

# AMERICAN RANDONNEUR

Volume Eight Issue #4

November 2005



Contents	Page
Message from the President	1
RUSA News	5
Q&A with Ken Bonner	6
Welcome New Members	8
2006 RUSA Event Schedule	10-11
RUSA Election Pages	12-16
What We Ride	17
Product Review: Lantiseptic	25
Ride Reports	18-37
American Randonneur Award Form	33
2006 RBA Directory	38-39
RUSA Souvenirs	40-41
Roadside Attractions	42

## RUSA Executive Committee

President	Bill Bryant
Vice-President	John Lee Ellis
Treasurer	Tim Sullivan
Secretary	Don Hamilton
Board Member	Lois Springsteen
Board Member	Mark Thomas
RBA Liaison	Jennifer Barber
Permanents Coordinator	Robert Fry
Souvenir Coordinator	Jennifer Wise
Newsletter Editor	Michael Dayton
Webmaster	Don Bennett
Brevet Coordinator	Lois Springsteen
Membership Office	Don Hamilton
RUSA Awards Coordinator	Mark Thomas
BRM Awards Coordinator	Mark Vickers
Team Randonnée Coordinator	Mark Thomas
Rules Committee Chair	Tim Sullivan

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

American Randonneur is a publication of  
Randonneurs USA Inc.  
226 West Avenue  
Santa Cruz, CA 95060  
Website: [www.rusa.org](http://www.rusa.org)  
e-mail: [bill\\_bryant@prodigy.net](mailto:bill_bryant@prodigy.net)  
Phone: 831-425-2939 Fax: 831-425-2939  
All rights reserved.©

## Message From the President

It's hard to believe that another year has come and gone, but our randonneuring season is winding down. There are still a few late-season brevets and populaires on offer in a few spots around the country and some permanents will be ridden between now and New Years, but for most of us it is the time for relaxed autumn cycling. These rides might be a good time to look back and reflect upon 2005—it has been quite a year for the hard-riding members of Randonneurs USA.



BILL BRYANT

There were **four American grand randonnées** this year—Boston-Montreal-Boston, the Gold Rush Randonnée, the Last Chance, and the new Cascade 1200k in Washington. All of them were a success; the feedback from each event was very positive. Randonneurs and randonneuses from all over the US and a quite a few foreign riders tested their mettle on these challenging events. Several riders did more than one US 1200k this year and earned the American Randonneur Challenge award. Incredibly, three over-achievers—**Ken Bonner**, **Kevin Main** and **Dan Clinkinbeard**—actually rode *all four* American events to earn the Coast-to-Coast award in a single year! A few RUSA members also traveled abroad to do foreign events, such as London-Edinburgh-London. We salute all these hardy long-distance riders.

Here at Headquarters we've been busy even though the season is nearly over. In addition to getting things ready for 2006, we've approved several new RBAs this fall and we're very excited about new regions opening up to randonneuring. RUSA extends congratulations to **Jeff Sammons** (Nashville, TN), **Nick Gerlich** (Amarillo, TX), and **John Ceceri** (Saratoga, NY). **Bethany Davidson** is reviving things in Spartanburg, South Carolina, and in Portland, Oregon **Susan France** is taking over from long-time RBA **Marvin Rambo**. RUSA thanks Marvin for his many years of service. Alas, two of our long-time RBAs in California are stepping aside for a well-deserved break but were unable to find replacements. Both **Kevin Main** (San Luis Obispo) and **Daryn Dodge** (Davis) have been RBAs since 1997 and will be missed. RUSA hopes some qualified members will consider stepping up so that brevets will resume in those two regions in the near future. In the meantime, we offer heartfelt congratulations to both Daryn and Kevin for years of hard work on behalf of American randonneurs. Thanks, guys! The RUSA Board also extends its thanks to two RBA applicants that we did not approve. These were in areas rather close to existing brevet series and we regretfully had to decline these additions since we felt it would dilute things unduly. Still, we very much appreciate the effort.

We've also been busy updating **the RBA Procedures**. Most riders probably don't know what these are, but it is a document on the RUSA web site that tells how to run brevets successfully. If you've ever been curious about

■Continued on page 3



Continued from page 1

---

what it takes to put on a brevet, it is all spelled out in our how-to “Bible” for RBAs. Go to the web site Menu on the left side of the homepage, and at the bottom you’ll see a link for “RBAs”. Follow the links and you will find a plethora of materials, advice, procedures, and regulations for RBAs to use. If you’ve been toying with the idea of becoming an RBA for an area that lacks one, you can see if it is something you want to pursue. Or, like most sensible people, you’ll realize how much is involved and you’ll run for your life! At the least, it should give you newfound respect for the hard work put in by each RBA. I hope you’ll let them know how much you appreciate all their efforts, and better, that you might volunteer to help them at a brevet or two. Our sport depends on volunteers; if everyone just rides their bike, we’ll have no events to ride. And more than one randonneur has found that if they lack the training miles to ride brevets, helping at them is still a way to stay involved with the fine people in our sport. Think about “giving something back”, okay?

Speaking of volunteers, it is time for our **annual Board of Directors elections**. From time to time Headquarters receives messages from folks who seem to think RUSA is run by paid staffers, but this is not true. We take this as a compliment about our professionalism and high-level service to members, but in fact each of us are volunteers. Such is our love for randonneuring, we put in countless hours each year to make RUSA the success it is, just like the RBAs who organize the brevets we coordinate and homologate. I hope all our members will take the time to vote for the two candidates on pages 13-15 they like best. As I enter my final year on the Board, I hope we’ll have a steady stream of qualified candidates offering their services to RUSA in the years to come.

Also, one of the ongoing discussions amongst the Board is that as the randonneuring movement continues to grow in the US, we have essentially the same size leadership team we did when things were smaller. Thus, we will be **asking for more member help** in the months and years to come. One example is our ever-growing permanents program. Such is the volume compared to a year ago that we’ll be thinking of ways to share the workload in the future. And, with another PBP year approaching in 2007, there will be some special projects such as rider registration and designing a special jersey for the American contingent. We’ll keep you posted.

We also welcome longtime RUSA member **Mark Vickers** of North Carolina as our new BRM Awards Coordinator. Mark was chosen from a stellar batch of applicants who stepped forward to serve after we posted a “help wanted” ad in the last newsletter. Mark will handle Super Randonneur and Randonneur medal applications for members each September and distribute ACP brevet medals to RBAs throughout the season. In the meantime, we offer sincere thanks to **Mark Behning, Paul Stern, Peter Noris, Dan Wallace, Michael Vang, and Daniel Levesque** for volunteering to help RUSA members and event organizers. Thanks guys! And kudos too, to indefatigable **Don Hamilton** for stepping in to do this job in addition to being a Board member, our RUSA Secretary, and our Membership Coordinator.

With it being the end of the year, it is also time for the annual **American Randonneur Award**. On page 33 you’ll find details of how you can nominate a special person who you feel has gone beyond the call of duty in our sport.

In this issue of *American Randonneur* you will also find the **2006 calendar** of American randonneuring events, and it is a rich one that will surely fuel your winter daydreams about next spring and summer’s adventures. You’ll see over 230 ACP-sanctioned brevets from 200-1000k, Flèches-USA team rides at 13 locations, four 1200k grand randonnées sanctioned by the Randonneurs Mondiaux, 15 RUSA-sanctioned brevets from 200-650k, and 17 RUSA populaires. Throw in a bunch of permanents and you can find all kinds of randonneuring rides to suit your tastes. I salute each and every one of our 41 RBAs and their control workers who put these rides on, not to mention each of our RUSA Board members and Volunteers. If 2005 was a success, 2006 looks even better. If you like the BRM style of free-pace randonneuring, I hope you’ll bring a cycling buddy or two to one of these events next year and introduce them to our type of long-distance cycling.

Finally, best wishes to every one of our RUSA members—you are among a special breed of hardy adventurers and I thank you for another good year of randonneuring. Even though the rides can be tough, judging by its steady growth on our shores I think more and more riders are being drawn into our sport. It has been really rewarding to be part of the movement and I look forward to more brevets with all of you in the future. Ride safely, ride smart, and have fun. *Bonne Route!*

—Bill Bryant

---

www.rusa.org

---



# RUSA NEWS



RM trophy and plaque (inset)

## RUSA Wins RM's #1 Nation Ranking

RUSA has been awarded the trophy for #1 Nation in 2004 from the Randonneurs Mondiaux.

RUSA received the trophy for most brevets ridden in 2004 by any RM country.

Randonneurs Mondiaux is the umbrella organization of national randonneuring leagues. RM member nations include France, Spain, United Kingdom, Holland, Belgium, Australia, Denmark, Sweden, Norway, Finland, Austria, Germany, Russia, South Africa, Canada, and the United States.

Said RUSA President Bill Bryant, "All our members and ride organizers should be proud; earning this trophy means a lot to us all. It is a wonderful sporting accomplishment. I especially want to thank the tired riders who thought about quitting a brevet, but sucked it up and kept going to the finish—they earned points for the USA by not giving up and completing the ride."

## New Recipients of Ultra Award Named

BY BILL BRYANT

Jim Solanick of Lake Worth, Fla., Larry Midura of East Syracuse, NY and Kenneth Carter of Marysville, WA are the latest members to earn the RUSA Ultra Award.

This prestigious award is earned by riding 10 Super Randonneur series of brevets.

Two other riders—Ron Himschoot and Dan Driscoll—have also earned the award

A veteran randonneur with many grand randonnées to his credit, Solanick rode his SR series from 1994 to

2005—often while working tirelessly as the former south Florida RBA.

Midura is a well-traveled randonneur who has ridden countless brevets and grand randonnées around the world. He did his 10 SR series from 1994 to 2005.

Carter is a member of the Seattle International Randonneurs and rode his 10 Super Randonneur series from 1995 to 2005. The brevets were in Seattle, Portland, and Vancouver in the Pacific Northwest region.

Congratulations, Jim, Larry and Kenneth!

## Another Texan Earns R-12 Award

**Bill Fox Joins Dan Driscoll As 2nd Recipient**

Bill Fox of Dallas has earned the RUSA R-12 Award.

Fox joins fellow Texan Dan Driscoll as the second recipient of the R-12.

Starting in July 2004 with the "Vacation in Italy" permanent, Fox rode at least one 200k (or longer) event each month for a year, including BMB and a host of Texas brevets and permanents. Fittingly, he finished his twelve-month series with another "Vacation in Italy".

# Q&A

## Ken 'Iron Butt' Bonner

Photo by Jennifer Wise



Bonner enjoys an ice cream cone at Rouses Point, NY, during BMB 2005.

BY MIKE DAYTON

Ken Bonner is something of a legend in randonneuring circles. For the past three years, he has won the British Columbia Randonneurs' "Iron Butt" Award for the most brevets ridden by a club member. This year he added to that reputation. He and two other riders, Kevin Main of California and Dan Clinkinbeard of Missouri, completed all four 1200ks offered in the U.S.—the Cascade 1200, the Gold Rush Randonnée, Boston-Montreal-Boston and the Colorado Last Chance.

American Randonneur caught up with Bonner by e-mail to find out more about his methods and motivations.

**Q:** What attracted you to the sport of randonneuring, and how long have you been riding brevets?

**A:** After completing my 25th running marathon in Vancouver, B.C., nineteen years ago, I saw a brochure put out by the B.C. Randonneurs Cycling Club, entitled marathon cycling. Looked interesting. Phoned the Vancouver Island Randonneur brevet organizer (Stephen Hinde) for more info. Sounded like a strange sport, but thought I would try the full range of rides the following year

(200 - 1000k) all completed on Vancouver Island. The rest is history; 18 years and over 100,000 brevet Kms later, I still enjoy the rides and the people I meet riding and along the way.

**Q:** Before this year, how many 1200Ks had you done?

**A:** Nineteen.

**Q:** Tell us your motivation behind doing four 1200Ks.

**A:** Because they existed — it appeared that there would not likely be an opportunity to ride four 1200's in one year (in the U.S.), for another four years. I like riding 1200's, as they attract riders from distant places. To me, a 1200k is the equivalent of running a marathon—it's a challenge, you need to use good strategy and one meets interesting people (also, one can complete the event fast or slow, depending upon one's desire).

**Q:** Did you start the year knowing you would attempt all four events?

**A:** Yes

**Q:** What did your family members and friends say when they learned what you

were attempting?

**A:** More of the "same old, same old"! I've ridden 3 1200k's in one year several times. I rode over 14,000 Kms of brevets last year to receive the British Columbia Randonneurs' "John Hathaway (aka Iron Butt)" Award for the most brevets ridden in one year. This was the third year in a row that I have received this award. So, riding four 1200's in one year is not viewed as a significant achievement in my neck of the woods.

**Q:** Did you do any special training in preparation for the event?

**A:** No. However, I am participating in the UMCA's Mileage & Century Challenge, so I've put in a lot of miles on the bike.

**Q:** Which event was the most difficult? Why?

**A:** Each 1200k has its own personality and challenges. I've ridden London-Edinburgh-London; PBP (4 times); Rocky Mountain (3 times); Last Chance (3 times); Gold Rush (2 times); Cascades; BMB (9 finishes; 1 DNF). BMB is definitely the toughest — lots of

■ Continued on page 8



## Ken Bonner (continued)

ups and downs totaling about 38,000 feet of climbing on lots of rough cracked roads, with stretches of wind, heavy rain and heat. (Note — currently the roads are vastly improved over the 1st time I rode BMB in 1993 — Jennifer and Pierce have done a great job of paving the nastiest of the roads! :-)

**Q:** Which event was the most satisfying? Why?

**A:** BMB — It's always satisfying to ride BMB and finish. It's a tough course, but it also travels through some very scenic villages on our way to Canada. Also, this year, I enjoyed the company of Ted Lapinski for much of the ride, including being pulled for the last 20 miles by Ted as he hammered into the finish! And of course, not to take it for granted, the well-organized support of Jennifer Wise's event team — and Pierce Gafgen's mechanical wizardry applied to my poorly performing bike.

**Q:** Do you have any physical problems or injuries during the rides?

**A:** Just the usual saddle sores, hot foot and sore hands. (What kind of sport is this, where we take this for granted!)

**Q:** Are there any riding partners or mentors you'd like to single out as helpful to you in completing all four events?

**A:** Ted Lapinski, as noted above. Also, every 1200k ride director and their dedicated support teams. They are all very organized, supportive and positive. And last, but not least, Dan Wallace from Florida. Perseverance pays off ... Dan DNF'd in his last THREE 1200's — undaunted, Dan signed up for the 2005 Colorado Last Chance 1200 ... and finished feeling strong! I think of Dan when I go through the "rough" spots in the 1200's.

**Q:** What advice do you have for anyone who might attempt a similar feat?

**A:** Ride a 1000k before you try riding a 1200. If you are successful, then a 1200 is easy, it is only 200 more k.

**Q:** Do you see any 1200Ks in your future?



Photo by Tracey Ingle

Lapinski (left) and Bonner at BMB 2005.

**A:** Of course I will — every 1200k holds out the promise of: a) the perfect ride (tailwind going the full distance; smooth pavement; little or no traffic; gourmet food; nice riding weather); b) meeting interesting people (usually in the dark); c) overcoming "obstacles" to a successful finish.

## RUSA Welcomes Its New Members!

#	First Name	Last Name	City	State	#	First Name	Last Name	City	State
3113	Glenn	Sellmer	Summerfield	NC	3128	Joe	Minter	Alpharetta	GA
3114	Wayne S	Sutton	San Mateo	CA	3129	Michael	Rowny	Chevy Chase	MD
3115	Urs	Koenig	Seattle	WA	3130	Les	Doerfler	Burtonsville	MD
3116	John	Curd	San Bruno	CA	3131	Ann	Witty	Burtonsville	MD
3117	Edward	Levins	Sarasota	FL	3132	David	Rowe	Lake Oswego	OR
3118	Steve	Williams	Aspen	CO	3133	Charles	Gerteis	League City	TX
3119	Stephen E	Washburn	Port Hueneme	CA	3134	Douglas	Monticciolo	New York	NY
3120	Julie	Buktenica	Langley	WA	3135	John	Mahon	Granger	IN
3121	Chris	Menge	Edmonds	WA	3136	Wesley D	Cheney	Norfolk	VA
3122	Teresa	Murphy	Seattle	WA	3137	Edward	Roberts	Silver Spring	MD
3123	Rufus	Woods	Wenatchee	WA	3138	Robert	Cyr	Duluth	GA
3124	Nick	Gerlich	Canyon	TX	3139	Lee	Blauvelt	Lansdale	PA
3125	Becky	Gerlich	Canyon	TX	3140	Lola	Jacobsen	Kirkland	WA
3126	Charles P	Wessel	Endwell	NY	3141	Daniel	Hoover	Watchung	NJ
3127	John	Ordway	Alexandria	VA					



# 2006 RUSA Event Schedule

Region	200 km	300 km	400 km	600 km	1000 km	1200 km	flèche	other
AK: Anchorage	4/29	5/13	6/3	6/24				
AZ: Casa Grande	01/14 04/22	2/11	3/11	4/15				
AZ: Desert Camp	03/08 03/22							
CA: San Diego	1/28	3/18	4/22	6/17				
CA: San Francisco	1/28	2/25	3/18	4/22				
CA: Santa Cruz	3/19	4/1	5/6	5/27			4/15	
CA: Santa Rosa	3/11	4/8	5/13	6/3				
CO: Boulder	04/23 05/06 07/29 08/12 09/16 09/23	05/20 07/08 08/05 08/19	6/10	6/24	06/10 06/24 07/15 09/13	9/13	5/13	
DC: Washington	03/25 04/22	5/6	5/20	6/3			4/15	
FL: Central/South	01/07 06/10 07/01 08/05 09/09 10/14* 11/12* 12/02*	2/4	3/11	04/01 05/06			4/15	
FL: Gainesville	1/14	2/4	3/11	4/1				
FL: Northwest	01/01 01/28 02/25	02/25 03/18	03/18 04/22	4/22	05/13 10/13	10/13		
GA: Atlanta	04/15 09/09*	4/29	5/13	5/27			6/10	
IA: Cedar Valley	4/22	5/13	6/3	7/8				(130 km) 09/09* (208 km) 09/09*
ID: Yellowstone-Tetons	5/20	5/27	6/10	6/24				
IL: Chicago	04/29 08/26	5/13	6/3	6/24				(100 km) 08/26*
KY: Lexington	4/1	4/29	6/3	6/24			4/15	
LA: New Orleans	01/01 02/25 04/15 06/10 11/04*	9/9						
MA: Boston	5/6	05/27 07/29	6/17	7/8				
MA: Boston-Montreal-Boston	8/20				8/17	8/17		
MA: Westfield	03/26 04/30	04/08 05/14 07/30 09/17	6/3	6/24			5/6	(100 km) 03/19* (100 km) 08/26* (170 km) 08/26* (170 km) 10/08*

\* Items marked with an asterisk indicate domestically sanctioned brevets.

# 2006 RUSA Event Schedule

Region	200 km	300 km	400 km	600 km	1000 km	1200 km	flèche	other
MN: Rochester	5/6	5/20	6/10	7/1	7/28			
MO: Kansas City	03/11 03/25	4/8	4/29	5/13	05/13 06/03		4/15	
MO: St. Louis	04/08 04/22	04/29 05/13	5/20	6/3				
NC: High Point	4/1						4/14	
NC: Raleigh	4/8	4/22	5/13	6/3				
NJ: Princeton and NYC	04/02 04/23 04/29 05/21 09/10 10/15	04/29 06/11 06/24	5/13	6/3			4/8	(120 km) 04/02* (140 km) 05/27* (100 km) 09/10* (115 km) 10/01*
NY: Saratoga	4/2	4/30						
NY: Syracuse	04/29 07/16	5/13	06/03 07/08	6/24				
NY: Western								(564 km) 07/29* (645 km) 07/29*
OH: Columbus	04/22 10/28*	05/20 10/14	06/10 09/09	07/01 09/09	9/9			
OK: Tahlequah	4/8	4/29	5/13	5/27				
OR: Portland	04/01 05/20 07/15	04/22 06/10 08/19	05/20 09/09	06/10 09/30				
SC: Spartanburg	3/25	4/15						
SD: Black Hills	5/7	5/21	6/3					(100 km) 04/23*
TN: Nashville	03/25 10/07	04/08 10/21*						
TX: Amarillo	03/13 04/22 08/05 08/06	03/17 07/21						
TX: Austin	2/4	3/18						
TX: Dallas	01/01 01/21 02/11 03/25 05/06 05/27 06/10 08/12	01/21 02/11 03/25 05/06 05/27 06/10 08/12	03/25 05/06 05/27	05/06 05/27	5/27		4/15	(100 km) 04/09* (160 km) 04/30*
TX: Houston	01/14 03/04 04/01 05/13 10/21* 11/18*	02/18 04/01 06/03	4/1	5/13			4/15	
WA: Seattle	03/11 04/30* 06/27* 07/22	03/25 08/05 08/12*	05/13 08/26	06/03 09/16	06/24 08/24	6/24	4/7	(100 km) 02/25* (100 km) 05/01* (100 km) 07/08* (100 km) 09/23*

\* Items marked with an asterisk indicate domestically sanctioned brevets.

# RUSA Board Member Candidates

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

## RUSA Election Ballot

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

- Candidate #1: Peter Noris
- Candidate #2: Jim Solanick
- Candidate #3: Lois Springsteen
- Candidate #4: Mark Thomas
- Candidate #5: Terry Zmrhal

Your Name: \_\_\_\_\_ RUSA #: \_\_\_\_\_

**This section is to be filled out by RBAs only.**

- Candidate: Tracey Ingle
- Candidate: Jim Wilson

Your Name: \_\_\_\_\_ RUSA #: \_\_\_\_\_

**Please send this form to:  
Don Hamilton  
RUSA Secretary  
3078 Wakeshire Drive,  
Dublin, OH 43017**

**All ballots are due to the RUSA secretary by December 1.**

# RUSA Board Member Candidates

## PETER NORIS

My experience includes Super Randonneur 8 times; Last Chance 2004; PBP 2003; RM1200, 2002; BMB 1200, 2001, randonneur since 1991 (including, alas a DNF at PBP that year).

I believe the best way to improve our sport is to bring more riders into randonneuring by establishing more regions and rides. This will benefit current members by increasing the number of rides

around the country to provide an excuse to travel to interesting locales or opportunities to make up rides missed for personal reasons. My approach would be to expose potential riders and RBAs to our sport by seeking publicity in sports pages, sports magazines, local club newsletters and bicycle industry publications. My experience is that providing rides nearby will bring out new participants.



## LOIS SPRINGSTEEN

I started cycling in 1983 and I rode my first brevet in 1990 in preparation for the 1991 *Paris Brest Paris du Centenaire*. If it wasn't for my mentor and now husband, Bill Bryant, I surely would have failed! I got hooked on randonneuring and I've been riding brevets ever since. I've been fortunate to complete Paris Brest Paris four times, the Gold Rush Randonnée in 2001 (after coordinating the route design), I earned the R-5000 medal in 2001, and if my luck holds, I'll try Boston-Montréal-Boston next year. In addition to riding for myself, with the help of my friends and family, I've raised over \$70,000 by riding for charity during the past 10 years. Randonneuring has given me the gift of some fine memories and very precious friends.

In the early years of my participation in ACP events, I felt frustrated by the lack of responsiveness by

the American national organization, so when I had an opportunity to become an early member of RUSA, I jumped at the chance. It's been my privilege to serve RUSA since its inception with a very fine group of dedicated individuals. I've served on the Membership Committee, been Vice President, and currently serve as Brevet Coordinator, preparing all of our ACP results for homologation in France. I've represented the USA at the quadrennial RM meetings in Paris, too. In addition to my active involvement in RUSA's day-to-day operations, I am one of the Regional Brevet Administrators for Santa Cruz Randonneurs and was a control organizer at the most recent GRR. I'm proud of my active role in keeping randonneuring strong, both in northern California and across the U.S.A.

Thanks to the dedication of the RBAs, we now have 41 active



regions and over 1,650 current members enjoying this beautiful sport by riding or volunteering or doing both. We recently won the *Brevets Randonneurs Mondiaux 1<sup>er</sup> Pays Organisateur 2004* trophy for which we can all take pride. As a RUSA founder, director, RBA and rider, I would be honored if you would allow me to continue to serve another term on the Board of Directors.

Lois Springsteen  
RUSA #8

# RUSA Board Member Candidates

## JIM SOLANICK

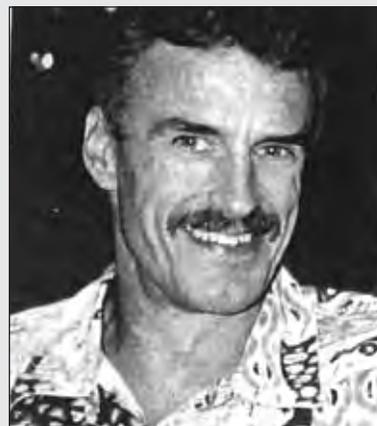
Occupation: Yacht Captain

I rode my first two brevet series in 1994 and 1995 to qualify for PBP. Yes, the good old days when Americans had to do two years to qualify! A few years later, almost 60 brevets, 13 finishes in 1200km events and 8 years as an RBA are history. There must be an allure, something magnetic that drives me to train, travel and ride these long distance rides. I do enjoy seeing my ultra friends and exchanging stories, training ideas and ways to cope with individual rides and courses. The open road is a wonderful place isn't

it?

During the evolution of my education I have learned a few things that I can pass along to the RUSA membership. The learning curve was a steep one at first and Victor and Gladys Gallo taught me many useful things. My years as an RBA were a busy time where people came to Florida from all over the country to escape the cold and get in some early brevets. These people brought ideas and I learned from them.

Now is the time for me to help continue the good deeds of hard working volunteers that have made



RUSA the excellent organization that it has grown to be. If elected to the board, I will, as I have always done, do my best.

Thank you.

## MARK THOMAS

I am running for re-election to the RUSA Board out of love for the sport and a desire to help nurture its continued growth in the US. I have been a randonneur since my first brevet and first Super Randonneur series in 1998.

As a rider, I have enjoyed and endured the ups and downs of over 30,000 kilometers of ACP, RM, and RUSA events, including PBP twice, London-Edinburgh-London, Boston-Montreal-Boston, the Cascade 1200, and the Rocky Mountain 1200.

In 2000, I became the RBA in Seattle, where a large group of dedicated volunteers has built one of the world's most active randonneur clubs. Since 2000, we have wit-

nessed a 3-fold increase in membership and an 8-fold increase in ridership (measured by RUSA points). I helped to organize (and then had the privilege to ride) the inaugural edition of the Cascade 1200 this past June.

With RUSA, it has again been my privilege to work with a great group of talented and dedicated volunteers. My roles have included serving as a Board member (since 2003), administrator of the RUSA distance awards, and coordinator for the Flèches USA.

When not riding, I work as the CFO of a wireless data services company and hang out with my exceptionally tolerant family—wife Chris (with whom I own a bicycle



shop), son Philip, and daughter Elena. Favorite saying (repeated often—on cold, wet brevets and warm, sunny rides alike): "It's a beautiful day . . . and we're on our bicycles."

# RUSA Board Member Candidates

## TERRY ZMRHAL

I've been a cyclist since 1984 and randonneuring since 1991. In that time I've met wonderful, friendly people all over the US and had amazing experiences and memories—all because of cycling. In that time I've also accumulated a breadth of experience to support me as a RUSA Board member both on the bike and off. This includes completion of PBP, BMB, BAM, and many other events; serving on the SIR board for many years

including the past three as Treasurer and organizer of the Cascade 1200; serving with the UMCA for the past 10 years; and organizing at least 20 events in that time.

RUSA has had an amazing start and I would hope to bring my experience and my passion for cycling to the RUSA board to help RUSA fulfill its purposes of promoting randonneuring and serving its members.



# RBA Liaison Candidates

## TRACEY INGLE

Greetings from New England! My name is Tracey Ingle and I have been running the Boston Brevet Series since 2002. By day, I am a self-employed attorney and active on several volunteer boards. On a daily basis I rely on and utilize communication and networking to perform my duties, and succeed in my business. As RBA Liaison, I would translate those skills to the running of a brevet series. We're all great at something, and each have some-

thing to share and contribute, whether we're long-term veterans or brand new RBAs. In the past 4 years, I have had the opportunity to interact with the Board. I look forward to the opportunity to be a voice for the RBAs to that Board. Thank you for taking the time to read this. I would appreciate your vote, and look forward to building on the foundation put together by the previous RBA Liaisons.



# RBA Liaison Candidates

## JIM WILSON

Growing up in northwest Arkansas in the early 1960's didn't exactly put me in the hotbed of cycling, but an article in "Boys' Life" describing a cycle tour of Europe intrigued me so much I decided to duplicate the feat after I graduated high school in 1965. I was lucky enough to find a French-made ten-speed bike with rotting sew-ups hanging up on the wall of a classmate's barn. I negotiated a price of \$20, and began training for my trip.

It was a wonderful adventure prior to college, but upon returning, I was able to limit my cycling to occasional recreational use or commuting to class. Tragedy almost struck one day when my front brake cable failed and I ended up on the rear deck of the car in front of me. My \$25 bike's down tube was crumpled beyond repair.

Sticker shock set in when I realized that a similar quality bike would now cost me north of \$200, but I scraped together the funds to buy a new Bottecchia with the latest Campagnolo down-tube friction shifters. It was a great bike, but I was always curious why I couldn't ride it with no hands.

After flunking out of Purdue University where I was pursuing a Ph.D. in Electrical Engineering, I went to work for the professor who flunked me out. I spent some 10 years in Lafayette, Indiana and eventually ended up buying controlling interest in his company.

Although I'm a fair engineer, I'm a lousy manager, and I was getting very tired of shoveling snow to get to work. I solved both problems by acquiring a smaller company and installing its owner as CEO. This worked so well, I left the day-to-day operations in his hands and began telecommuting from Florida.

My descent into the seamier side of cycling began one dark night when my wife locked herself out of our car, and I pedaled off in a valiant attempt to rescue her. Halfway down our driveway, my Bottecchia threw me to the ground and broke my collarbone. A little research revealed the reason. The bike was designed with little or no steering trail. Not wanting it to happen again, I began the search for a less twitchy replacement.

Unfortunately, the search led me to experiment with recumbent bicycles. After one test ride, I was hooked. I no longer even considered a conventional machine. Before, I was strictly a no-nonsense transportation cyclist. Now I began to ride for fun. I began to go on "club rides" and associate with other bicycle users.

The new-fangled internet didn't help either. I fell deeper into the cycling "culture". I learned, too late of PBP to qualify for the 1999 event, but my fate was sealed when I read Kent Peterson's description. I knew I had to do it the next time.

At the time, the only brevet series in Florida was put on by the



West Palm Beach Club. It was a long drive to participate in these events. I got miserably lost on the 400K, and when the RBA, Jim Solanick, asked for help designing the route for his 600K, I volunteered, knowing if I laid out the route, I'd be less likely to get lost. I finished the series that year and went on to complete BMB 2000.

In exchange for my route finding, I convinced Solanick to hold a couple of brevets in Gainesville in the years leading up to PBP 2003. I rode his series, did BMB again in 2001 and finished PBP in 2003. Under Jim's tutelage, I became an RBA and ran my first series in 2004 in conjunction with the Gainesville Cycling Club.

Although I know of no 12-step program for cyclists, I may be on the road to recovery. I completed only the three shortest brevets this year; I was able to resist the allure of the 600K.

## What We Ride



Head tube with fancy lugs



Radially-laced front wheel is replaced with a Schmidt hub on longer brevets.



Ready to roll. Bike with Schmidt hub, lights, Carradice bag.



Detail of bottom bracket.

**The rider:** Glenn Himstedt

**The Bike:** 2004 Mercian Vincitore Special

**Frame details:** Reynolds 853 tubing; 73 degree seat and head tube angles; 42cm seat stays; 42mm fork rake.

**Components:** Campagnolo Record 10 group; 36 hole rear, 32 hole front hubs; Mavic Open Pro rims

**Glenn's commentary:** For the longer brevets I'll change out the Campy crank for a 52-36 or 52-34. I also use a Schmidt hub and dual Lumitec headlamps. The frame has clearance for Honjo fenders if needed. I use a Carradice Barley bag with a Bagman support to carry gear. After completing my first series in 2004 on a Cannondale CAAD5 I was very pleased with the comfort of a more relaxed steel frame. In spite of all the reasons I gave my wife why I needed this frame, more efficient, more comfortable, etc., the real reason I ride the Mercian is because I enjoy owning a classic frame built the way frames have been built for over 100 years.

Got an interesting brevet bike? Send details and high resolution photos to [mdayton@nc.rr.com](mailto:mdayton@nc.rr.com) for possible use in a future newsletter.

# BMB: An ‘Improvisational Masterpiece’

BY SANDY WHITTLESEY

The 14th Boston-Montreal-Boston took place on August 18-21, 2005. Ninety-one randonneurs came from 20 states, Canada, the UK, and New Zealand. Our northern neighbors were particularly well-represented with 17 entrants. 71 riders braved BMB, 4 took on the 1000K, and 16 rode the “Quad Centuries.” The latter group was a mix of BMB ‘retirees’ and neophyte randonneurs looking to get the flavor of the big event before attempting it. As always, the night before was very festive, with widespread friends reconnecting for another epic ride. As the 60-rider 4 a.m. group departed on the Boston Marathon course, the unforgettable rolling cluster of bright lamps created a holiday atmosphere. The group remained intact for 2-1/2 hours, socializing until the nasty hills of Sterling and Princeton forced the inevitable fragmentation.

BMB has a certain mystique because neither numbers, description, nor pictures convey the event well. BMB has a little bit of everything, and yet you come away feel-

*Editor’s note, the author, Saunders Whittlesey, set a new BMB course record of 46*



Photo by Jean Francois Grenon

Left-to-right: Kevin Main and Gerry Goode at the BMB turnaround point in Canada.

## RIDE REPORT

ing that there is nothing else like it. For sure, BMB is a big dose of green hills, clear breezes, sweet rains, bumpy little roads, hot days, and crisp nights—each of which can be wonderful and terrible at the same time. Boston and Burlington are rather frantically busy, but Quebec is achingly lonely. In between, the little villages unexpectedly offer everything from good food and cafes to worthy bike shops. A BMB’er experiences

camaraderie in its truest form, appreciates the slightest favors, reveals extremes of personality, and overall spends four days in a rather surreal social context. Just as surely, a BMB’er gets rubbery legs, a raw ass, afternoon sweats, nighttime chills, leaden eyelids, and voracious appetites. One’s view of BMB ultimately depends on one’s mental state: do you appreciate the rolling backdrop, or are you just feeling the gradient? Are you savoring all

those late-summer rural fragrances, or just feeling the force of the wind? Call it a bike ride, a party, a Zen mission, or a vision quest, it’s all part of an exceptional event in a corner of the world that is inane conducive to cycling.

It must be said, too, that while all manners of course description can be accurate, so much of BMB lies in the idiosyncrasies of the particular year. For example, the big gaps always stand in their place, but in a way they are not the major obstacles because they are so predictable. Ultimately, the most trying elements are unknown variables like pavement conditions, wind, rain, and even the exact point of nightfall. In this way, a well-ridden BMB is no less than an improvisational masterpiece. This year, some notoriously busted sections of pavement were resurfaced in July. However, the little lanes approaching the Huntingdon turnaround seemed gnarlier than the finishing miles of Paris-Roubaix. The ever-fickle winds blew out of the west on the first day as the riders worked eastward, and it then switched to the south and howled for the riders’ return southward. Rain made its guaranteed appearance early on the third morning, spattering riders for about eight

■ Continued on page 20



## BMB 2005 (continued)

hours. While it was nothing like the 20-hour tornado-laden deluge of last year, many riders once again reported that the downhill became harder than the climbs because they got so cold.

As a side note, the legendary guarantee of rain on BMB is no coincidence: if you study the Vermont map, you will notice that the ski areas seem to be clumped into three bands — southern, central and northern. Skiers know these as the three snow belts of the state; BMB'ers experience them as the rain belts, where moisture from Lake Champlain and the Adirondacks wrings out on the central spine of the state. No matter how dry the New England summers and winters get, these regions of Vermont get frequent precipitation.

Perhaps BMB is not a 1200K so much as it is two different 600K's back-to-back. This may sound like a ridiculous statement considering the out-and-back course. However, the return leg is far harder, as evidenced by the split times. This year the average rider reached the Huntingdon turnaround in 33:15 (almost RAAM-qualifying pace); for the return leg, the average time was 45:30 — 40 percent slower. Or, to put this differently, the return leg required 12 more hours — 2 extra hours for each 100K! The same is true for the first and last leg between Boston and Bullard Farm. Heading out, riders



Photo by Pierce Gaifgen

The Bullard Farm control at BMB.

averaged an impressive 4:40 for these hilly 78 miles despite the net elevation gain. However, on the return, riders averaged 6:30 for this same leg. In addition, out-bound riders only spent an average of 12 minutes at the Bullard Farm control; however, on the return, riders spent an average of 52 minutes as the urges to sleep, eat, and recover asserted themselves despite the end of the ride being within sight. Needless to say, the Bullard Farm staff had very different workloads on the first and last days.

Why is the second half so hard? Traditional statistics do not provide the full answer. While the total climbing has been variously reported between 30,000 and 38,500 feet, the exact number is irrelevant because the *pitch* of the hills is the key statistic. BMB has *hundreds* of hills with 10-15 percent grades. Sooner or later, they catch up with the rider; gallant dashes uphill become impossible. It is also the case that all the named mountains

are steeper on the return except for Quebec's vertical *Chemin de Covey Hill*. Countless little walls appear that the rider never remembered. The prevailing south winds in the Champlain region only complicate the picture. While the annual requirement of a full brevet series has improved the DNF rate dramatically, it remains that a 600K brevet barely prepares BMB'ers for what the second half is like. Certainly, enormous credit is due all riders for staying with it, although one might suspect that the position of being stuck 300 miles from home with goofy shoes and an inconvenient piece of luggage has kept many a randonneur from seeking alternative transport home. A very revealing stat: of the 14 DNFs, only 3 occurred after the Rouses Point control at mile 325. Surely this is not due to the second half being easier — rather, all BMB finishers deserve serious kudos for hanging in there despite increasing fatigue AND

course difficulty.

### Sun, Rain, Fog

The first day of BMB 2005 was a sunny, 80-degree joy ride. Most cyclists reached the Middlebury control (mile 230) between 7 and 11 p.m., with many taking both meal and sleep breaks. Riders who continued into that first night were treated to great beauty and great challenges. The moon was full, and Lake Champlain sparkled more than the stars in the crystal-clear sky. The Adirondacks and Green Mountains silhouetted the distant skyline, creating an incredible sense of place among the topography. However, this stretch is awesomely lonely, and riders noticed the wind switching and felt a growing chill as the fog settled in. In fact, it was a few degrees colder than predicted, and the fog in the lower areas was enough to dampen clothing. The first numbered rider back from Quebec told disbelieving

■ Continued on page 23

# BMB 2005 Results

First Name	Last Name	Town	State	Country	Result	Age	Gender
Bernie	Amero	Gloucester	MA	USA	84:33:00	42	M
Colin	Anderson	Palmerston North		New Zealand	74:33:00	57	M
Denis	Beaudry	Reading	MA	USA	86:18:00	50	M
Brian	Berry	Mount Tremper	NY	USA	85:47:00	45	M
Timothy	Bol	Maitland	FL	USA	83:16:00	30	M
Ken	Bonner	Victoria	BC	Canada	59:38:00	62	M
Elias	Brettler	Toronto	ON	Canada	84:02:00	58	M
David	Bundrick	Tucker	GA	USA	DNF	61	M
Richard	Bunt	Middlebury	VT	USA	84:02:00	37	M
David	Burdette	Willimantic	CT	USA	77:21:00	52	M
Lisa	Butkus	Orlando	FL	USA	83:16:00	45	F
Laurent	Chambard	Englewood	NJ	USA	82:56:00	40	M
Robert	Choquette	Ottawa	ON	Canada	84:29:00	66	M
Bill	Cisek	Onancock	VA	USA	85:22:00	39	M
Dan	Clinkinbeard	Columbia	MO	USA	82:44:00	56	M
Mary	Crawley	Villanova	PA	USA	DNF	48	F
Mike	DeLong	Dunwoody	GA	USA	83:47:00	55	M
Tom	Dugdale	Glastonbury	CT	USA	78:07:00	50	M
Scott	Dura	Cumming	GA	USA	87:41:00	42	M
Melinda	Dura	Cumming	GA	USA	87:41:00	39	F
John	Fessenden	Horseheads	NY	USA	74:54:00	44	M
David	Gillanders	Vancouver	BC	Canada	DNF	73	M
Gerry	Goode	Tucson	AZ	USA	85:47:00	66	M
Kurt	Hackler	Bolton	MA	USA	64:22:00	28	M
John	Hankins	Mansfield Ctr	CT	USA	77:21:00	46	M
Guy	Harris	Asbury	NJ	USA	83:25:00	48	M
Chuck	Howes	Holliston	MA	USA	87:56:00	55	M
Vytas	Janusauskas	Nepean	ON	Canada	78:34:00	49	M
Eric	Jensen	Falmouth	MA	USA	58:36:00	36	M
Ken	Jobba	Ancaster	ON	Canada	68:25:00	52	M
Kevin	Kaiser	Evans	GA	USA	59:21:00	37	M
Robert	Kassel	Whitby	ON	Canada	86:40:00	48	M
Fred	Kniffin	Middlebury	VT	USA	84:02:00	44	M
Pascal	Labine	Whitby	On	Canada	84:36:00	30	M
Ted	Lapinski	Northfield	MA	USA	59:38:00	32	M
Bill	Legere	Kingston	ON	Canada	84:36:00	40	M
Mitchell	Lesack	Hatfield	PA	USA	63:23:00	46	M
Jean	Longtin	Whitby	On	Canada	84:36:00	51	M
Virgil	Luca	St Leonard	Quebec	Canada	DNF	47	M
Kevin	Main	San Luis Obispo	CA	USA	85:47:00	52	M
Michael	Martin	Baltimore	MD	USA	DNF	46	M
David	McCaw	Ottawa	ON	Canada	62:32:00	48	M
John	McClellan	Concord	MA	USA	57:58:00	43	M
Fred	Nehrling	New Berlin	WI	USA	DNF	50	M
William	Olsen	Califon	NJ	USA	85:36:00	49	M
Mark	Olsen	Rochester	MN	USA	85:36:00	50	M
Walter	Page	Lincoln	MA	USA	DNF	60	M
Susan	Plonsky	Black Canyon City	AZ	USA	84:33:00	52	F
Ralph	Pruitt	Holmes	NY	USA	82:56:00	51	M
Glen	Reed	Medway	MA	USA	86:18:00	51	M
Steve	Rheault	Mississauga	ON	Canada	87:56:00	45	M

# BMB 2005 Results

First Name	Last Name	Town	State	Country	Result	Age	Gender
Steve	Scheetz	King of Prussia	PA	USA	80:48:00	35	M
Bill	Schwarz	Kinderhook	NY	USA	79:52:00	60	M
Jeffrey	Scornavacca	Bellingham	MA	USA	DNF	43	M
Paul	Shapiro	Princeton Jct	NJ	USA	DNF	46	M
Mark	Sheehan	Elmira	NY	USA	74:55:00	57	M
Sylvain	Simard	Dartmouth	Nova Scotia	Canada	89:00:00	42	M
Glen	Steen	Tillsonbury	ON	Canada	DNF	58	M
Erez	Tamari	Mississauga	ON	Canada	DNF	49	M
Richard	Thomas	Eastbourne	East Sussex	UK	85:22:00	60	M
Jim	Tolbert	Winter Park	FL	USA	DNF	60	M
Christopher	Tracey	Seaford	E Sussex	UK	85:22:00	49	M
Douglas	Truesdell	Bettendorf	IA	USA	81:36:00	54	M
Patricia	VonNiessen	Carleston Pl	On	Canada	85:04:00		F
Quirijn	Vos	Boyds	MD	USA	77:58:00	44	M
Bob	Waddell	Grove City	OH	USA	85:04:00	50	M
Dan	Wallace	Winter Park	FL	USA	DNF	48	M
Cary	Way	Murfesboro	TN	USA	DNF	55	M
Jeff	Weible	Wildwood	MO	USA	74:37:00	48	M
Saunders	Whittlesey	Deerfield	MA	USA	46:03:00	36	M
Marc	Witkes	Durango	CO	USA	83:16:00	38	M

## 1000K

First Name	Last Name	Town	State	Country	Result	Age	Gender
Chris	Burkhardt	Woodbine	MD	USA	DNF	44	M
John	D'Elia	Middletown	CT	USA	63:32:00	43	M
Bill	O'Mara	Bristol	RI	USA	49:51:00	46	M
Ben	Robinson	Ann Arbor	MI	USA	63:32:00	30	M

## 200K

Chris	Burkhardt	Woodbine	MD	USA	10:22:00	44	M
Dave	Buzzee	Dublin	OH	USA	9:07:00	63	M
John	D'Elia	Middletown	CT	USA	12:53:00	43	M
Bill	O'Mara	Bristol	RI	USA	7:36:00	46	M
Ben	Robinson	Ann Arbor	MI	USA	12:53:00	30	M

## Quads

Daniel	Aaron	Long Beach	NY	USA	FINISHED	50	M
John	Bayley	Watertown	MA	USA	FINISHED	36	M
Pamela	Blalock	Watertown	MA	USA	FINISHED	44	F
Dave	Buzzee	Dublin	OH	USA	DNF	63	M
Maarten	Byl	Reston	VA	USA	FINISHED	34	M
Greg	Conderacci	Towson	MD	USA	FINISHED	56	M
Dave	Cramer	Brattleboro	VT	USA	FINISHED	43	M
Ray	Foss	Lisbon	CT	USA	FINISHED	57	M
Bruce	Ingle	Framingham	MA	USA	DNS	36	M
Richard	Joray	Norwich	CT	USA	FINISHED	54	M
Brad	Kenyon	Sleepy Hollow	NY	USA	FINISHED	59	M
Robert	Rampolla	Dix Hills	NY	USA	FINISHED	40	M
Elizabeth	Roach	Towson	MD	USA	FINISHED	41	F
Klaus	Schreiber	Tarrytown	NY	USA	FINISHED	65	M
Dick	Seebode	Columbus	OH	USA	FINISHED	72	M
Rhonda	Wilson	Springfield	OH	USA	FINISHED	53	F

# BMB 2005 (continued)



Photo by Chris Tompsett

Front to back: Richard Bunt, Laurent Chambard and Quirijn Vos pass Barre, Massachusetts, day one.

comrades at Rouses Point to put even more layers of clothing on.

Quebec produced its usual menagerie, including countless farm dogs and cats, wild dogs, and even near-collisions with deer and a bear. However, the most thrilling sighting went to Ohio RBA Bob Waddell, who came across a cow moose in New

Hampshire and was able to snap a picture of it!

Many BMB'ers once again related that the four main passes in Vermont, while long and steep, generally did not present the toughest segments of the ride. Many fingers pointed at the 90-mile stretch from Rouses Point back to Middlebury as the hardest. This year, with

winds gusting to 35-40 mph, many groups reported that they only managed 11-12 mph despite full effort. After the Isles, the impossibly random 50-mile sequence of steep rollers baffled riders' best efforts at pacing. The Middlebury control staff had their hands full preparing exhausted riders to start the final third of the ride with

the highest climb on the course — as heavy rain set in!

### Staff, Staff, Staff

Be it said over and over again that the three most wonderful parts of BMB are the staff, the staff, and the staff. It is hard to call the event "unsupported" 'when energetic, understanding, warm, outgoing people meet you every few hours and take care of you at this level. And it seems like half of them are people you have heard of: your control card accumulates more familiar signatures than the Declaration of Independence. A BMB'er can receive a time stamp from a West-Coast RBA, lunch from a RAAM champion, a hug and "be safe!" order from a PBP champ, and family treatment from someone they've never met.

Boston co-RBA Tracey Ingle rang a cowbell at the finish to announce each rider's return home. With each ring, as riders gathered for the picnic, the cheers and

■ Continued on next page



## ***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](http://www.RUSA.org).

# BMB 2005 (continued)



Photo by Pierce Gafgen

**Covered story.** Ah, New England, land of the covered bridges. Melinda Dura of Cumming, Georgia at mile 95 on day one.

applause grew louder. The nature of the moment created a neat sound — not raucous stadium bravos, but rather a very sincere, energetic appreciation, the sort that Carnegie Hall would offer Glenn Gould upon performing the Goldberg Variations. It was an acknowledgement from those who understood the difficulties: “Congratulations, (brother or sister), you have just conquered the Big Monster Beast. Great job.”

A particular hero of this year’s event was Bill Schwarz of Kinderhook, NY, who completed his eleventh

BMB. Adding to this milestone is the fact that Bill suffers from peripheral neuropathy, a degeneration of the nerves in his legs. The unsteadiness of his gait at the post-BMB picnic had little to do with the effort of his sub-80-hour ride: his lower legs have atrophied and have little feeling any more. Bill has entered several UMCA events on a hand-cycle and recorded an unofficial world 24-hour record of 254 miles on it. His plan is to be the first to cover BMB on a hand-cycle, although he doubts that it is possible to cover such a hilly

course within the time limit.

Most-improved awards go out to John McClellan of Concord, MA, and Kevin Kaiser of Evans, GA. McClellan was 11.5 hours faster than last year, finishing in an impressive 57:58 on his usual lugged Hetchins with dimpled chrome fenders. Kaiser recorded a 59:21, 20 hours better than his effort last year (yes, we double-checked)! Honorable mentions go to John Fessenden of Horseheads, NY, 10 hours faster than last year, and Scott Dura of Cumming, GA, who avenged his 2004 DNF. Other familiar faces

included Ken Bonner, once again recording a time smaller than his age, and John D’Elia and Ben Robinson, who had recovered from their rookie RAAM outings and were enjoying the 1000K together.

BMB 2006 will be the last under the directorship of Jennifer Wise and Pierce Gafgen. They are planning a “special edition” for their final outing. While the future of BMB is foggy, Wise says that “it ain’t over, ‘til it’s over,” and thus another grand outing is in store for us next year.

## Product Review

# Lantiseptic Skin Protectant

BY MIKE DAYTON

I was deep into my first 400K when my ass caught on fire. And what did I expect? Shorts rubbing directly on the seat for 200 miles. With all that friction, I was lucky I didn't burn the whole bike down.

Back then, I was still learning the ropes. I'd never heard of a Schmidt hub. I'd never heard of PBP.

And I didn't know the first thing about butt creams.

Success in long distance biking depends, in part, on mastering the pressure points. That means avoiding the hot spots on the feet or the raw blisters on the hands.

And yes, the saddle sores on the old derriere.

Lord knows, I've had my share—and I have the pictures to prove it. But I'm delighted to say those painful memories are finally ... well, finally behind me.

Riding buddy Chet Buell was the first to suggest a soothing balm for the buttocks—more specifically Bag Balm, the stuff that's sold at garden shops. The problem is, I could never figure out how to carry that big green tin.

So I searched in vain for something else. I tried A+D ointment and various tubes of Vaseline. Those did not really do the trick. The suffering continued.

It was Cap'n John Ende

who pointed me to the magic potion I'd been searching for. He's a doctor in real life, and I think there's a class in medical school, Balms 101, where those guys study up on all the hush-hush lotions and creams. The ones they don't want us to know about.

We pried the secret out of Ende during our flèche ride (see May 2004 American Randonneur). Of the four team members who'd done PBP, Cap'n was the only one who returned home

without a crippled keister.

Okay, we asked, how'd you do it?

One word, he said: Lantiseptic.

Actually, it's three words, I've since learned: Lantiseptic Skin Protectant, described as "an emollient ointment intended to protect the skin, promote the healing of skin injuries, and serve as a first aid treatment."

The product contains 50 percent lanolin, the natural, protective oil of wool. It also contains beeswax and petrolatum to produce "a fine emulsion of outstanding tenacity," according to the company's Web site.

Tenacious indeed. It nearly takes a chisel to get the stuff off—the very thing I want protecting my flank steak halfway through a 1200K.

Lantiseptic is typically used in nursing homes and other elder care facilities to treat minor burns due to incontinence and adult diaper dermatitis.

It's also used to treat stage I and II pressure sores (read: saddle sores). Therein lies its value for long distance cyclists.

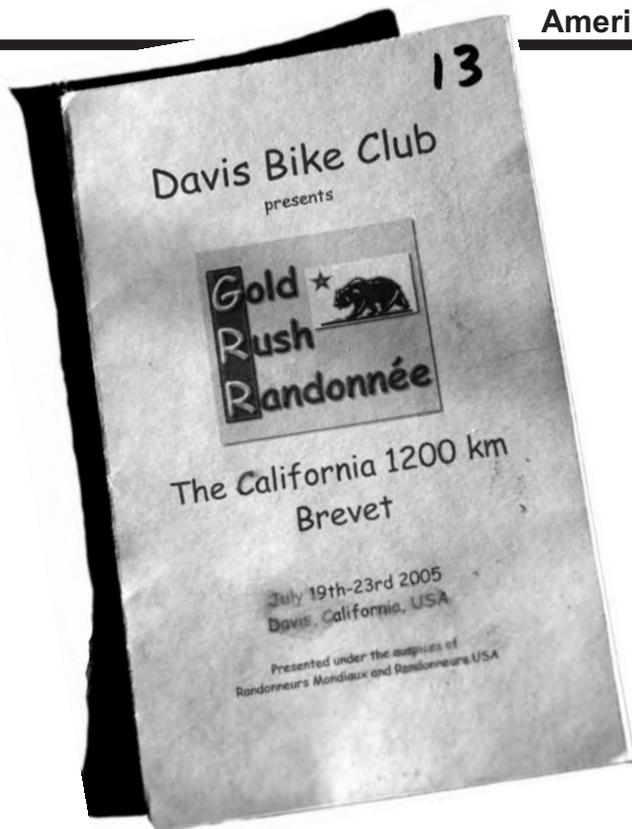
One nice feature: Lantiseptic is available in 0.5-ounce packets and four-ounce tubes, as well as various jars. The packets are especially handy for single-use applications on a long ride.

Interested? Get your local pharmacy to order some, as most stores don't stock it. My four-ounce tube cost under \$6.00. Be sure to ask for the Skin Protectant, not the softer Therapeutic Cream.

Tail winds. And remember, as always, your mileage may vary.



Photo by Mike Dayton

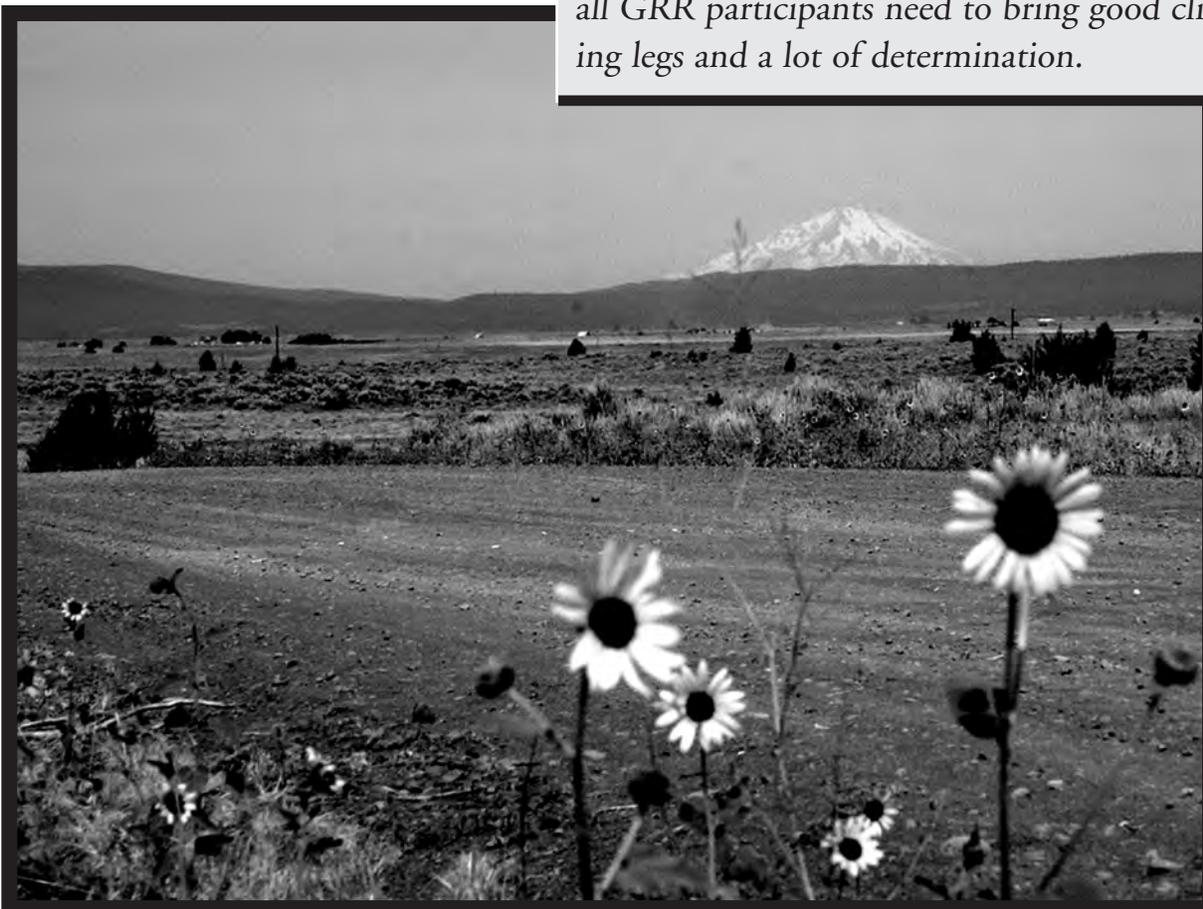


Photos by Don Bennett

## 2005 GOLD RUSH RANDONNÉE REPORT

BY BILL BRYANT

**T**here were four American 1200k events during 2005, including Gold Rush Randonnée in northern California. July saw the second running of this quadrennial event hosted by the Davis Bike Club. Its out-and-back route goes north and east from Davis to the Oregon border region and turns around at the hamlet of Davis Creek. In between these two points riders have to cross the mighty Sierra Nevada mountains, so all GRR participants need to bring good climbing legs and a lot of determination.



The heat, not the humidity. A view of Shasta along the route.

# GRR (continued)

Overall, the event went well. At the start there were 101 randonneurs and randonneuses from all parts of the US, along with foreign riders from Canada,

Germany, Finland, and Sweden. The Davis Bike Club put 75 volunteers into the field to help the riders. The controls were generally well run and there were sag

drivers patrolling the route at all times. Almost every checkpoint was organized by PBP veterans and their collective experience showed. The GRR workers stayed

Riding 1200 mountainous kilometers in 90 hours or less is never easy, but excessive summer heat made this GRR harder than other similar events. After a 6 p.m. start to allow nighttime riding in the hot Central Valley lowlands, riders began ascending the Sierra foothills around midnight. The climbing after the 120-mile mark was constant and overall riding speeds dropped. Worse, during the first day the heat was brutal; things were a good 10 degrees hotter than four years ago. Temperatures topped out at around 105 in Susanville at mile 249, while temps at altitude were only marginally cooler. Of the 101 starters, 74 finished for a 27% DNF rate. Four years ago the DNF rate was about 18%, which is probably a good indication of how hot things were this time. Having the turnaround 5000 feet higher than the start/finish certainly makes the first part of the ride tough, but it (usually) offers a little relief from summer temperatures in California's vast Central Valley. Outbound times for most riders were a little slow, but overall finishing times ended up being good compared to other 1200k events. Perhaps it could be said that if the GRR isn't the hardest 1200k event—BMB probably earns that dubious distinction—it likely has the hardest first half.

busy throughout checking riders through the controls and making food. There were also some unexpected tasks to fulfill. At Taylorsville a sleepy rider put on someone else's riding shoes by mistake and left the checkpoint, probably marveling at how his swollen feet felt so much better after his rest. When the other fellow realized that his shoes had mysteriously shrunk one size while he slept, a driver was dispatched to retrieve the missing shoes and get the correct ones back to their proper owner.

The riders had a good event—considering the circumstances.

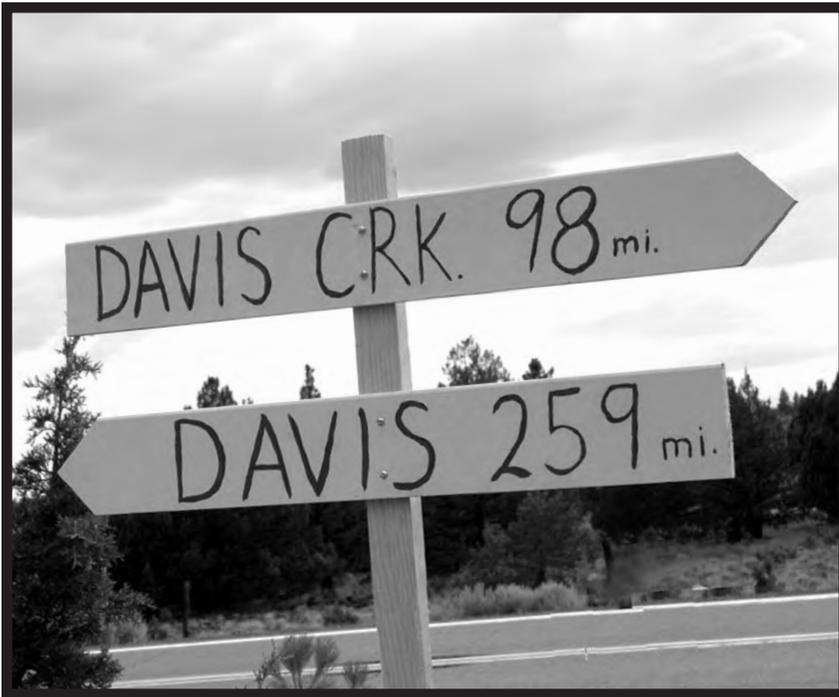
Most DNFs happened in the first 20-24 hours of the

■ Continued on next page



The pause that refreshes. Jerry Khorll takes on fluids.

GRR (continued)



Good news, bad news....

ride before the majority of riders reached the lonely Grasshopper water stop where Lois and I were stationed (miles 282 outbound & 480 inbound). Quite a few riders looked absolutely ghastly going outbound, but most of them looked better coming back 18-24 hours later despite the 200 addi-

tional miles they had ridden; by then the heat had moderated somewhat. The club had planned for Grasshopper to be just a simple water stop at the halfway point in an otherwise empty 70-mile mountain section north of Susanville, but as the second night fell, and riders' fatigue accumulated, our little water

stop became a popular place to pause a long while. The empty 16-foot rental truck used to transport the riders' drop bags was frequently full of sleeping randonneurs. At times we had to lay sleepy (or sick) riders down under space blankets on the smooth asphalt driveway of the adjacent fire station.

And who would have thought some lowly Cup

O'Noodles cooked on a camp stove under the light of kerosene lanterns would ever be so popular? There was a nice sense of gallows humor from the fastest riders to the slowest and we enjoyed working at our dusty outpost in the desert. The randonneurs also liked the full moon for night riding, but perhaps there was more of that than anticipated due to the excessive daytime heat. At our little encampment out in the boonies, coyotes' nearby howling added to the nighttime ambience. We worked most of the event without sleep, so by the end we were howling with them.

We frequently heard from the out-of-state entrants about how scenic the GRR route was. They seemed surprised at how rural and

bucolic otherwise bustling California could be. Along with fine scenery, they also saw quite a lot of wildlife, including some black bears at Antelope Lake. Riders also reported seeing porcupines, bobcats, and deer in various spots along the course. As we were packing our gear after the last rider passed through Grasshopper, the local forest ranger was chatting with us and remarked that he was pleased that none of our riders had had problems with mountain lions. It seems these beasts frequently prey on the cattle and other livestock in the region. Lois and I exchanged looks of relief—but then wondered if a smelly randonneur would have been very appetizing.

Better than the scenery or wildlife, we saw lots of randonneur tenacity and camaraderie throughout the event. We saw (weary) smiles no matter how tired the riders were, or how much pain they were in. The GRR was a really hard ride but time after time we saw riders gird their loins and start cycling again. We found it inspirational how they would arrive shattered, rest a while, and then quietly rouse themselves to resume the battle. Strangers before the ride, quite a few riders gathered into little groups to survive the rigor of the event. We also saw experienced randonneurs encouraging new riders to keep moving forward, or small groups of friends from vari-

■ Continued on next page



**Trico Sports** offers RUSA members a 43% discount off the suggested retail price of their hardside Iron Case bike carrier. It's the best bike case on the market and is approved by all airlines for bike travel. To apply for the **Iron Case** discount coupon email your request to Jennifer Wise ([otherwise@att.net](mailto:otherwise@att.net)) with your name and RUSA member number. Offer expires November 30, 2005.

# GRR (continued)

ous brevet series around the nation stick together to help each other in various ways. There was a sprinkling of RBAs in the event: Kevin Main (San Luis Obispo), Dave Bundrick (Atlanta), Bob Waddell (Ohio) all did fine rides and set good examples for others to follow about sensible pacing and persevering in the face of tough conditions.

Randonneuring veteran Gerry Goode was there and it was nice to see him riding so well. He and Kevin Main did the entire ride together and seemed to have a fine time. It was also great to finally meet various RUSA members after so many years of e-mail correspondence or posts on Randon. RUSA webmaster and GRR sag driver Don Bennett went beyond the call of duty—some 48 hours into the event he drove hot pizza 35 miles out to Grasshopper on Thursday night, whereupon it was instantly devoured by famished riders. Overall, we had only a few whiners; the vast majority of riders comported themselves admirably considering the test they were enduring and we figured the others were just cranky from a lack of sleep and nutrition.

The GRR had two bad accidents, alas. Both riders were from the Randonneurs Ontario, but they were unconnected incidents. Scott Chisholm's carbon forks failed catastrophically and without warning as he was descending out of the mountains—what a bummer!



**Sun screen.** GRR riders take a shade break.

Otherwise I'm sure he would have finished with a fast time. He got some nasty facial cuts but didn't lose consciousness. Luckily a rider a little ahead heard him crash in the darkness and returned to help. Since they were in the middle of nowhere at 4 a.m., the Good Samaritan got Scott to stay still, and then rode to the next control for help. After an ambulance ride to the little mountain town of Quincy, Scott got another ambulance ride and underwent plastic surgery in Chico. He looked pretty good at the finish line all things considered—but talk about having a rough ride!

The other Ontario fellow who crashed was Henk Bouhuyzen. After a parking lot mishap early in the ride that injured his shoulder and made him climb the

## Wallingford Bicycle Parts

**NEW ORLEANS**



We carry Gilles Berthoud bags & Equipment, Carradice saddlebags & SQR bags

Berthoud Saddlebag 1.5 Liter

Traditional and modern alternatives for carrying a lot of gear when you want to leave the rack at home.

---

We proudly carry other quality cycling products including

- Gilles Berthoud bags and carbon fiber fenders
- Brooks saddles - for long distance comfort



B17 Standard



Professional 'S'



Swift

---

call Toll free:  
**1-888-731-3537**  
[www.wallbike.com](http://www.wallbike.com)

■ Continued on next page

## GRR (continued)

Sierras with only one good arm, he then crashed heavily with about 100 flat miles to go. Hank did a face-plant on the final descent of the ride. After the doctors in Oroville cleaned / patched / stitched / stapled / glued him up, he insisted on being taken back out to the crash site and resumed the ride. I saw him at the finish and his battered visage was grisly. Henk is a gutsy guy for sure.

Another tenacious rider was Jim Kern of Sunnyvale, California. Jim was the first rider on the course during much of the second half,

but he quit the GRR with only 16 flat miles to go. He developed a serious bronchial condition and was coughing up blood by the end of the ride. After medical treatment and bed rest while the medications kicked in, he asked to be driven back out to resume his ride. He found he could cycle without insult to his lungs if he kept his pulse below 100 bpm, so he rode leisurely and finished with about 20 minutes to spare before the ride's 90-hour time limit was up. He was the last rider to finish the 2005 GRR but to me Jim

Kern symbolized the determination and courage all the GRR riders showed during four hot days and nights of arduous cycling. Some rode the event in only 59 hours, while others took ten, twenty, or thirty hours more—but they're all heroes in my book. Hats off to them all!

The GRR ended with an enjoyable banquet at a Mexican restaurant in Davis on Saturday at noon just as the event clock ran out, and while everyone seemed happy to be done, perhaps some were a little sorry to be going home too. Various trophies

were awarded and the weary event volunteers got a nice salute of appreciation from the riders. It was a good way to end the 2005 GRR and everyone seemed to have a nice time. GRR organizers Daryn Dodge, Dan Shadoan, and Ann Lincoln did a terrific job overall and deserve our praise. I hope the next event in 2009 will be similarly successful.

The list of GRR finishers, a route profile, and other information can be found at: <http://www.davisbikeclub.org/goldrush/>

## Unexpected Benefits

BY BILL BRYANT

While working a rest stop at the GRR last July I had some time between riders to reflect on various aspects of randonneuring. Previously I've written about the physical and psychological benefits our sport can bring the participants, but I also realized much can be gained by volunteering to help too. Unlike being a rider, a checkpoint worker sees the event from a wider perspective and it is a first-rate show, especially on the longer events over 300 kilometers.

You get to see it all—the good, bad, and the ugly—and it's educational to say the least. Of course you're pulling for everyone to finish, and hopefully you will contribute to their eventual success. The fast guys and gals are interesting to observe, what with their focus on cycling speed and efficient stops. The middle-of-the-pack group tends to be a mix of



**Bryant: Tanned, rested, ready...**

personalities, and one can see various styles of randonneuring at work. The back-of-the-packers are interesting too. These guys are battling the clock more than the others and one can see it weighing on them more. But no matter their speed, every brevet rider has to deal with his or her own limitations—both real and perceived—and this is what makes it all so engaging. New randonneurs in particular have a lot to gain by working a few brevets as they hone their long-distance riding skills. They'll learn from others more quickly than they could on their own.

And it is fun and rewarding too. After working at the recent London-

Edinburgh-London, Dave Barker wrote on the AUK list, "When Chris Crossland and I parted yesterday morning we agreed that running the Lincoln control in 2005 had been as exciting, satisfying and fulfilling as riding the event in 2001; you get the same high from feeling that the job was well done as you do when you finish. And that is because the team has been fantastic and the riders appreciative, chatty, friendly, good-humored; and you finish up meeting far more people, most of them twice." So whether you are a new randonneur learning the ropes or a veteran giving something back to the sport, give it a try, okay? Many of our events need checkpoint workers; won't you consider helping out? The riders will appreciate it a lot, as will the ride organizer. And it isn't just "work"; you'll learn a lot about determination and audacity, get to see a great show, and meet some terrific randonneurs and randonneuses. When I finished helping at the GRR, I was reminded of something my pal Dave Nawrocki once wrote: "I went out to a brevet, and found so much, much more."

# GRR 2005 Results

First name	Last name	City	State	Country		Time
Paul	Bacho	Aurora	OH	USA		87:38:00
Charlene	Barach	Red Deer	Alberta	Canada	DNF	
Daniel	Barcellos	Davis	CA	USA	DNF	
Bernie	Barge	San Miguel	CA	USA		82:11:00
Jeff	Bauer	Nashville	TN	USA		79:04:00
Timothy	Bol	Maitland	FL	USA		87:52:00
Ken	Bonner	Victoria	B.C.	Canada		63:36:00
Henk	Bouhuyzen	Toronto	Ontario	Canada		81:41:00
Dana	Bradshaw	Tahoe City	CA	USA		70:33:00
David	Bundrick	Tucker	GA	USA		77:04:00
Robert	Buntrock	Discovery Bay	CA	USA		78:34:00
Lisa	Butkus	Orlando	FL	USA		87:52:00
Laurent	Chambard	Englewood	NJ	USA		84:29:00
Scott	Chisholm	Tottenham	Ontario	Canada	DNF	
Janet	Christiansen	Tustin	CA	USA		79:19:00
Dan	Clinkinbeard	Columbia	MO	USA		80:24:00
Daniel	Dickinson	Augusta	GA	USA		88:06:00
Achim	Dickmanns	Guentersen		Germany		78:01:00
Derek	Eukel	Campbell	CA	USA		76:38:00
Brad	Flickner	Fort Worth	TX	USA	DNF	
Keith	Fraser	Vancouver	B.C.	Canada		58:26:00
Christian	Fritze	Alameda	CA	USA		78:01:00
Gerald	Goode	Tucson	AZ	USA		77:46:00
Alan	Gosart	Smyrna	TN	USA		79:04:00
Charles	Grabiak	Fort Myers	FL	USA		78:06:00
John	Guth	Stafford	VA	USA	DNF	
Nancy	Guth	Stafford	VA	USA		77:43:00
Paul	Guttenberg	Davis	CA	USA		75:11:00
Robert	Habdass	El Cerrito	CA	USA	DNF	
Hada	Sterling	El Sobrante	CA	USA	DNF	
Christopher	Hanson	Redondo Beach	CA	USA		86:45:00
Peter	Hewitt	Sacramento	CA	USA		66:29:00
Kenneth	Holloway	San Jose	CA	USA		70:33:00
John	Holmgren	Oakland	CA	USA		81:41:00
Timothy	Houck	Pleasanton	CA	USA		80:01:00
Doyce	Johnson	Grovetown	GA	USA		88:06:00
Ken	Johnson	Sacramento	CA	USA	DNF	
Paul	Johnson	Tumwater	WA	USA		88:08:00
Charles	Jonas	San Francisco	CA	USA		85:27:00
Greg	Jones	Moorpark	CA	USA		82:11:00
Christopher	Kaiser	McDonough	GA	USA	DNF	
Kevin	Kaiser	Evans	GA	USA		86:42:00
James	Kern	Sunnyvale	CA	USA		89:31:00
Jerry	Khorll	Lake St. Louis	MO	USA		78:12:00
Daniel	Kinkade	Sparks	NV	USA	DNF	
Ken	Knutson	Tracy	CA	USA	DNF	
Michael	Koth	Wachtendonk, NRW		Germany	DNF	
John	Kramer	White Salmon	WA	USA		82:11:00
James	Kreps	Chicago	IL	USA		77:40:00
Ed	Kross	Framington	MA	USA		65:51:00
Tom	Lawrence	Mountain View	CA	USA	DNF	0:00:00
Earl	Magpiong	Newbury Park	CA	USA	DNF	
Kevin	Main	San Luis Obispo	CA	USA		77:46:00
Aron	Mason	San Mateo	CA	USA	DNF	
Donald	Mayne	Fayetteville	GA	USA	DNF	
Ray	McFall	Kent	WA	USA		86:45:00
Scott	McIntosh	Chicago	IL	USA		64:53:00

**GRR 2005 Results**

First name	Last name	City	State	Country	Time
Tony	Mellsop	21620 Malmo		Sweden	58:26:00
Lawrence	Midura	East Syracuse	NY	USA	77:24:00
Peter	Morrissey	Oakland	CA	USA	69:54:00
Davis	Nakai	Fallbrook	CA	USA	82:11:00
David	Neff	Fair Oaks	CA	USA	76:38:00
Ove	Nilsson	21526 Malmo		Sweden	70:41:00
Eric	Nordman	Palo Alto	CA	USA	82:11:00
Peter	Noris	Denver	CO	USA	DNF
David	Oliphant	Medicine Hat	Alberta	Canada	81:56:00
Anne	Pokocky	Whitby	Ontario	Canada	87:54:00
Marc	Pritchard	Cattaraugus	NY	USA	77:43:00
David	Pyle	Ft. Lauderdale	FL	USA	DNF
Dave	Read	Tumwater	WA	USA	82:11:00
Steve	Rheault	Mississauga	Ontario	Canada	DNF
Jukka	Salonen	Tampere		Finland	76:14:00
Jeffery	Sammons	Brentwood	TN	USA	86:41:00
Michael	Schmit	Norman	OK	USA	DNF
Kari	Silpio	Espoo		Finland	79:04:00
Eric	Simmons	Colorado Springs	CO	USA	DNF
Bradford	Smith	Redwood City	CA	USA	78:34:00
Sean	Smith	Huntington Beach	CA	USA	78:00:00
Patty Jo	Struve	Sonora	CA	USA	80:01:00
Michael	Sturgill	Phoenix	AZ	USA	64:18:00
Bruce	Taylor	Alta Loma	CA	USA	DNF
Claudio	Vacas	Bloomfield Hills	MI	USA	DNS
Merry	Vander Linden	Bloomfield Hills	MI	USA	77:43:00
Joel	Voelz	San Francisco	CA	USA	DNS
Bryce	Walsh	Chicago	IL	USA	58:26:00
Jeff	Weible	Wildwood	MO	USA	70:31:00
Andreas	Wimmer	Neuotting		Germany	77:04:00
Wayne	Woodside	Mather	CA	USA	75:54:00
Timothy	Woudenberg	Moss Beach	CA	USA	58:26:00
Duane	Wright	Seattle	WA	USA	88:01:00

**1000K + 200K**

Lisa	Antonino	Belmont	CA	USA	DNF
Mark	Behning	San Leandro	CA	USA	76:18:00
Bruce	Berg	Berkeley	CA	USA	78:12:00
Peter	Burnett	Chicago Park	CA	USA	75:54:00
David	Burns	Granite Bay	CA	USA	80:24:00
Rob	Hawks	Richmond	CA	USA	DNF
David	Penegar	Reno	NV	USA	86:30:00
Robert	Pompeani	Oakland	CA	USA	DNF
Amy	Rafferty	Woodland	CA	USA	86:30:00
Ken	Shoemaker	Los Altos Hills	CA	USA	DNF
Dan	Tupper	San Jose	CA	USA	88:58:00
Robert	Waddell	Grove City	OH	USA	81:41:00
Laurie	Wainwright	Cameron Park	CA	USA	DNF
Doug	Wainwright	Cameron Park	CA	USA	DNF

# THE American Randonneur Award

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

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

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

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

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

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

The previous recipients of the award:

Year	Recipient
2001	Johnny Bertrand
2002	David Buzzee
2003	Jennifer Wise
2004	James Kuehn

## NOMINATION FORM

Your name: \_\_\_\_\_ Your RUSA # \_\_\_\_\_

Your American Randonneur Award Nominee: \_\_\_\_\_ Nominee's RUSA # \_\_\_\_\_

Brief reason for nomination: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Send this form to:

Johnny Bertrand, 858 Carrick Pike, Georgetown, KY 40324

## TROYES 1000K

By NICOLE HONDA

## Riding through the Champagne Region of France

*Quite a number of American randonneurs and randonneuses have ridden Paris-Brest-Paris, but only a handful have ridden a French brevet put on by a regional club, and it is a very different experience. Last July, RUSA member Nicole Honda of California completed a 1000-kilometer brevet in the Champagne region of France, starting and ending in Troyes. Here's her report:*

Friday, high noon, five hours to the start of my first 1000k. I watch the rain pouring down and wonder why I traveled across the world to do a brevet in France. I feel pretty low about my chances for success: No sag, no route markings, no drop bags, no support. Predictions of unrelenting rain. Very rusty high school French. I should just order a nice bottle of wine and forget all about the whole thing. But I love to travel, I love to ride, I love to put the two together. And the worst thing that could happen was that I would fail, and I'd rather fail in the French countryside than in my own backyard.

It's 5 p.m., and the sky has miraculously cleared. The ride organizer greets me and the other four riders (yes, that makes five total) with coffee and chocolate. His wife had gone off to my hotel

to fetch me because they were afraid I couldn't find the brevet start. What nice folks. After much talk, none of which I understood, it was time to roll out. And, as usual, the minute I click in, all is right with the world. Let it rain! Let them speak French! I'm here to ride.

We started as a group. Cars honked their greetings along the road, no rain yet. At about 9 p.m., we stop to eat and fill our water bottles. I was told to stock up since there was limited water at night and no food. We ate in a little bar. One guy, an eight-time PBP finisher, ordered a beer.

Back on the road, in the dark. The roads are quiet, few cars to bother us. The cars give cyclists lots of room so I felt very safe. Two riders were ahead of me and the other two had stopped for coffee about an hour after dinner. I would pick up the guys ahead of me at some point and, after that, I was never alone at night again. The French riders were absolutely fantastic in that regard. I have been left all alone at night on rides 10-20 times this size in the US.

Friday turned into Saturday. At about 3 a.m. it started to rain. By 7 a.m. when the bars opened, I was desperate for a hot *café au lait* and some *pain au choco-*

*lat*, still warm from the oven. Yum. But setting back out in the rain was less than yummy.

Jean-Pierre, the guy I was riding with at the time, tried to point out the historical and interesting sights, but I have to admit that I wasn't very interested during the downpour. When it finally cleared up to scattered showers, I noticed how lovely the route was. All night we had ridden through a forest. Now we were passing through cute old towns with carved stones that had dates like 1572 carved on them. Everything was old, and so rural. There weren't even many medium-sized towns on the route, mostly small villages, and no crowded roads during the whole brevet. We passed over rivers, saw chateaux on the hillsides, passed through rolling fields of wheat—it was incredible. The brevet route was a big loop so every kilometer brought new views.

By the end of the first day, I had settled in with Didier, a nice guy from Orleans. The rest of the riders never caught us again and Didier and I stuck together until the end.

I started to become accustomed to the "French way" of brevet riding. Where



I normally try to spend as little time off the bike as possible, here each stop is about an hour, either in a restaurant for a three-course meal, or in a bar or café where

you chat with the locals. I used this time to rest my head on the table, fingering me as a foreigner for sure!

The second night was hard. I hadn't slept the first night and was hallucinating by Saturday night. We stopped to sleep in a barn, but it was so cold I slept just over an hour. But even such a short rest was refreshing, and at least pedaling keeps you warm!

The second day was Sunday and we were hard pressed to find lunch, since stores are closed and we didn't pass through too many towns. We finally ate pastries from a bakery. By dinner time, I was ready for my three-course meal, and several Cokes. Since the rain had stopped, I had a chance to appreciate the scenery and enjoy the beautiful French countryside.

The third night was the worst! We climbed from dinner until about 6 a.m. the next morning. We had long steady grades followed by long steady descents, all night long. From about 9 p.m. it rained. For several hours

## Troyes 1000K (continued)

there we were in the heart of a lightning storm and had to take shelter two separate times. Believe me, we were the biggest, most metallic things out in those French fields! And the route map, at this point, was no help. We were on tiny rural roads, circling the town squares in little villages two or three times to find the right direction to the next village. By midnight I was really cranky and forced Didier to stop. We tried to sleep in a bus shelter but I was too cold and wet to get more than another hour of rest. I was miserable and exhausted by dawn. But all bad things come to an end. The rain stopped around 2 a.m. and the climbing stopped at about 6 a.m.. We were on the home stretch. Didier was such a great guy to put up with my snappishness and whining that last night. He was faster than me and could have finished hours earlier but he decided we were a team and we would finish together.

The last day was dream-like; I hit that point where you are in another world and can just keep on pedaling forever. That morning we saw a hedgehog, a fox, rab-

bits, and lots of other wildlife, and entertained each other by making barnyard sounds as we passed cows, sheep, etc. (Did I mention my French was bad? Didier's English wasn't much better and by this time we were getting pretty tired. Barnyard noises were about as good as communication was going to get.) When the bars finally opened at 7, we had some well-deserved rest. But, since many bars don't have food that early, we ate damp leftover bread from the previous day.

By mid-morning it was it was getting hot but we cycled through beautiful country. Some final climbing and then a flat run back into

### DOs & DON'Ts

- DO come prepared to be self sufficient, especially taking into account the lack of all-night 7-11 stores and the more limited food/drink options you'll find. Things close early, don't open until 7 a.m., and most stores are closed on Sunday.
- DO be prepared with excellent maps of the entire route, as the route sheet may not be sufficient. Very detailed maps are sold in bookstores or travel stores in France. Didier, my fellow rider, had maps photocopied so he could mount a single page for each section of the route on his handlebar rack. Without his maps, we would have never found the way the third night. (Special thanks to Didier for being an incredible riding partner, tour guide and friend.)
- DON'T worry if the ride organizers seem to be less organized or slower to respond than our brevet coordinators here in the US. They will get back to you eventually. I e-mailed for months and was very frustrated at the lack of response. But when I got to the start, everyone was very friendly and helpful. (My sincere thanks go out to Michel Viard for put-

ting up with my demanding American-ness and to Claude Lepertel of the Audax Club Parisien for helping me, too.)

- DON'T expect any support on the road, no drop bags, no SAG, no staff at controls. And don't expect to find little things that you may be used to having. French grocery stores don't sell Gatorade or Cliff bars. Lesson here: if you think you may need it, bring it!

- DON'T worry that you don't speak the language very well, but knowing a few basics will make the experience more pleasurable.

- One more DO: Do enjoy yourself throughout the course. You will probably never see these little villages again so take a few extra minutes to soak it all up.

If you want to find a brevet in France, check the following site:

[http://www.ffct.org/pratiquer/cn\\_ran.htm](http://www.ffct.org/pratiquer/cn_ran.htm)

Troyes. We arrived at the finish Monday afternoon in high spirits. Didier and Monsieur Viard, the ride director, chatted while I got

drunk on two paper cups of excellent champagne. The ride was fantastic, the most scenic brevet I've ever been on. It was certainly an adven-

## 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](mailto:dhamilton@copper.net).

# DIRT ROAD RANDONNÉE

By KRIS KJELLQUIST

Letting Sandy Whit-  
tlesey design a century route is like letting Tiger Woods design a golf course.

This is the analogy that popped into my head about half

way through this 113 mile dirt road ride through Western Mass and Vermont. In both cases you just might finish, enjoy the course, and appreciate the talent of the designer.

Sandy spent 12 years exploring the roads to put this course together and it shows. He weaved an incredible network of dirt roads to cover well over 100 miles with minimal pavement and virtually no traffic to contend with. In fact, the entire Vermont portion of the ride never touches pavement except to



Photo by Massimiliano "Max" Poletto

**Back to nature:** The author makes time for a forest photo op.

cross two roads. The more I think about the course the more I am struck with the amount of effort and time Sandy put into this ride. These really are roads that are not meant to be found.

Many are closed through the winter. I had a feeling this ride would be epic from the day it was announced, but I had no idea what we were in for.

The ride started in Old Deerfield, MA at

6 a.m., so I was up at 3 a.m. to eat breakfast and get there with plenty of time to spare after a 90 minute drive. I arrived in the dark and fog to find

■Continued on next page

## Dirt Road Randonnée (continued)

Sandy and Don Podolski setting up a table for registration. Don is the Western, MA Regional Brevet Admin and he put in a lot of time helping Sandy promote his first ever Randonneurs USA event. I signed in, paid my entry fee, and received my brevet card. This ride is a RUSA Populaire which generally means a shorter easier ride often held at the beginning of the brevet season. At just under 200K this ride was on the shorter end it but it certainly was not going to be easy.

I said hello to some of the usual suspects and we were off into the early morning daylight and fog. The air was damp and cool, but most dressed lightly as the forecast called for a dry warm afternoon. Sandy led us out with a car escort for a few miles until we turned right onto the first dirt section where he sent us all off with a wave and some encouraging words.

The dirt sections on this ride ranged in condition from hard packed clay to roads only an experienced Jeep or off-road driver would tackle in a car. Some stretched the definition of the word

“road.” The vast majority of sections were a dream to ride and the others were just more of a challenge. In fact, as the roads got worse I think the smiles got bigger.

The ride itself was broken up into 4 sections and 3 checkpoints. Even as we were riding I found it hard to distinguish individual stretches or roads and I knew a detailed accurate report might be tough. It was an endless series of roads that tunneled through trees, steep climbs in the warm sun, and amazing views as you crested the peaks! Because of this I am going to go through each section with some details and highlights in note form.

**Stage 1: 34.8 miles, 47% dirt, 3700, climbing.** This was the second easiest section of the day. Legs are fresh, excitement was high and air was still cool. Early on you are taking it all in and just getting a sense of how great this ride is. I think we saw less than 10 cars total and only 1 or 2 were passing us. The remainders were seen at intersections. None of the soon-to-be infamous climbs appear in this stage.

The section is tons of fun, great roads, but it creates a false sense of security for the day. There’s a nasty climb to the first checkpoint, and at this checkpoint you see your time and realize it’s going to be a long day! It’s a long, fun day!

**Stage 2: 28.4 miles, 77% dirt, 2800, climbing.** Stages 2 & 3 are “brutal” according to Sandy. Again, imagine a hole of golf that Tiger would call brutal. You have to translate to your own ability and terms. Brutal is a great word! Especially challenging is another description. Three peaks over 1700, and massive descents after each. While they are fun, just remember you climb right back up again. Two highlights included the 25% dirt climb at mile 42, and Arabian horse running with us at mile 44! There’s a great place for swimming at the end as well. It’s a nice place to wash up as you’re pretty dusty and grungy by this point.

**Stage 3: 32 miles, 70% dirt, 3000 climbing.** Although there’s less climbing listed I found this to be the hardest stage of them all. It seems

everything is steep, rough, and it was getting hot at this point. You also are getting more and more miles in your legs as you approach each climb. Sandy listed 5 major peaks on the cue sheet in this 30 mile stretch, including a bear of a climb to finish the stage at the top of Patten Hill. You are rewarded 10-fold with the view at the top. Mentally the stage is easy in one way. You just count off the peaks and when you hit #5 you are done. There’s always a point in each brevet where I realize, barring a major incident, the ride is “in the bag”. In this stage approaching Patten Hill you get that mental boost from realizing the last major hurdle jumped over. Luckily, there is a convenience store just under a mile from the start of Patten Hill. I highly recommend a Coke or other quick fuel just before this climb.

**Stage 4: 17.9 miles, 51% dirt, 700 climbing.** Aaaaah, the finish is in sight. Nothing but a few small paved hills and some nice downhills and you are done. Just DON’T MISS TAY-

LOR RD. at mile 101. It’s easy to miss when you are tired and missing it will surely add a nice 1-mile climb to get back! I know, we did it. Not too much to add here, but the finish is interesting. Sandy traditionally ends his personal rides in a local cornfield and he takes us through it on this ride. It’s a lot of fun and surely adds to the mystique. You cruise back into Old Deerfield feeling like you’ve been gone for a weekend of camping. There’s an odd sense of returning to civilization. You’ve completed an incredibly hard and brutal ride that you didn’t want to end.

This was probably my best single day on a bicycle. It was great to ride with some familiar faces like Max, Melinda, Rick, and The Blayleys (wish we saw more of you). It was also nice to meet some new people like Bob Powers of Long Island. If you ever want to sell that X0-1 give me a call!

Sandy Whittlesey should get some kind of award for this ride. 12 years of planning and exploration really showed and really earned some good bike karma! Thank you and see you next year!

# 2006 RBA Directory

Region	Organizer	Address	Tel.	E-mail
AK: Anchorage	Robert VORIS	PO Box 771361 Eagle River AK 99577	907-694-4683 Fax: 907-694-4155	eravoris@alaska.com
AZ: Casa Grande	Susan PLONSKY	Rivers Edge RV Park, Lot #1 18801 School House Road Black Canyon City AZ 85324	520-450-1335	susanplonsky@att.net
AZ: Desert Camp	Lon HALDEMAN	PO Box 303 Sharon WI 53585	262-736-2453 Fax: 262-736-2454	lon@pactour.com
CA: San Diego	Barclay BROWN	1804 Garnet Ave. #425 San Diego CA 92109	858-752-3478 Fax: 619-374-7095	rusa@barclaybrown.com
CA: San Francisco	Todd TEACHOUT	172 Tanager Way Hercules CA 94547-1517	510-799-6015	thteach@community.net
CA: Santa Cruz	Lois SPRINGSTEEN	226 West Avenue Santa Cruz CA 95060	831-425-2939	lois_springsteen@prodigy.net
CA: Santa Rosa	Donn KING	385 Murphy Ave. 404 Sebastopol CA 95472	707-823-5461	donnk@pacbell.net
CO: Boulder	John Lee ELLIS	2155 Dogwood Circle Louisville CO 80027-1169	303-604-1163	jellisx7@juno.com
DC: Washington	Gordon MEUSE	817 South Irving Street Arlington VA 22204	703-979-7177 Fax: 703-892-4031	gfmeuse@earthlink.net
FL: Central/South	Michael GRUSSE-MEYER	5363 Del Monte Court Cape Coral FL 33904	239-549-7459 Fax: 239-549-3084	rbacentralflorida@bike4one.com
FL: Gainesville	Jim WILSON	620 NW 27th Way Gainesville FL 32607	352-373-0023 Fax: 850-622-1196	wilson@afn.org
FL: Northwest	Joe ARNOLD	c/o Big Daddy's Bike Shop 2217 W CR 30-A Suite C Santa Rosa Beach FL 32459	850-622-1165	flabrevet@hotmail.com
GA: Atlanta	David BUNDRICK	4001 Northlake Creek Drive Tucker GA 30084	404-656-5000 Fax: 404-651-9292	roadkill@randonneur.org
IA: Cedar Valley	Robert FRY	2124 Touchae Street Waterloo IA 50702-4126	319-226-5436	cvbrevet@mchsi.com
ID: Yellowstone-Tetons	James SEVERANCE	56 East Aspen Meadow Rd. #43 Driggs ID 83422	208-354-3984 Fax: 208-354-3986	jseverance@penpoly.com
IL: Chicago	Frank PAULO	5038 N. St. Louis Ave Chicago IL 60625	773-267-8367	fnpaulo@aol.com
KY: Lexington	Johnny BERTRAND	858 Carrick Pike Georgetown KY 40324	502-863-9975	johnny_bertrand@mindspring.com
LA: New Orleans	Patrick HORCHOFF	8909 Ormond Place River Ridge LA 70123	504-738-1352	larba1955@aol.com

# 2006 RBA Directory

Region	Organizer	Address	Tel.	E-mail
MA: Boston	Tracey INGLE	10 Irene Road Framingham MA 01701-2718	508-877-1045 Fax: 508-481-4415	traceyingle@rcn.com
MA: Boston-Montreal-Boston	Jennifer WISE	10 Bliss Mine Road Middletown RI 02842	401-847-1715 Fax: 401-847-1718	bmb1200k@att.net
MA: Westfield	Don PODOLSKI	55 Franklin St. Westfield MA 01085	413-562-5237 Fax: 413-562-5237	don@newhorizonsbikes.com
MN: Rochester	Martin FAHJE	2133 Margaret St. NE Chatfield MN 55923	507-867-4533	fahje@mayo.edu
MO: Kansas City	Bob BURNS	PO Box 1387 Blue Springs MO 64013	816-229-6071 Fax: 816-229-6444	bobgburns555@aol.com
MO: St. Louis	John JOST	4713 Woody Terrace Court St. Louis MO 63129	314-416-1299	stlbrevets@yahoo.com
NC: High Point	Richard LAWRENCE	2288 Turner Rd Lexington NC 27292	336-249-1114	richardtherider@yahoo.com
NC: Raleigh	Alan JOHNSON	308 Ashe St Morrisville NC 27560	919-467-8457	alanj@email.unc.edu
NJ: Princeton and NYC	Diane GOODWIN	240 E Palisade Ave, #E3 Englewood NJ 07631	201-267-0379	info@njrandonneurs.com
NY: Saratoga	John J. CECERI JR	16 James St Saratoga NY 12866	5185833708	brevets@jjctech.com
NY: Syracuse & Western	Jennifer BARBER	5137 Glass Factory Rd Munnsville NY 13409	315-684-7280 Fax: 315-339-4771	jenn@distancerider.net
OH: Columbus	Bob WADDELL	1488 River Trail Drive Grove City OH 43123	614-871-7965 Fax: 866-712-2207	rba@ohiorand.org
OK: Tahlequah	Frank KELLER	309 Hickory Drive Tahlequah OK 74464	918-458-9371	frankkeller@sbcglobal.net
OR: Portland	Susan FRANCE	25797 SW Neill Rd. Newberg OR 97132	503-628-7324	susanfrance@teleport.com
SC: Spartanburg	Bethany DAVISON	229 Maple Blvd Clemson SC 29631	864-654-7434	greenforestsc@yahoo.com
SD: Black Hills	Tim RANGITSCH	4258 Canyon Lake Drive Rapid City SD 57702	877-520-3731 Fax: 605-343-9534	tim@acmebicycles.com
TN: Nashville	Jeff SAMMONS	1512 Aberdeen Dr Brentwood TN 37027	615-373-2458 Fax: 615-833-3407	jsammons@bellsouth.net
TX: Amarillo	Nick GERLICH	P.O. Box 53 Canyon TX 79015	806-499-3210	nickgerlich@cs.com
TX: Austin	Jean Luc FRIANG	40 N IH 35 Suite 9A3 Austin TX 78701	512-698-3548	lucfriang@hotmail.com
TX: Dallas	Dan DRISCOLL	2811 Hollywood Dr Arlington TX 76013	817-460-5734 Fax: 817-461-5100	dansmark@flash.net
TX: Houston	Kay OGDEN	5212 Crawford St #GA Houston TX 77004	713-392-2679	kay@houstonrandonneurs.org
WA: Seattle	Mark THOMAS	13543 160th Ave NE Redmond WA 98052	206-612-4700 Fax: 425-702-8881	RBA@seattlerandonneur.org

# 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



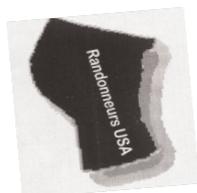
**Item:** Randonneurs USA Reflective Ankle Bands  
**Description:** Sayre Reflective Ankle Bands  
**Fabric:** Breathable Elastic  
**Colors:** Reflective yellow with Randonneurs USA in black lettering  
**Sizes:** Adjusts to fit any size.  
**Cost:** \$2.00/pair



**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 Duffel Bag  
**Description:** Lightweight duffel for PBP bag drop  
**Fabric:** Nylon  
**Colors:** Royal Blue with Randonneurs USA in white 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



## Off the Back



Photo by Mike Dayton

## Roadside Attractions

Photographed on a summer 2005 Permanent ride.

### Wanted: More "Roadside Attractions"

Randonneurs are in a unique position to chronicle the oddities of America's backroads. Got something that might qualify as a "Roadside Attraction?" E-mail your photos to [mdayton@nc.rr.com](mailto:mdayton@nc.rr.com).



# CUSTOM BUILT WHEELS

BY WORLD RENOWNED STEVE "GRAVY" GRAVENITES

*BUILD YOUR DREAM WHEELSET WITH THE SAME EXPERTISE THAT PROPELLED NUMEROUS ELITE CYCLISTS TO WORLD CHAMPIONSHIP AND NATIONAL TITLES*

*TAP INTO GRAVYWHEELS AND BENEFIT FROM 17 YEARS WORTH OF EXPERIENCE ON THE WORLD CUP CIRCUIT.*



**GRAVYWHEELS USES ONLY THE FINEST QUALITY BRAND NAME PRODUCTS:  
DT-SWISS • ZIPP • SAPIM • VELOCITY • PHIL WOOD • SUN • CAMPAGNOLO • RITCHEY • SHIMANO  
CALL TOLL-FREE FOR QUOTES AND ADVICE • 1.877.437.2988 • [www.gravywheels.net](http://www.gravywheels.net)**

**CHANGE SERVICE REQUESTED**

**Randonneurs USA  
2266 The Circle  
Raleigh, NC 27608**