in-the-wool cyclist. This was easy in Giffard's day since Lycra hadn't been invented yet. What had been invented in 1885 was the "safety bicycle," the basic form of the bicycle we know today.

Although there were only a few thousand cyclists in all of France and only a handful of those were racing fanatics, Giffard realized the potential of the fledgling bicycle. He wanted a dramatic demonstration of its power, range, and versatility. He wanted to sell more newspapers and increase his circulation. Giffard hit upon the idea of a cycling event of enormous proportions. This was

not going to be any mere race; this was going to be a test.

Giffard fanned the flames of interest with a series of hot-breathed articles. He had conceived of a test "not primarily of speed but brains, skill and endurance." He had hit upon the idea of a 750-mile (1200 km.) event going from Paris to Brest on the Atlantic Ocean and returning to Paris.

Could a man with the aid of nothing more than his muscles accomplish such a feat? The medical establishment of the time didn't think so. Doctors universally condemned the idea as sheer lunacy. "The bicycle in such overdoses will kill the rider just as surely as an overdose of arsenic" one medical expert of the time wrote. So much for medical science.

Despite these dire predictions, people started lining up to enter. Giffard was taken aback at the tumultuous response he received. He changed the entry rules in mid-stream and charged the unheard of sum of 5 francs to enter. Nonetheless, 300 riders including 7 women signed up. Among the new rules Giffard came up with was the time limit of 10 days. Another rule said each rider had to use the same bicycle throughout. To



This early Rudge ad featured Charles Terront, the first winner of PBP.

avoid cheating, each bicycle was provided with a special seal. The sealing ceremony was an affair of great pomp and circumstance held in front of the *Petit Journal* building. Properly huffy officials affixed seals of worthiness to entrants' machines. Presaging the length of the race, the sealing ceremony lasted for two days! When the officials had finished, 280 machines had been "signed, sealed, and secured." Among the 280 were 10 tricycles, 2 tandems and 1 high wheeler. At the last moment, Giffard decided not to accept women. So much for equality.

At daybreak on Sunday, September 6, 1891, 206 riders left a cheering crowd in front of the *Le Petit Journal*. After three flats within the first mile, the French professional, Jules Dubois realized his *pate de fois*

gras was cooked. The race was now between Charles Terront and Jacques Jiel-Laval.

There could not have been two more different riders than Terront and Jiel-Laval. Terront was hot-blooded and impetuous. Jiel-Laval, on the other hand, was coldly calculating, sticking methodically to an hour-by-hour schedule from which he would not deviate. In the end, the mad, impetuous Terront won the first PBP in 71 hours 22 minutes, even by today's standards a very respectable time. His closest finisher, the ice-water veined Jiel-Laval, finished 8 hours behind Terront.

Terront had battled fatigue with nothing more than strong French coffee. On route, he had crashed into a barrier. At

■Continued on page 32

A Short History (continued)

one point, he broke a crank and had to pedal one-legged to the next checkpoint. Even with so severe a handicap, most of his teammates could not keep up with his frantic pace.

One of the hotly debated items prior to the race was which tires were better. Just two years earlier in 1889, the Michelin brothers had introduced their clincher tire and rims, a development that sounded the death knell of solid rubber tires and put us on the road to pneumatic riding. Terront was backed by the Michelin company. Jiel-Laval rode Dunlop pneumatic tires. The two front runners in 1891 were locked in an intense personal battle, as were their two tire company sponsors—they wanted to prove their product was the best.

Giffard was beside himself with success. He filled the newspapers with exploits of this seminal event for months. He made the most he could of the 98 official finishers of this first PBP. He wrote: “For the first time we saw a new mode of travel, a new road to adventure, a new vista of pleasure. These cyclists averaged 80 miles a day for 10 days, yet they arrived fresh and healthy. Even a skillful and gallant horseman could not do better. Aren’t we on the threshold of a new and wonderful world?”

Part of that “new and wonderful world” was in part culinary. A baker on seeing the gallant lads cycling by his window on the first PBP was so inspired by what he saw, he created a pastry called the “Paris-Brest” in honor of the staunch riders attempting this most unique of rides. The calorie-laden confection is available today at many French bakeries, especially in Paris or Brest.

It was also to be a “wonderful world” of sporting events. Encouraged by the success and notoriety of PBP, another Frenchman started the modern Olympics. The Tour de France was started in 1903, again inspired by Paris-Brest-Paris. But

PBP remains the oldest cycling event run on the open road.

Because of the arduous nature of PBP, it was held at ten year intervals after 1891. There were events in 1901, 1911, 1921, and 1931. In these events there was a category for the fast racers, who got virtually all of the attention. But in their wake was also a tourist category. Despite not getting much, if any publicity, these hardy amateurs usually outnumbered the racers. They rode PBP purely for their own satisfaction, not money like the professionals.

There was something new with the 1931 running of PBP. The older “touristes-routiers” format was no longer organized, but in its place came two approaches for the tourists. The first, organized by the Union des Audax Française was the “audax PBP”, where everyone rode in one big pack the entire way. Their goal was, and is, for everyone to finish together in about 85 hours. The second approach was the “randonneur PBP”, organized by the Audax Club Parisien. Here, riders were free to ride the pace they liked so long as they stayed inside the opening and closing time limits. Sixty hardy riders started the inaugural randonneur event. They had 96 hours to complete the ride and 44 of them arrived back in Paris to earn their medals. The 1931 ACP event was also the first time that women were allowed to participate in PBP; it took a while longer for the audax group to let them into their version.

The 1931 PBP was an exciting race, hard-fought from start to finish in awful weather. It was won by the redoubtable Australian Sir Huber Opperman, but World War II interrupted the ten-year cycle for PBP after his victory. An event



Scenes from PBP 03



was organized in 1948 to take the place of the one lost to the war, and then another in 1951 that resumed the ten-year cycle. Both saw exciting racing, but as it turned out, 1951 was the final time the professionals rode at PBP. Too many of them would rather ride 10 races of 75 miles in August than one race of 750 miles. The lucrative post-Tour de France criterium circuit in August was too tempting for many professionals to pass up; the racing version of PBP died out despite various attempts to resuscitate it. However, the two touring formulas, audax and randonneur, enjoyed much popularity and both continued onward. The tourists began organizing their PBP's at a five-year interval, and later, four for the ACP version. During the 1960s, the ACP adopted the established UAF time-limit of 90 hours that contemporary randonneurs are familiar with.

While the audax version has gone into decline since the 1980s (there were only 150 participants at the most recent event in 2006), the randonneurs' version grows in popularity with each edition. It is the 16th running of this event since 1931 that will attract 4500 randonneurs and randonneuses to Paris next summer. Having done the Super Randonneur series of brevets to get in, all of them are expert long-distance cyclists. Over time Paris-Brest-Paris has become exactly what Pierre Giffard first intended in 1891—not just a race, but a true test of cycling “brains, skill, and endurance.”



Madonna del Ghisallo Church

The Museum of Cycling Madonna del Ghisallo, Italy

BY MAX PROLA

The Italian Museum of Cycling was officially dedicated on Oct. 14, 2006. It is located in northern Italy in the lakes district north of Milan, just north east of Como and next to the Madonna del Ghisallo Church. This is a brief account of my experience of visiting the site.

The Church of the Madonna del Ghisallo (Madonna of Cast Iron) sits on little piazza overlooking Lake Lecco. This particular

Madonna became the “Saint” dedicated to the well being of cyclists and is part of the cycling lore in Italy.

The church had accumulated all sorts of relics through the years and it was decided to build a modern structure nearby to adequately house and display some the historic memorabilia. In front of the church are two statues: One of Coppi and one of Bartali, the perennial Italian cycling adversaries during the 40s and 50s. On the side

of the church is also a sculpture of the Fallen Cyclist appealing to the sky as he is lying prostrate on the ground.

The museum sign has an outline sculpture inside the circle with a cyclist having the arms raised victory and the outline of the little Ghisallo Church in the background.

The museum consists of a rectangular structure with four narrow rectangular roof segments each with its own curvilinear form. Inside, the entryway takes you down a long ramp revealing a sunken floor plan with a varying set of displays.

We entered the museum around 1630 and stayed there until it closed at 1800. Upon entering the front door, one makes an immediate right and descends a long ramp; then there is a switch-back for another ramp to take you to the main floor. Of course at each overlook you can see the overall layout of the museum, but I will describe it as if on a walking tour.

Once on the main floor, to the right is the main glass enclosed display case of classic bicycles, jerseys and awards. The main display case has a set of bicycles that document

Museum (continued)

the progression of technology from the early 20th century to the 1970s.

To the immediate left of the display cases on the main floor were two circular rooms. On the exterior walls were newspaper descriptions of important events, mainly in the pink color of the *Gazzetta Dello Sport*, the paper that sponsors the Giro. Inside the rooms were partitioned displays dedicated to each famous cyclist that could be opened and their career accomplishments could be observed.

On the mezzanine above the circular partitioned rooms were the offices of the museum where they were selling souvenir postcards and stamps of the museum opening.

On the far left wall of the main floor was a mural depicting each cycling decade with enlarged photos of the most important cyclists. Most notable was the 1950 segment that had an enlargement of the famous photo of Coppi handing a water bottle back to Bartali during a mountain stage.

Immediately below the wall one could pick up an audio device and listen to recordings about the events.



Interior of Museum

To the front, next to windows facing the lake, was an elliptical enclosure that had various displays discussing the technology and physics behind the design of bicycles. You will notice the white haired curator of the museum in the center of the enclosure. I spoke to him at length about the bikes and the shifters in the main display case.

On the right wall of the museum, next to the entrance ramp, are various photos depicting some memorable events.

At the extreme end of the wall, past the end of the ramp is huge rock, probably part of the mountain. On top of the rock is a mar-

ble slab that says “*Omnia Vincit Amor*” Benedictus PP XVI / *Visitatio BMV Anno Domini MMVI*. (The Pope already visited and blessed the museum.)

Needless to say, I could have spent several days to appreciate all the information that was presented in the museum.

Even as we left and it was getting dark, the sage curator of the museum was still discussing a topic of interest with two cyclists who still had to ride home on their bicycles!

The museum is an appropriate embodiment of the reverence with which Italians view cycling history.

2007 RBA Directory

Region	Organizer	Address	Tel.	E-mail
AK: Anchorage	Robert VORIS	PO Box 771361 Eagle River AK 99577	907-694-4683	eravoris@alaska.com
AR: Little Rock	Dana JOHNSON	46 LedgeLawn Drive Little Rock AR 72212	501-350-4562	dana@greengoblin.com
AZ: Casa Grande	Susan PLONSKY	1995 Cox Road - Campground Buena Tierra Lot 17B Casa Grande AZ 85222	520-450-1335	susan@azbrevet.com
AZ: Desert Camp	Lon HALDEMAN	PO Box 303 Sharon WI 53585	262-736-2453 Fax: 262-736-2454	haldeman@pactour.com
CA: Davis	James SHARP	414 Village Circle Winters CA 95694	530-795-1937	jwsharp@ucdavis.edu
CA: San Diego	Barclay BROWN	1804 Garnet Ave. #425 San Diego CA 92109	858-752-3478 Fax: 619-374-7095	rusa@barclaybrown.com
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CA: San Luis Obispo	Kevin MAIN	720 Higuera Street San Luis Obispo CA 93401	805-547-0662 Fax: 805-547-0625	kevin@kevinmain.com
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American Randonneur

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TX: Houston	Robert RIGGS	8902 Concho St. Houston TX 77036	713-301-7093	elantier@hotmail.com
TX: San Angelo	Dennis COOK	4022 Green Meadow Dr., Apt #2204 San Angelo TX 76904	325-763-9993	dennis.j.cook@verizon.com
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WI: Beloit	Lon HALDEMAN	PO Box 303 Sharon WI 53585	262-736-2453 Fax: 262-736-2454	haldeman@pactour.com

WHAT WE RIDE

1984 MERCIAN "KING OF MERICA" MODEL

Bike Specs	
Frame	Mercian 531C Reynolds tubing
Derailleurs	F — Campy 980; R — Campy Rally
Shifters	Rivendell bar end
Rear hub	Specialized 7sp. sealed 36
Front hub	Campy 32 Record
Rims	Mavic Open Pro
Tires	Pasela 700x28F 700x32R
Stem	Cinelli steel
Bar	Rivendell
Saddle	Brooks Swift
Crankset	No name 110BC 52x36 now
Bottom bracket	Phil Wood



You never know what Bristol, Va. rider Glenn Himstedt will show up on. He has six or seven immaculate bikes in his stable, and he has an eye for the fine steel frames from years past.

“The bike I’ve been riding most of the time on longer rides is this 1984 Mercian,” he writes. “It is the King of Mercia model built with what was called sport touring geometry. It has 72-degree head and seat tube angles with chain stays about 44 cm. There is room to run 700x32 tires. All this makes for a really comfortable ride.

“I purchased the frame from R&M Cycles in Springfield, IL on Thanksgiving 2005,” Himstedt writes. “It had never been assembled. I used as many parts from that time period as possible, the main exception being the crankset. I eventually took off the Campy Super Record and put on a 110 BC so I could use a 39 tooth or even a 34 when the mountains are really hard.”



Glenn Himstedt takes a break during a December permanent.



Head tube and lugs

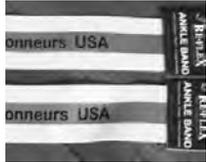


Campy Rally derailleurs

RUSA SOUVENIRS CATALOGUE



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



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



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



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



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



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



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



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

RUSA SOUVENIRS CATALOGUE



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



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



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



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



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



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



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

RANDONNEURS USA
Souvenirs Order Form

ITEM	DESCRIPTION	PRICE	SIZE	QTY	TOTAL
★ NEW! RUSA PBP 2007 JERSEY	OFFICIAL RUSA PBP 2007 SHORT SLEEVE JERSEY Sizes: S - M - L - XL - XXL Order now for delivery by July 30	\$65.00			
PBP 2003 VIDEO	45 MINUTES OF PBP 2003 (FRENCH)	\$45.00			
PBP 1999 VIDEO	42 MINUTES OF PBP 1999 (FRENCH)	\$25.00			
PBP 2003 YEARBOOK	PBP 2003 STORIES & RESULTS	\$10.00			
PBP 1999 YEARBOOK	PBP 1999 STORIES AND INFO	\$7.00			
Closeout Sale! 40% off RUSA PBP 2003 JERSEY	RUSA PBP 2003 JERSEY - SHORT SLEEVE SIZES AVAILABLE: S - M - XXL	Now \$33.00			
RUSA HANDBOOK	THE MEMBERS' GUIDE TO RANDONNEURS USA RULES, REGULATIONS, STORIES AND ADVICE	\$6.00			
RUSA DUFFEL BAG	YELLOW WITH RED TRIM LIGHTWEIGHT NYLON	\$10.00			
RUSA JERSEY	SHORT-SLEEVE: S-M-L-XL-XXL	\$65.00			
NEW! RUSA LONG-SLEEVE JERSEY	LONG-SLEEVE VERSION OF CLASSIC RUSA JERSEY S-M-L-XL-XXL	\$70.00			
RUSA POLO SHIRT	WHITE WITH EMBROIDERED LOGO: S-M-L-XL	\$27.00			
RUSA CYCLING SHORTS	LYCRA BLACK SHORTS: S-M-L-XL	\$45.00			
RUSA SLEEVELESS WIND VEST	RUNS SMALL: ORDER NEXT SIZE UP S-M-L-XL-XXL	\$55.00			
RUSA LOGO DECAL	5.25" x 3" - REMOVABLE VINYL	\$1.00			
TOP TUBE DECAL	5"x1" REMOVABLE (BLUE & WHITE)	\$0.25			
RUSA T-SHIRT	WHITE SHORT-SLEEVE: S-M-L-XL-XXL	\$12.00			
FLECHE T-SHIRT	WHITE SHORT SLEEVE - BLACK TRIM: M-L-XL	\$12.00			
WATERBOTTLE	WHITE 28 OZ WATERBOTTLE	\$4.00			
RUSA LAPEL PIN	SINGLE PIN	\$2.00			
RUSA LAPEL PINS	2-9 PINS	\$1.75			
RUSA LAPEL PINS	10 OR MORE PINS	\$1.25			
RUSA REFLECTIVE SASH	YELLOW SAYRE SASH: Limit 2	\$5.00			
RUSA REFLECTIVE ANKLE BANDS	YELLOW VELCRO SAYRE: Sold in pairs: Limit: 2 pr	\$2.00pr			
3M REFLECTIVE TAPE	9" STRIP OF SCOTCHLITE ADHESIVE TAPE	50¢			
★ REFLECTIVE YIELD SIGN	WHITE AND LIME REFLECTIVE TRIANGLE: Limit 2	\$4.00			
RUSA SOCKS	SNUG FITTING WOOL SOCKS: S/M or L/XL	\$10.00pr			
RUSA CERAMIC MUG	WHITE 10oz MUG WITH RUSA LOGO	\$8.00			
RUSA TRAVEL MUG	STAINLESS 15oz TRAVEL MUG WITH RUSA LOGO	\$8.00			

SHIPPING & HANDLING (USA):

- .40-cents for up to 6 decals (or SASE)
- .40 cents for up to 6 Scotchlite strips (or SASE)
- .65-cents for each lapel pin
- \$4.50 for first item.
- Add \$1.00 for each additional item.

Questions? Email us: souvenirs@rusa.org

	SUB-TOTAL
	SHIPPING & HANDLING
	TOTAL

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

PAYMENT METHODS: PAYPAL: www.paypal.com and send payment to souvenirs@rusa.org
 CHECK: make check payable to Randonneurs USA.

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

1-17-2007

Just how far is....
1200K?

BY ADRIAN HANDS

With the turning of the new year, many a randonneur will be ardently preparing a plan of attack for the “before” and “during” PBP. This is important work, but leaves little time to prepare for the “after.”

On returning home, you will inevitably face the well-meaning aunts who will want to know how you did in the “Tour de France?” And, whether you “won?” (The answer to those is, of course, “Yes, dear Auntie, I won the Tour de France. I’ve put the trophy between my Heisman and Stanley cup, just below the Nobel Prize.”)

To allow you time to focus on ride preparations, we are providing a collection of possible answers to the “how far is 1200km?” question, which we hope will be more stimulating than the technically correct, yet imaginatively unsatisfying “746 miles” response.

How far is 1200km? It’s:

- Over one million meters.
- One-tenth the diameter of the Earth.
- The distance sound travels in one hour.
- More than the diameter of Charon (Pluto’s largest moon).
- The driving distance from New York City to Charleston South Carolina.
- Fifty percent longer than the Indy-



No sweat—you could ride there and back. Astronaut Robert L. Curbeam Jr. prepares to replace a faulty TV camera on the exterior of the International Space Station during a December 2006 mission. Photo courtesy of NASA.

500.

- Twice the height above ground of the Hubble Space Telescope.
- Twice the range of a Scud-C missile.
- Almost two-and-a-half times the length of Lake Michigan.
- More than three times the altitude of the International Space Station.
- Three times the total length of the London Underground.
- Nearly three times the length of the Pyrenees.
- The distance covered by the Tour de France, in SEVEN days.
- Ten degrees of latitude.
- Ten times longer than the world’s longest beach.
- The distance of 28 marathons.
- The distance an 8-cylinder Chevy



PHOTO BY MIKE DAYTON

Hands, all smiles after that 1200K called PBP 03.

Silverado can cover on 47 gallons of gasoline.

- Well over 100 times the height of Mt. Everest.

With that settled, you may now return to more serious matters.



Randonneurs USA Membership Form



PLEASE PRINT CLEARLY!

Renewal *New Member*

Name : _____ RUSA # _____

Address : _____

City : _____ State: _____ ZIP: _____

Country : _____ Tel: (_____) _____

FAX: (_____) _____ E-mail: _____

Local Club : (full name) _____

Birth Date : _____ Gender (M/F): _____

Signature: _____ Date: _____

Randonneurs USA keeps personal member information private.

Membership Types and Terms - Please Check One

Individual Membership

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

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

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

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

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

- Complete this section for Household Membership only -

Name : _____ RUSA # _____

E-mail: _____

Birth Date : _____ Gender (M/F): _____

Signature _____ Date _____

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

Should RUSA publish a Membership Directory, may we list your name and mailing address?

Yes **No**

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

Send this form and payment to:

Don Hamilton
RUSA Membership Office
3078 Wakeshire Drive
Dublin Ohio 43017

Please allow two weeks for processing.