

# AMERICAN RANDONNEUR

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## RUSA Executive Committee

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Secretary	Don Hamilton
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Board Member	Terry Zmrhal
RBA Liaison	Tracey Ingle
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RUSA Awards Coordinator	Mark Thomas
BRM Awards Coordinator	Mark Vickers
Team Randonnée Coordinator	Mark Thomas
Rules Committee Chair	Tim Sullivan
Routes Coordinator	Jenn Barber

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## Message From the President

A new cycling season is upon us. Already some brevets are being ridden in warmer regions of the US, and elsewhere randonneurs and randonneuses are preparing themselves for their local brevets in spring. Behind the scenes, the RUSA Volunteers have been working with your Regional Brevet Administrator to ensure you have good events to ride and your hard-won results are recorded properly. We don't have an off-season; it takes a lot of work each month to keep our sport running smoothly. Just like a well-oiled group of randonneurs covering the kilometers in a pace-line during a brevet, some of us work at the front while others rest at the back. The rotation and effort never ends, but everyone eventually takes their turn helping the group and we're all better off for it. We recently had our yearly RUSA elections and I'm pleased to welcome Terry Zmrhal and Tracey Ingle to the Board. I'm also very impressed with the fine group of RUSA members who stepped up and ran for office with Tracey and Terry. We've never had such a talented slate of people wanting to help the organization and it speaks well for our future. Thanks, everyone.



BILL BRYANT

As for me, it is time to slip off the front of the pack and take a rest in the back. I've enjoyed serving as your president for the past two years, but it's been a lot of work each day and I'm worn out. I am also in the final year of my last term due to term limits for Board participation and want to get the right people in place during 2006 as we head into 2007, which is another hectic PBP year. I've asked my fellow Board members for someone else to take over the helm and they've graciously agreed. Due to the lead time needed for *American Randonneur*, the new president will be chosen after this column is written, but before you receive your newsletter. So if you're curious, go to the RUSA web site at [www.rusa.org](http://www.rusa.org) and look for the Announcements and you'll see who the new President is long before the May issue comes out. Our board has fine people serving on it and I am utterly confident an excellent person will be selected. Returning to that pace-line analogy, everyone in this group is strong and can take a useful turn to maintain our forward progress.

I look back on the past two years with pride at what the RUSA leadership team has accomplished. Our sport is stronger than ever. RUSA HQ has worked tirelessly to improve the way we serve our RBAs and how we work with our new ones. All of this is to stay true to the BRM formula of randonneuring and to maintain the quality of American randonneuring events. I feel RUSA has come a long way since our founding in 1998 and has largely reached the goals we set for ourselves back then. Our national program of brevets, populaires, permanents, flèches, and awards are all going well. Can we improve? Sure we can, but I think changes in the future will be more about refinement than wholesale change. Our most important goals now are to increase participation, and to get more riders to volunteer to help their local RBA to put on their events. So many randonneurs have told us how rewarding the brevets can be and what that means personally. I hope you'll think about volunteering at some brevets so that others can experience that feeling too. With this, our sport will only get better.

Best wishes, everyone, for another great year of randonneuring. I'll see you out there!

—Bill Bryant

# RUSA Welcomes Its New Members!

#	Name	City	State	#	Name	City	State	#	Name	City	State
3142	Jorge Ruiz	Duncanville	TX	3197	Andrew Thomas	Las Vegas	NV	3252	Todd Sahl	Seattle	WA
3143	Paul A Comparelli	Houston	BC	3198	William Forbes	Nacogdoches	TX	3253	Tracey P. Barill	North Vancouver	BC
3144	Deborah Georges	Miami Beach	FL	3199	Greg Odorizzi	Broomfield	CO	3254	Andrew Karre	St Paul	MN
3145	Tom Alfieri	Cary	NC	3200	John Davidson	San Jose	CA	3255	Andrea Tosolini	Gainesville	FL
3146	John J W Guanci III	Richmond	IL	3201	Samuel W Tishler	Sanibel	FL	3256	Siegfried Emme	Loveland	CO
3147	Ronaele Foss	Colo. Springs	CO	3202	Geoffrey G Lee	Miami Shores	FL	3257	James Mercer	St Louis	MO
3148	Richard P Harber	Vienna	VA	3203	Kelly Norton	Colchester	VT	3258	Peter Wilborn	Charleston	SC
3149	Gregory L Dennett	Wichita	KS	3204	Robert Stevens	Dunnellon	FL	3259	Jamie Armstrong	Napa	CA
3150	Greta Olson	Bellingham	WA	3205	Pamela Wright	Fort Worth	TX	3260	Bernd Kral	Westminster	MD
3151	Robert Neuendorf	Aurora	IN	3206	David Terner	Denver	CO	3261	Liz Mazzola	Cedar Crest	NM
3152	Veronica Tunucci	Corte Madera	CA	3207	Timothy A Duffy	Glenview	IL	3262	James L Russell	Tallahassee	FL
3153	John J Stauffer	San Francisco	CA	3208	Macello Napolitano	Hillsboro	OR	3263	Michelle Havens-Pless	Athens	GA
3154	Paul Johnston	Joshua Tree	CA	3209	Martha J Pelletier	Sherwood	AR	3264	Curtis L Stallins	Pleasanton	CA
3155	Drew Devereux	Portland	OR	3210	Roman Stankus	Atlanta	GA	3265	Marcee G Lundeen	Houston	TX
3156	Tom Sleeker	Farmington Hills	MI	3211	Bradley Wingate	Tempe	AZ	3266	Edward R Jones	Houston	TX
3157	George Evans	Rockwell	TX	3212	John Peterson	Manson	IA	3267	Roger Premoe	Brier	WA
3158	Malcolm Westbrook	Alvarado	TX	3213	Douglas Guth	Simpsonville	SC	3268	Jack Vincent	Denver	CO
3159	Curtis Moran	Lancaster	CA	3214	Michael Beganyi	Putney	VT	3269	Kristi Vincent	Denver	CO
3160	Hoyt Richardson	Bryant	AR	3215	Danny Stevens Jr	Dunnellon	FL	3270	David Meridith	Downers Grove	IL
3161	David Price	Llano	CA	3216	Bengt-Olaf Schneider	Yorktown Hghts	NY	3271	James W. Slauson	San Antonio	TX
3162	Robert Burdick	Geneva	NY	3217	Fran Guilfoyle	Houson	TX	3272	Sam R. Coleman	San Diego	CA
3163	Alfred Shoemaker	Deerfield Beach	FL	3218	Sandy Sharp	Houson	TX	3273	Robert Pochapin	Davis	CA
3164	Michael Hine	Miami	FL	3219	Kenyon Cox	Belpre	OH	3274	Michael Cosgrove	Davis	CA
3165	James W. Flick	Crystal River	FL	3220	Ladd Usher	Douglasville	GA	3275	Robert C Norris	Aventura	FL
3166	Susan Rozelle	Bexley	OH	3221	John Nelund	Apopka	FL	3276	Kier O Neil	Jacksonville	FL
3167	Walter Poley	Jacksonville	FL	3222	Steve Rheault	Mississauga ON,	CA	3277	Larry Campagna	Middletown	CT
3168	Eileen M Lafer	San Antonio	TX	3223	Bryan Gibbon	Tucson	AZ	3278	George Greene	Houston	TX
3169	Rui Sousa	San Antonio	TX	3224	Jon Etheredge	Cedar Creek	TX	3279	Dwayne Pepper	Phoenix	AZ
3170	David Morgan	Carrollton	TX	3225	William R Keesling	San Diego	CA	3280	Pete Perez	Othello	WA
3171	Richard Barton	Barrington	IL	3226	Carl Detwyler	Jackson	WY	3281	Shawn Urban	Othello	WA
3172	Cliff De Witt	DeSoto	TX	3227	Matthew Zerafa	Houston	TX	3282	Harold Hill	Chapel Hill	NC
3173	Heidi Quince	Longmont	CO	3228	David A Virden	Manchester	MA	3283	Ben Tomblin	Gainesville	FL
3174	George Ballin	Laguna Niguel	CA	3229	Rob't B. Hoyt	Waterford	NY	3284	Ariel Cepeda	Canoga Park	CA
3175	Lindley Osborne	Raleigh	NC	3230	Peter Hoff	Boulder	CO	3285	Alex Agle	Atlanta	GA
3176	Simon G Bentley	Joshua Tree	CA	3231	Ron Alexander	Topeka	KS	3286	Robert Mauhar	Coronado	CA
3177	Tom Marchand	Jacksonville	FL	3232	Jim Elder	Odessa	FL	3287	Larry Taylor	Dallas	TX
3178	Maggie Williams	Bremerton	WA	3233	Wallace Sullivan	Keene	TX	3288	Scott Crump	The Woodlands	TX
3179	Ann L Jensen	Snohomish	WA	3234	Andrew Lang	Tustin	CA	3289	Robert Havrda	Durango	CO
3180	Linda Hicks-Green	Olympia	WA	3235	Jon Zbasnik	Pleasanton	CA	3290	Michael Fox	Cedar Falls	IA
3181	Suzanne Nowlis	Seattle	WA	3236	Isaac Lodico	San Francisco	AZ	3291	Doug Nickell	Springfield	MO
3182	Jeff Stein	New York	NY	3237	Joe Castelli	Wichita Falls	TX	3292	Rae Nickell	Springfield	MO
3183	Greg Olson	Inver Grove Hghts	MN	3238	Jarvis Polvado	Wichita Falls	TX	3293	Dennis A Brockmann	Brooksville	FL
3184	Pete LaVerghetta	Cheltenham	PA	3239	Jerry Austin	Arlington	TX	3294	Robert D Dayton	Charlotte	NC
3185	Larry Ide	Monmouth	IL	3240	Gary Barnes	Dallas	TX	3295	Michael J Bailey	La Mesa	CA
3186	Benjamin A White	Shalimer	FL	3241	Mike Amico	Woodstock	IL	3296	Robert A Hendry	Brentwood	TN
3187	Paul L Coryea	Rome	GA	3242	Timothy M. Laseter	Charlottesville	VA	3297	Leonard Zawodniak	Wall	NJ
3188	Frederick G Swift	Hudson Falls	NY	3243	Paul T Palmer Jr	Columbia	SC	3298	William M Nauseef	Iowa City	IA
3189	Eric R Hibbs	Margate	FL	3244	Patrick Daley	Vernon Hills	IL	3299	Nathan Armbrust	Portland	OR
3190	Arlen V Hall	Sutton	MA	3245	James G Lofstrand	Edmonds	WA	3300	Michael Head	Oakland	CA
3191	Paul Choate	Gainesville	FL	3246	Darryl K McDonald	Orlando	FL	3301	Kitty Goursolle	San Ramon	CA
3192	Jim Finger	Trion	GA	3247	Dennis B Godber Jr	Brandon	FL	3302	Brandon Brown	Raleigh	NC
3193	Robert Ford	Fort Worth	TX	3248	Eric Ewing	Tucson	AZ	3303	Michael Wohl	Gainesville	FL
3194	Ruth R Reeder	Alexandria	VA	3249	Kirby Tirk	West Chester	PA	3304	Roger Holt	Delta	BC, CA
3195	Jane Ellington	Coppell	TX	3250	Larry Livingston	Decatur	IL	3305	Ali Holt	Delta	BC, CA
3196	Stuart Fletcher	Seattle	WA	3251	Buddy Boyd	Fernandina	FL				

# 3 Randonneuses Claim R-12 Award



During autumn three new names were added to the list of RUSA R-12 laureates, and they were all randonneuses.

Susan France of Newberg, OR, Rani Freeman of Carrollton, TX, and Brenda Barnell of Dallas, TX all rode 12 consecutive months with a brevet or permanent of 200 kms or longer.

The first weekend in

December saw a flurry of permanents ridden and four more randonneurs also joined the list. Texans Gary Gottlieb, Ronnie Bryant and Bob Riggs all finished their series, while David Miller of Ohio is the most traveled R-12 winner so far—during 2005 he rode randonneuring brevets in Florida, Ohio, New York, Colorado, and Texas to bag his 12 counting events.

A new name was added to the Ultra-Randonneur Roll of Honor: Ken Bonner of Victoria, British Columbia is the latest RUSA member to ride 10 Super Randonneur series of 200-300-400-600k brevets. Ken is legendary in our sport, and rightly so. In

some years he rode as many as three SR series in various regions of the Pacific Northwest, along with his many 1200k events around the globe.

Congratulations to all these audacious randonneurs and randonneuses!

# RUSA Announces New R-5000 Recipients

Seventeen RUSA members were awarded the prestigious R-5000 award in 2005.

The award was created in 1961 by Audax Club Parisien

to honor cyclists who completed 5,000 kilometers during a four-year period of events sanctioned by Randonneurs Mondiaux.

To qualify, the successful randonneur must complete a full BRM series (200, 300, 400, 600, and 1000k), a Paris-Brest-Paris, a Flèche Vélocio and

additional brevets to bring the total distance up to 5,000 km.

Several clubs had multiple cyclists receiving the award. Six riders came from California's Davis Bike Club, while five belonged to Seattle International Randonneurs and two were from DC Randonneurs.

Jim Gerpheide, a member of San Luis Obispo Bicycle Club, had the longest stretch between his first and last qualifying events — 46 months. He began his quest for the medal in May 2001 and finished in March 2005.

SIR rider Dave Read had the quickest completion of five months. He logged his first qualifying event in March 2003 and his last in August 2003.

The R-5000 award is familiar to three recipients. Amy Rafferty, Mark Behning and Peter McKay each earned their second R-5000 in 2005.

RUSA #	Name	Club Name	First Event	Last Event	Months Elapsed
887	Behning, Mark	Davis Bike Club	2/1/2003	7/19/2005	30
1358	Eukel, Derek	Davis Bike Club	2/1/2003	3/26/2005	26
1615	Kaplan, Martin	Davis Bike Club	3/16/2002	4/10/2004	25
1571	Kowallis, Reid	Davis Bike Club	8/31/2002	4/10/2004	19
1716	Penegar, David	Davis Bike Club	3/1/2003	7/19/2005	29
813	Rafferty, Amy	Davis Bike Club	3/1/2003	7/19/2005	29
1811	Quarterman, John	San Francisco Randonneurs	3/22/2003	9/18/2004	18
126	Gerpheide, Jim	San Luis Obispo Bicycle Club	5/5/2001	3/5/2005	46
341	Werner, Glen	Rocky Mountain Cycling Club	5/4/2003	6/11/2005	25
2250	Rosenbauer, Tom	Randonneurs USA	3/29/2003	9/13/2005	29
678	Casciato, Robert	DC Randonneurs	4/13/2002	5/7/2005	37
1256	Sheldon, Bob	DC Randonneurs	4/12/2003	6/25/2005	26
1168	Johnson, Paul	Seattle International Randonneurs	9/14/2002	5/21/2004	20
797	McKay, Peter	Seattle International Randonneurs	3/15/2003	7/30/2005	29
1684	Pieper, Amy	Seattle International Randonneurs	3/15/2003	7/30/2005	29
1685	Pieper, Robin	Seattle International Randonneurs	3/15/2003	6/25/2004	15
1310	Read, Dave	Seattle International Randonneurs	3/15/2003	8/18/2003	5

# Zmrhal, Ingle Elected To RUSA Board

## Mark Thomas Re-elected

Welcome aboard to Terry Zmrhal and Tracey Ingle, who join RUSA's board, and to Mark Thomas for his re-election.

• Terry Zmrhal has been a cyclist since 1984 and an active randonneur since 1991. He has completed PBP, BMB, BAM and numerous other events and served on the Seattle International Randonneurs for many years, including three as treasurer. He also helped organize last year's inaugural Cascade 1200.

He has served with the Ultra-Marathon Cycling Association for 10 years, organizing more than 20 events. He is also a RAAM finisher on a two-person team and has finished PBP twice.

• Tracey Ingle, who was elected RBA Liaison, has been running the Boston brevet series since 2002. A self-employed attorney, she is active on several volunteer boards.

• A randonneur since 1998, Mark Thomas has logged 30,000 kilometers in sanctioned events and completed PBP twice, London-Edinburgh-London, BMB, the Rocky Mountain 1200 and the Cascade 1200, which he helped organize. He has been Seattle's RBA since 2000 and a RUSA board member since 2003.

He has also administered RUSA distance awards and served as coordinator for the

Flèches USA.

### Retiring Members

Many thanks to all the others who stood for election, and special thanks go out to RUSA's two retiring board members, Jennifer Barber and Lois Springsteen.

• Jenn Barber began serving as RBA for Central/Western New York in 2002 and served as the RBA Liaison for the past two years. She rode PBP in 2003.

“Jenn has been an exemplary RBA Liaison,” said RUSA board member John Lee Ellis. “She’s represented and communicated the Board’s positions very well (and also RBAs’ points of view), and has also spent lots of time helping out RBAs who were in need of a fair amount of help to get up to speed.”

Jenn is presently cataloging all the brevet routes that

are in use by RBAs.

“The rides database has been a ‘concept’ from early on,” Ellis said. “Jenn chose to take on the job of acquiring and validating the many, many routes that have developed since the early days of RUSA. This is a practical help to us, and also makes us a more mature organization.”

• Lois Springsteen has been an integral part of the RUSA leadership team since the organization's founding in 1998. During the past seven years she developed RUSA's membership procedures and website while serving on the board.

She will remain the Brevet Coordinator and will continue to work on RUSA's behalf to coordinate the event schedule and homologate all ACP and RUSA brevets.



TERRY ZMRHAL



MARK THOMAS



JENN BARBER



TRACEY INGLE



LOIS SPRINGSTEEN

# Permanents News

BY ROBERT FRY



## Permanents Committee Report 2005

RUSA members between them rode 282 Permanent rides in 2005, a grand total of 58293km. These numbers are both just over triple those of 2004, and exceed by a wide margin any expectations I might have had for the growth of the Permanents program in 2005. Route owners and riders alike, you folks all have a lot to congratulate yourselves for! It was especially rewarding for me to see riders using Permanents in months without brevets to chase and achieve the new R12 award. I had to smile when I saw my prediction of last year confirmed (even if it was an easy call to make), as Texas riders received the first of these.

Permanent route ownership, even early into the program as we are, is not entirely static. A relocation has forced Kay Ogden to hand off her Houston routes, and Mark Thomas has found another volunteer to handle his, leaving himself with just RBA and Board duties to worry about! We thank both Kay and Mark for the time and effort they spent setting up

and administering their routes, and we welcome Bob Riggs and Mark Roehrig, respectively, as the new route owners.

Once again, a big thank you to everyone who submitted new routes. We have now reached 107 routes in the database, up from 37 a year ago. Again this exceeded my best hopes, and also helped to keep me quite busy last year.

All of our Permanent routes can be found on the RUSA web site, at [http://www.rusa.org/cgi-bin/permsearch\\_GF.pl](http://www.rusa.org/cgi-bin/permsearch_GF.pl).

Apart from the number, the variety of routes available has also increased, with distances ranging from a couple of Permanent Populaires just squeaking in at 100km, all the way up to Spencer Klaassen's epic Pony Express ride of 3585km, from St. Joseph, MO all the way out to Sacramento, CA. I await with great interest the first

completed brevet card from **that** ride. I had thought it might be the longest Permanent route in the world, but discovered that the Brits cheat by allowing theirs to be held on foreign soil. Their longest route—the 6800km Transamerica Trail! Guess the ball is in our court.....

New route applications are always welcome from any RUSA member, especially from regions not yet represented, and can be submitted to the Permanents Coordinator at any time. Contact Robert Fry, [cvbrevet@mchsi.com](mailto:cvbrevet@mchsi.com), (319) 226-5436. The RUSA web site has a main Permanents page, <http://www.rusa.org/perminfo.html>, with information and resources for both riders and route owners. Please note that applications are likely to be processed faster in the off-season, as I am an RBA too, and I also like to bike now and again.

## Austin Brevet Organizer Resigns; Replacement Sought

Austin, TX brevet organizer Jean-Luc Friang has unexpectedly resigned and his 2006 dates have been cancelled.

RUSA is interested in finding a new Austin-area RBA for 2007 and beyond. If interested, contact Tracey Ingle at [traceyingle@rcn.com](mailto:traceyingle@rcn.com).



Clockwise from left to right: Jennifer Wise, Pierre Theobald, Rainer Paffrath, Constant Devos, Claus Czycholl, Bob Lepertel, Suzanne Lepertel, & Jean-Gualbert Faburel. Note the huge mousse au chocolat they are holding up. Wise reports: "If you finish the first one, they give you another one free! I couldn't finish mine, but Pierre and Rainer had no problem with theirs."

## French Benefits

**By JENNIFER WISE**

It's January 7 at six in the morning, I'm on a plane, I've had no sleep, and I'm late for an important international meeting in a foreign country. My stomach flips with excitement and anxiety as the plane touches down at Charles de Gaulle airport in Paris.

RUSA President Bill Bryant and the RUSA board chose me to represent RUSA at the annual Audax Club Parisien (ACP) Awards Ceremony in Paris.

Acting as Goodwill Ambassador for RUSA, I was to accept an award on behalf

of each and every RUSA member who finished at least one ACP brevet in 2005, (3302 of them) and therefore contributed to the USA being the country with the most amount of brevet points. Points are assigned to each brevet result, and the ACP keeps a tally of all the brevet results submitted by each country. At the end of the year, the country with the most points wins an award. In 2004, and again in 2005, RUSA has been the number one country and won a sizeable trophy.

In France, before you meet, you eat. There's food, and then there's cycling. I arrived at a bistro near Les Halles and was

greeted warmly by Bob and Suzanne Lepertel, respected ACP administrators, Pierre Theobald, President of the ACP, Constant Devos, Vice President of Randonneurs Mondiaux, Claus Czycholl, head of Audax Randonneurs Germany (and his interpreter Rainer) and Jean-Gualbert Faburel, Administrator of all brevets for foreign countries. This was a power-lunch, with a little French dressing.

After several toasts, delicious food and spirited conversation (during which I found out the dates for PBP 2007 are

■Continued on next page

## French Benefits (continued)

August 20-24), we adjourned to walk off the incredibly huge *mousse au chocolat* before the meeting started.

At the Salle Von Dame auditorium, I encountered my friend Avery Juhring, an American expatriate who has been living in France for over 20 years. He is friends with Bob Lepertel, helps with ACP functions, and is a founding member of Randonneurs USA, who wore his RUSA jersey throughout the 1999 PBP. Every year Avery saves L'Equipe from each day of the Tour de France for me, and he handed them over. What a treat!

The award ceremony was attended by about 100 people, predominantly French. Most all of the awards were for French events, and awarded to French randonneurs, with one exception. RUSA member Nicole Honda of San Mateo, California was mentioned for having participated in a 1000k French brevet (see November 2005 American Randonneur.).

Over 30 awards were handed out; Flèches de France awards, Flèche Vélocio awards, awards for youngsters between 14 and 20 participating in the 12-hour version of the 24-hour Flèche, and awards for French club participation. A moment of silence was observed in memory of Robert Grison, a beloved ACP administrator, who passed away in October, after having managed the Flèches des France for 20 years.

Naturally, they saved the best award for last. Jean-Gualbert took the stage to recognize the achievements of foreign countries. Of the 26 countries participating, the USA dominated the results with a whopping total of 10,280 points. France was second with 3953 points, followed by Canada with 3368 points.

I was dwarfed by the large trophy that was presented to me. Along with the trophy, Jean-Gualbert gave me a small basket of fresh flowers in appreciation of my work with Randonneurs USA. Then he



Jennifer Wise with USA's trophy.

handed me the microphone. I was suddenly struck by the enormity of the achievement. I thought about the remarkable RUSA members who collectively earned this award for our organization and our country. 3302 of the 4293 brevet results processed by RUSA, were sent to the ACP culminating in this award. I was honored to represent those 3302 RUSA brevet finishers at that moment. I thanked Jean-Gualbert for his excellent work in processing all those international brevet results, and expressed appreciation to Bob Lepertel for his unwavering support of RUSA, since day one. It was a short speech, in French, and was met with thunderous applause. The President of the

French Federation of Cycle Tourism said a few words, then Pierre closed the formalities and invited everyone to a champagne reception. (*Did I mention that there is always French champagne after a French ceremony?*)

After a sip of the bubbly, I slipped out into the cool Paris night, with the trophy in one hand, and flowers in the other. The Eiffel Tower twinkled in the distance and I remembered the woman on the other side of the world, who sat at her computer every night and carefully processed each brevet results for each RUSA rider. The weight of the trophy became symbolic of her cumbersome workload. I held the trophy aloft in her honor. Lois, this one's for you.

'Lois, this one's for you.'



**Surf's up.** Rides sponsored by the Santa Cruz club often go past the Pigeon Point lighthouse.

## A Season Preview

Got the travel bug this randonneuring season? We've got the cure. Several RBAs gave us a preview of their 2006 season. Some used a format supplied by American Randonneur. Others opted for a more a narrative style. The bottom line: Whether you're California dreaming or in a New York state of mind, RUSA has a ride for you. The schedule of all 2006 events appears on pages 18-19.

### Santa Cruz, Calif. Brevets

Submitted By: Bill Bryant

**2006 Events: Events on your schedule for 2006?** The Santa Cruz Randonneurs are running their first complete brevet series after two seasons of running a lot of 200 and 300k events. We're also hosting the Fleches-USA event for California at Easter. The destination will be in Davis.

**# of Riders: Number of riders typically on the shortest event? The longest event?** We usually have between 12 and 30 riders at our events, but with the demise of the Davis and San Luis Obispo series, I suspect we'll pick up more in 2006.

**In-State/Out-of-State: How many out-of-state or out-of-region riders?** So far, all our riders have come from California, but ours is a big state. So when folks drive 400 miles or more from the Los Angeles region to Santa Cruz, I think that is simi-

lar to "traveling from out of state" in other areas.

**Terrain: Typical terrain of your routes — hilly, mountainous, flat, coastal, desert, mixed, etc.** We have it all here—but our 200k is the hilliest ride in our 2006 series. Our longer events tend to have moderate terrain, but strong afternoon winds in Monterey Bay and Salinas Valley regions can make the difficult climbs of

■Continued on next page

## Santa Cruz Brevets (continued)

the shorter brevets rather attractive! We also use lonely Highway 25 to go south from the Monterey Bay and one will experience some lovely solitude out there. Overall, most of our routes are quite scenic and on low-traffic roads once we get away from Santa Cruz proper. We visit some of the best spots in California's central coast region.

**Roads: Types of roads — mostly rural; one-third urban; secondary, chip-seal; rural-urban mix, etc.** Our brevets use rural roads that are sometimes smooth, but more often, they are only fair to poor. California doesn't spend a lot of tax dollars on road upkeep and potholes are not at all uncommon, alas. One will find a fair bit of chip-seal too. Many of our riders use 700c x 23mm tires for rolling efficiency, but 700c x 25-28mm tires might be a better choice—and 20mm width tires would definitely be a poor choice for anyone. Good lights are needed at night to spot the irregularities too.

**Weather: Typical weather conditions (sunny, rainy, windy, hot, cold, etc.)** In March one should expect anything in terms of weather. California's rainy season usually ends in March, but strong showers in April are not uncommon and some of our brevets in the past have been rather wet. By May, and our 400k and 600k events, skies will likely be dry—but one never knows. Smart randonneurs will watch the regional weather forecasts leading up to each event.

**Difficulty: Your most challenging route? Why?** Well, our 200k and 300k events have a fair bit of climbing that will test most randonneurs' legs, but to me, riding north in the gently undulating Salinas Valley against a strong headwind is probably worse. This will happen during our 400k and 600k brevets. For one,

there is no downhill to rest on after climbing, and the constant wind noise tends to spoil the cycling experience. Riders will have a sublime experience going south for the first 200k from Santa Cruz to San Ardo, but then they will turn around and face a long trudge northward to the ocean. When the sun goes down the wind typically dies down too, so riders will make the turn in mid-afternoon and then face several hours of arduous pedaling against a strong wind. Now, if the wind is light that day, the ride will be fine. But it is a very rare day in the Salinas Valley that this happens. Overall, I don't think anyone will achieve a Personal Best on our 400k and 600k events, even though the total elevation gain is on the low side. Some folks ask why we do these routes, but availability of mini-marts for controls forces the route designs. Other roads might be more interesting, or less prone to headwinds, but they lack the services we need during the long hours of a brevet.

**Route changes: Any route changes for this year?** In the past we've run about 7-8 events per season, mostly 200k brevets that explored the Santa Cruz mountains and the northern Salinas Valley. We also had an all-night 230k RUSA brevet that was a lot of fun. But we found the spring events got noticeably better attendance than the summer and fall brevets, and with Davis and San Luis Obispo no longer in the picture, we wanted to change our focus and offer the traditional Super Randonneur series in spring. We'll probably offer an autumn 200k in future years, but since we're hosting the California Flèche in 2006, we're using our organizational energy for that next year.

Another change for our series, but not exactly related to routes, is that we will offer roving sag support on all our brevets next year. Heretofore, we had very few DNFs since one needed to get themselves

back to Santa Cruz if they quit. But we think this limited participation since new riders tended to stay away for fear of "what if I fail". Brevets go better for everyone if they have other randonneurs to ride with, so Lois and I will do a workers' ride the weekend before each event so that we can drive sag support during the brevets. Hopefully new riders will give our events a try. We've also got some volunteers lined up to help us—but we can always use more if anyone out there is interested in staffing a control or the finish line.

**Attractions: Any interesting attractions along the way?** The main attraction of our brevets, besides the sporting accomplishment of finishing such a long ride, is the great California scenery. Whether it be inland in valleys or mountains, or along the coastline, riders will enjoy fine sights on all our routes.

**Food/lodging. Typical restaurant or food options? Hotels when needed?** As always, our events use stores, cafes, and mini-marts along the route for controls since we do not have the manpower to staff checkpoints. For the 200k and 300k brevets, there are businesses at useful intervals throughout the ride. During the 400k and 600k events, there will be some long stretches at night with few services, but if someone needed to stop for sleep there are some little towns with motels along the way at strategic locations that should be helpful. Since our 600k uses the 400k route for the first two-thirds of its distance, one will reach Santa Cruz for a useful stop at the 400-kilometer point. One can leave fresh clothes and other supplies in their car, or leave a drop bag at SCR HQ, which will be the 400k control point. There are also motels near the checkpoint if they want to sleep or shower before setting out on the last 200 kilometers.



**Into thin air.** Above the timberline, descending the 14,264-foot Mt. Evans in Colorado. At that altitude, the view literally takes your breath away.

## Colorado Brevets

Submitted By: John Lee Ellis

**2006 Events: When are events on your schedule for 2006?** — Our 23 events run from April into October; the main SR series is May-June.

**# of Riders: Number of riders typically on the shortest event? The longest event?** — **Shortest event (not the most riders!):** The spring populaires draw one to two dozen. Longest: the Last Chance 1200k had over 30 riders last year. Most riders: the spring 200k (50+). Fewest riders: the 1000k's may draw 1-3 riders.

**In-State/Out-of-State: How many out-of-state or out-of-region riders?** — Roughly 90% of riders are from in-state. With the Last Chance, it's reversed: 80% of riders are from out-of-state.

**Terrain: Typical terrain of your routes**

— **hilly, mountainous, flat, coastal, desert, mixed, etc.** — Typical is a mixture of mountains and plains, usually with some canyon climbs thrown in. A few are plains events (some populaires, the Last Chance). A few are mountain extravaganzas (Denver-Aspen and Grand Loop 300k's).

**Roads: Types of roads — mostly rural; one-third urban; secondary, chip-seal; rural-urban mix, etc.** — Mostly rural, county roads, or secondary highways in the mountains.

**Weather: Typical weather conditions (sunny, rainy, windy, hot, cold, etc.)** — Overall arid, but afternoon thunderstorms likely in summer. Moderate highs, chilly nights, wind can be a factor.

**Difficulty: Your most challenging route? Why?** The Grand Loop 300k has over 15,000 ft. of climbing, including a 7,000-foot climb to 12,000 ft. and another, later on, to 11,000 ft. Challenges: not only

the volume of climbing but the extended length of the climbs, and the prolonged time at altitude.

**Route changes: Any route changes for this year?** — Always a few minor tweaks. A "mountain 1000k" in planning.

**Attractions/Views: Any interesting attractions along the way?** — The Rocky Mountain Colorado Front Range, including the Continental Divide. Plus scenic canyons, wide plains, geologic outcroppings (such as Devil's Backbone), and backcountry meadows.

**Food/lodging. Typical restaurant or food options? Hotels when needed?** Checkpoints sited mainly at convenience stores. Also some good "country" or truck-stop cafes en route. Good hotel variety (multiple major motels) at the main brevet start/finish (Louisville). The 600k and most 1000k's come back to this start midway through the event.

## DC/MD/No. VA Brevets

Submitted by: Gordon Meuse

For 2006, DC Randonneurs is running an entire ACP brevet series, which includes 2 200km's and a flèche, beginning in late March and finishing in early June. The grand finales to the brevet season are RUSA 300 and 322 (aka double English century) the 3rd weekend in June, which will take advantage of the long daylight hours of midsummer. Several other RUSA brevets are proposed for weekends before or between the ACP series and there may also be several late season populaires, depending on volunteer initiative.

Both ACP 200km's will be the same routes as last year, one starting in Maryland and the other well-established route starting in Virginia. The remaining brevets from the ACP series will begin in Maryland with a long-standing 300km route and a new 400 and 600. With these new routes we are realizing a goal of developing a full series from each of our start locations.

All rides travel the rural roads of the piedmont, Blue Ridge and Appalachian Mountains and feature rolling to very hilly terrain with some sustained 1-2 mile climbs of up to 10% grades. This area of the mid-Atlantic is rich in Civil War battlefields and many other sites of historical interest. The routes feature picturesque farms, towns, forests and parks.



Joel Dechter and Sue Senter on the tandem and Chris Burkhart on the right.

Over the past several years, 40-60 riders have started the 200km and 300km brevets and 25-30 have started the 400km and 600km brevets. In PBP years there have been as many as 75 riders on the longer brevets. Five to seven teams usually participate in the fleche.

We get all the conditions that are typical for the mid-Atlantic as our season progresses from late March to early June. We can have anything from steady drizzle and a passing rainstorm to gorgeous sunny skies and temperatures ranging

from the predawn 30s to the low 90s.

DC brevets all start at national chain hotels and our 600K are routed to overnight at the start/finish hotel. In general riders are expected to rely on stores and restaurants, which are noted on cue sheets with opening and closing times.

Our series has been running since 1991—under various national and local organizations—and this long history of randonneuring provides the background and ability to offer a great brevet experience to all riders.

## New Jersey Selected Brevets

Submitted by: Laurent Chambard

**Princeton 200 – Saturday, April 8th, 2006**

*Start / Finish: Forrestal Village parking lot, Princeton NJ – by US Route 1*

Since its inception four years ago, this event has drawn a good number of riders and has seen many people coming back to it every year, to the point that it has become a bit of a local classic. Improvements have been made to the route over the years, and it is now well tried and tested.

The first stage leads over a reasonably rolling and scenic countryside to Frenchtown on the Delaware. After refreshments, riders cruise for a few miles

along the river before entering hilly territory. The succession of Adamic, Bellis and some few other respectable climbs insures that by the time riders reach Asbury they are ready for food. More climbing follows, although somewhat less concentrated, and culminates to the long drag up Rte. 519S before a vertiginous drop into the valley and gentle cruise back to Frenchtown for more TLC by our vol-

■ Continued on next page

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## New Jersey Brevets (continued)

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unteers. The return leg is a bit shorter than the way out, and visits some delightful little lanes including the only covered bridge to be found in New Jersey.

With approximately 8,000 feet of climbing this route should not be regarded as a killer, but constitutes nevertheless a respectable test of early season fitness—or lack thereof!

Don't miss the windmill at the top of Adamic! You might even find a short stop enjoyable....

### **Princeton 300 – Saturday, April 22nd, 2006**

*Start / Finish: Forrestal Village parking lot, Princeton NJ – by US Route 1*

This is another event having gained a good reputation, and run along a well tried

and tested course fine-tuned over the years. The Princeton 300 is a brevet that includes a sizeable amount of climbing (11,000 feet approximately), two of the climbs being really steep, yet won't leave you a miserable wreck at the finish thanks to careful balance of the route. A particular attraction for its loyal group of regulars is that it is run just while the Garden State is in full spring bloom, providing wonderful scenery all the way.

The first stage is an easy bash to Whitehouse Station, with many deer along the road being the main reason to force you to slow down. After refreshments you enter a succession of scenic little lanes, and the terrain becomes gradually more hilly including some sharp stretches. Light snacks and drinks from volunteers come handy in Blairstown to revive riders for

the few tough miles leading to the main control at a deli just before tackling Jenny Jump State Forest and its famously steep climb. After that the terrain eases a bit and allows riders to gain spare time in-between the climbs, but the water and snacks stop in Hacklebarney State Park comes at the right time for ensuring that by now tired riders reach Whitehouse Station in good spirits for more food and drinks. From then on, the final stage is relatively easy and rolling.

Although relatively hilly, this event is also suitable to slow riders thanks to the many long, easy sections that allow to keep time limits at bay. It is strongly recommended to bring very low gears, for coping with the two steepest hills without digging too deep in energy reserves.

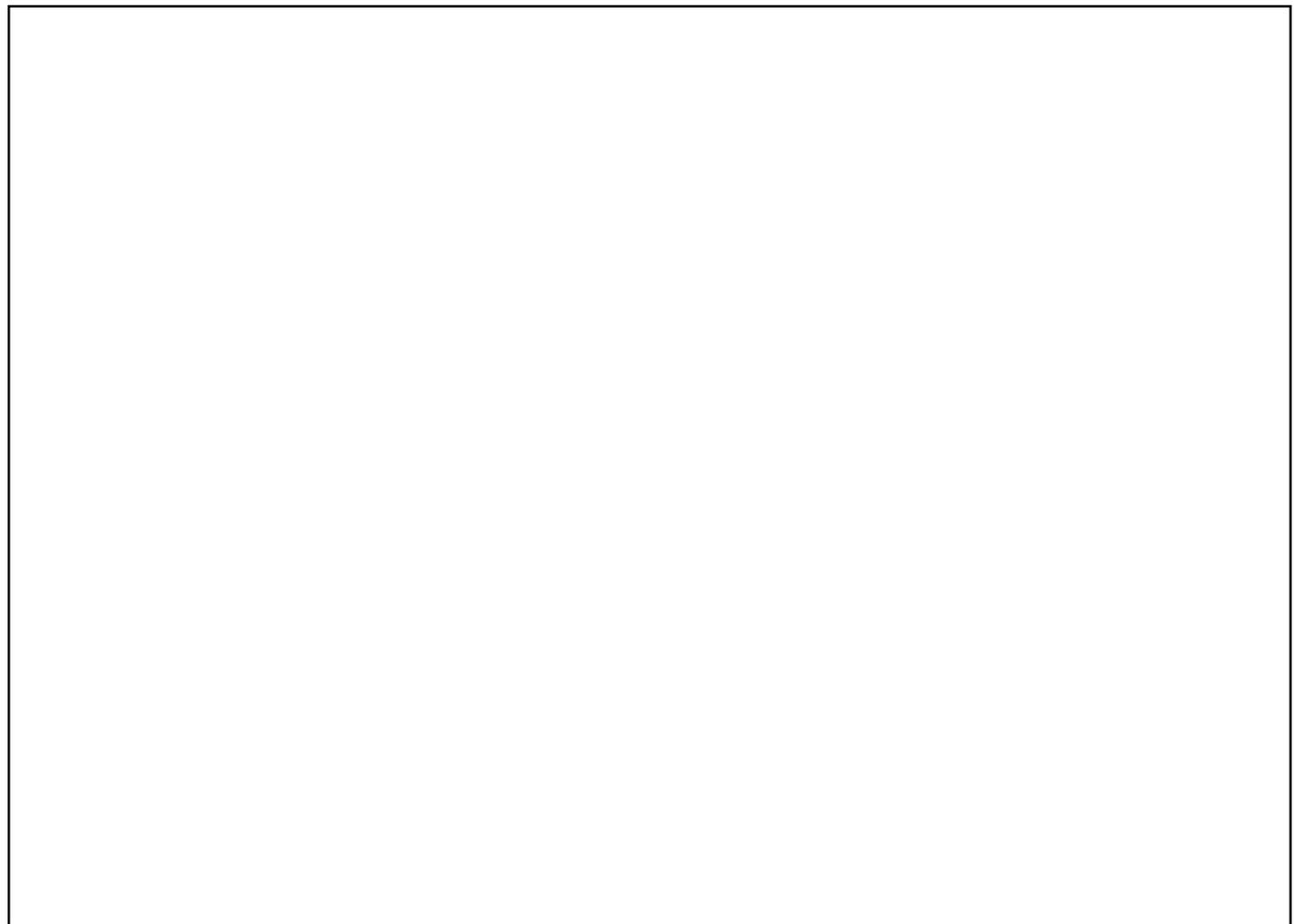


Photo by Randy Graves



A visiting rider from CA in front of the Grand Canyon of the East at Letchworth State Park at the western end of the Finger Lakes.

## Central/Western NY Brevets

Submitted By: Jenn Barber

**2006 Events: When are events on your schedule for 2006?** — CNY/WNY is holding six ACP events and two RUSA sanctioned events this summer. We may add more RUSA events based on interest.

**# of Riders: Number of riders typically on the shortest event? The longest event?** — The number of riders depends on how many riders are trying to qualify for 1200km events as we are usually the last series that may be used. We generally have at least 6-10 riders for each event. We have had up to 30 riders on events.

**In-State/Out-of-State: How many out-of-state or out-of-region riders?** — We usually see about 60% out-of-state and 40% in-state riders. We get a number of Canadians visiting from Ontario and Quebec. We've also had riders from overseas.

**Terrain: Typical terrain of your routes** — hilly, mountainous, flat, coastal,

desert, mixed, etc. — The CNY terrain is rolling. It's difficult to find flat routes in this border area of glaciation. We have long ridgelines along the fingerlakes with steep, but short, ascents and descents as we cross to each ridge.

**Roads: Types of roads — mostly rural; one-third urban; secondary, chip-seal; rural-urban mix, etc.** — We predominantly route on rural and secondary roads. The rural roads are generally low traffic so riders have the opportunity to ride in small groups. The secondary roads often have shoulders wide enough for two cyclists to ride abreast.

**Weather: Typical weather conditions (sunny, rainy, windy, hot, cold, etc.)** — Riders can expect showers on the early season rides. The summer weather is generally mild. Thunderstorms are short-lived and usually mild. Most June/July rides are sunny.

**Difficulty: Your most challenging route? Why?** QuadZilla! This is Mark Frank's "Tour" of the Fingerlakes. It's 400 miles in 40 hours of 95 feet of climbing per mile through the gorgeous Finger Lakes region.

**Route changes: Any route changes for this year?** — We have new routes for the 200, 400 and 600 due to a new start location.

**Attractions/Views: Any interesting attractions along the way?** — We route along the numerous large and small lakes of the Upstate NY regions. The routes pass through a patchwork of forest and farm lands. We enter the Adirondack and Catskill regions. We have creeks and waterfalls. There's a little something on every ride!

**Food/lodging: Typical restaurant or food options? Hotels when needed?** The start location for the majority of the rides this year is at a private home. Hotels are within 15-20 minutes. The sleep stop for the 600km is also at a private residence. We enjoy allowing the opportunity for a shower to riders who have to travel distances at the end of the event. The routes pass through numerous small towns with diners and delis.



## 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).

# 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	4/22	2/11	3/11	4/15				
AZ: Desert Camp	3/8 3/22							
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				(100 km) 2/18*
CO: Boulder	4/23 5/6 7/29 8/12 9/16 9/23	5/20 7/8 8/5 8/19	6/10	6/24	6/10 6/24 7/15 9/13	9/13	5/13	(116 km) 04/09* (122 km) 04/16* (121 km) 04/29* (125 km) 09/16* (129 km) 10/08*
DC: Washington	2/25* 3/25 4/22	5/6 5/14* 6/17*	5/20	6/3			4/15	(322 km) 6/17*
FL: Central/South	1/7 6/10 7/1 8/5 9/9 10/14* 11/12* 12/2*	2/4	3/11	4/1 5/6			4/15	
FL: Gainesville	1/14	2/4	3/11	4/1				
FL: Northwest	1/1 1/28 2/25	2/25 3/18	3/18 4/22	4/22	5/13 10/13	10/13		
GA: Atlanta	4/15 9/9*	4/29	5/13	5/27			6/10	
IA: Cedar Valley	4/22	5/13	6/3	7/8				(130 km) 9/9* (208 km) 9/9*
ID: Yellowstone-Tetons	5/20	5/27	6/10	6/24				
IL: Chicago	4/29 08/26	5/13	6/3	6/24				(100 km) 8/26*
KY: Lexington	4/1	4/29	6/3	6/24			4/15	
LA: New Orleans	1/1 2/25 4/15 6/10 11/4*	9/9						
MA: Boston	5/6	5/27 7/29	6/17	7/8				
MA: Boston-Montreal-Boston	8/20				8/17	8/17		
MA: Westfield	3/26 4/30	4/8 5/14 7/30 9/17	6/3	6/24			5/6	(100 km) 3/19* (100 km) 8/26* (170 km) 8/26* (170 km) 10/8*

\* 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	3/11 3/25	4/8	4/29	5/13	5/13 6/3		4/15	
MO: St. Louis	4/8 4/22	4/29 5/13	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	4/8	4/22						(191 km) 07/23*
NY: Central and Western	4/29 7/16	5/13	6/3 7/8	6/24				(564 km) 7/29* (645 km) 7/29*
NY: Saratoga	4/2	4/30						
OH: Columbus	4/22 10/28*	5/20 10/14	6/10 9/9	7/1 9/9	9/9			
OK: Tahlequah	4/8	4/29	5/13	5/27				
OR: Portland	4/1 5/20 7/15	4/22 6/10 8/19	5/20 9/9	6/10 9/30				(100 km) 3/5*
PA: Eastern	05/27*	6/10*						(115 km) 5/13*
SC: Spartanburg	3/25	4/15						
SD: Black Hills	5/7	5/21	6/3					(100 km) 4/23*
TN: Nashville	3/25 10/7	4/8 10/21*						(100 km) 3/25* (100 km) 10/7*
TX: Amarillo	3/13 4/22 8/5 8/6	3/17 7/21						
TX: Dallas	1/1 1/21 2/11 3/25 5/6 5/27 6/10 8/12	1/21 2/11 3/25 5/6 5/27 6/10 8/12	3/25 5/6 5/27	5/6 5/27	5/27			(100 km) 4/9* (160 km) 4/30*
TX: Houston	1/14 3/4 4/1 5/13 10/21* 11/18*	2/18 4/1 6/3	4/1	5/13			4/15	
WA: Seattle	3/11 4/30* 6/27* 7/22	3/25 8/5 8/12*	5/13 8/26	6/3 9/16	6/24 8/24	6/24	4/7	(100 km) 2/25* (100 km) 5/1* (100 km) 7/8* (100 km) 9/23*

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

—The Last Chance 2005—

# More Riders, Less Weather

BY JOHN LEE ELLIS



Photo by John Lee Ellis

# —The Last Chance 2005—

Somewhere the lightning bolted, the thunder pealed, hail stoned, and tumbleweeds tumbled ... but in 2005—for once—it was somewhere else than on the Colorado Last Chance 1200k. Good thing, too, as 31 brave souls—bursting the seams of the 30-rider cap and more than double the ridership of past years—faced more expanse and fewer trees than most were used to. And as in years past, most (80% or so) came from far and wide to experience the Colorado prairie and its big sky.

This Last Chance may have offered the most beneficent conditions of any US 1200k of the year—no tires exploding from ovenlike heat, no rain-drenched hypothermia over mountain passes, no gale-force winds traversing

vast lakes. Newcomers groused about the relentless headwinds skirting across the plains; locals reassured them that this was calmer than usual. Flatlanders were slowed by the swelling rollers coming into Last Chance, Colorado, but admitted it was a nice change of pace from flatter sections.

After a chillier-than-usual start, riders faced windy conditions heading to the Kansas line ... an improvement from VERY windy conditions in past years. A cold-front passage overnight brought only a few showers, bestowing comfy highs the 80's, and—incredibly—tailwinds the second and third afternoons. As in 2004, the final, Colorado night was chilly, dropping to 37 degrees by morning.

As always, a high degree of ridership and camaraderie shown through, while riders beamed at meeting “the friendliest people anywhere” in Kansas and Eastern Colorado. This public warmth is a touchstone with Paris-Brest-Paris, while in so many other respects (ridership, tree-count), PBP and Last Chance make such a contrast!

It was a good first 1200k for riders like Karen Bataille from Columbia, MO and David Miller from Columbus, OH. It was an especially fine fourth and final 1200k of the year for Ken Bonner (riding his third Last Chance, and breaking his own course record), Dan Clinkinbeard, Gerry Goode, and Kevin

■Continued on next page



Photo by Patricia Heller

**John Lee Ellis is the organizer of the Last Chance event and also serves as Colorado's RBA.**

RUSA#	Time	Rider	Orig.
	89:25	BARACH, Charlene	AB, Can.
2741	87:00	BATAILLE, Karen	MO
1009	66:10	BOL, Timothy	FL
894	54:46**	BONNER, Kenneth	BC, Can.
	71:30	BOUHUYZEN, Henk	ON, Can.
	89:25	BURNS, Rowan	Tas, Aus.
1837	87:00	CLINKINBEARD, Dan	MO
153	81:25	ELLIS, John Lee	CO
3086	83:41	FAUST, Thomas	MO
60	83:53	GOODE, Gerald	AZ
679	86:34	HIMSCHOOT, Ron	WA
3067	dnf	INGOLD, John	AK
934	dnf	JONES, Tim	CA
1599	68:42	KAISER, Kevin	GA
2318	87:02	KEHR, Jim	CA

RUSA#	Time	Rider	Orig.
1989	83:40	KLAASSEN, Spencer	MO
	81:10	KNOBLAUCH, Tom	CO
50	83:53	MAIN, Kevin	CA
2754	83:24	MILLER, David	OH
991	87:00	PLONSKY, Susan	AZ
	66:55	POGORELZ, Robert *	CO
2955	63:24	ROZELLE, Paul *	OH
3112	64:42	RUPEL, Ray *	CO
41	74:00	SOLANICK, James	FL
1847	57:11	STURGILL, Michael *	AZ
1555	81:47	WALLACE, Daniel	FL
462	64:32	WEIBLE, Jeff	MO
341	dnf	WERNER, Glen	CO
	83:41	ZIMMER, Dean	MB, Can.

\* RAAM Qualified! \*\*New course record!

More Riders, Less Weather (continued)

Photos by John Lee Ellis



Ray Rupel



Ron Himschoot

Main. For Arizona RBA Susan Plonsky, it was a nice cool-down from BMB a month earlier.

For 1000k riders Peter Noris, Tom Rosenbauer, and Chris Kaiser, this put the finishing touches on the prestigious Randonneur 5000 award from France.

Spencer Klaassen (MO) rode the course on his fixed gear, echoing John Evans (England) in the inaugural Last Chance, and upholding up the 100% finishing rate of fixie riders. Same for recumbent riders Dean Zimmer (Manitoba) and Peter Noris (CO).

Robert Pogorelz (CO), Paul Rozelle (OH), Ray Rupel (CO), and Mike Sturgill (AZ) qualified for RAAM by way of the Last Chance, all of them riding without support ... and at times without comfy accommodations, as when Ray Rupel and Mike Sturgill snoozed on a concrete slab in

Anton, CO in the chill of a High Plains night. (The 2004 Last Chance RAAM qualifying riders also rode without support—to me this is an inspiring sign.)

A special thanks to the dedicated Last Chance staff: starter and Byers bagdrop chief John Hughes, headquarters coordinator Patricia Heller, Tom Foss managing registration, and Catherine Shenk helping at the finish line, and a *special thanks* to trail boss and Atwood bagdrop chief Charlie Henderson, who in more than one way is the inspiration for the Last Chance.

On a personal note, I have ridden hillier and more rider-populous 1200k's, dating back to the inaugural BMB in 1988, but there is a quiet yet challengingly existential experience to the Last Chance. Will you join us for a PBP warm-up in 2006?



Bag drop chief Charlie Henderson

—The Last Chance 2005—

# Tales of a Rookie Randonneuse

BY KAREN BATAILLE

It's 1:30 a.m. and I jump out of bed at the sound of the alarm and in anticipation of what lies ahead. Breakfast is at 2:00 so I must get moving, get dressed and ready to go. The dining area already has four riders eating as I grab a bagel with cream cheese, cheerios, O.J., and coffee. How much food do you eat when you are facing 251 miles on the first day of a 750-mile, 90-hour bike ride? The room quickly fills with riders representing three countries—the U.S., Canada, and Australia—and 10 states. Experience and backgrounds varied but the sense of anticipation in the faces of all was apparent.

By 2:45, 30 cyclists began gathering in front of the hotel. Taillights glowed and headlights shone brightly. I did one last mental check and nervously enjoyed the moment. The weather was great—clear, 50 degrees with a light SW wind, a beautiful Colorado night. At 3 a.m. the sound of conversations changed to shoes clicking into pedals and the clatter of cas-



Photo by John Lee Ellis

Colorful—even in black and white.

sette rings as the cyclists coasted from the parking lot down the hill heading for a 750-mile adventure. For me, this was one ride I never thought I'd try until Dan Clinkinbeard put the bug in our ears at a Columbia Bike Club meeting last winter. Now after completing a 200, 300, 400, and 600 km brevet series, I was on my way.

The miles wore on and I watched the taillights of the faster riders string out and slowly disappear in the distance. The peloton was reforming into smaller groups of riders of similar abilities and speed. Before long the sky began to glow orange and blue as the sun rose over the eastern plains of Colorado, bringing a welcome warmth and daylight. We were moving right along enjoying a slight tail wind that wouldn't last. After 72 miles we

finally reached our first rest stop/control station in Byers, CO. I got my brevet card checked, filled my water bottles, took care of other business, and headed out to tackle the long rolling hills of eastern Colorado. I was on a high. Danny remained close by, and we were joined by another female rider, Susan Plonsky from Arizona, who rode most of the way with us. We anticipated meeting our support crew person, Becky, in Cope, CO. The next 55 miles consisted of long, gradual rolling hills, nothing like the hills we encounter in Missouri. The miles and hours rolled by with periods of conversation, quiet moments, and vistas of endless prairie without a house, building or sign of human habitation. We finally

■ Continued on next page

## Tales of a Rookie Randonneuse (continued)

reached Cope, CO, mile 140, and a much-needed meal and rest break. Whew! The miles were tough and there were still 111 miles to go before we'd get some sleep.

There is not much time to waste at control or rest stops and before I knew it, my ever-vigilant mentor, Danny, was moving me along. It was time to go and he was ready to roll. His ever-present restlessness and experience would keep me on track throughout this ride. Water bottles full, new supply of trail mix and Ensure Plus packed, O.K., I'm ready and we're off. More rolling hills, quartering head winds and vast prairies lie ahead. Towns were few and far between and I found myself alone and wondering what was I up to. The sun set behind us and darkness fell. The glowing lights of the next town were visible for many miles as we crested each hill. I began to get tired and battle sleepiness at mile 220. To my delight, a strong rider, Tom Rosenbauer from Easton, PA, joined us and pulled our group into Atwood, KS, at mile 251. My check-in time was 11:28.

We checked into the Atwood control and I staggered to my awaiting support vehicle. A ride organizer came out and offered us some leftover cold pizza. Most riders had already arrived and were sleeping. Others, the very fastest, were back on the road already. No doubt, Danny would



Susan Plonsky, Dan Clinkinbeard and Karen Bataille at the finish.

have arrived hours before and been fast asleep by this time but he stood by me and struggled with my painfully slow pace. He remained true to his promise to ride the 750 miles with me. I ate my cold slice of pizza, prepared for day two, stiffly climbed into the camper for a shower, leg massage, quick meal, and a short 3-hour sleep.

As other riders stirred outside of the camper, I rolled out of my bunk, no

longer able to sleep. As I dressed and set up my bike, Becky made eggs for Danny and me. We ate, signed out and headed into the darkness. We had 92 miles to go to Phillipsburg before we turned around and headed back to Atwood for our second night. The roads darkened as we left the city and headed back out on Highway 36 East. Now it was dark in front and behind us. No other riders remained and we were on our own. Thankfully, I had a riding partner and I was not alone.

Day two would be my first experience with a low. I depleted all of my reserves during the first 92 miles and slowly struggled into Phillipsburg, KS. My legs were very tired and I experienced pain in them and at various seat contact points. I wanted to quit! I had the devil on one shoulder, an angel on the other, and my pride in between. Danny had eaten and joined another rider at a Subway to leave me alone. Becky provided

the food and emotional support I needed. I always believed that success in this event was a mental challenge and now I was being tested. Why was I doing this to my body? I could quit now and provide support for Danny. Why suffer any longer? No! Everyone says when you have a support vehicle it's too easy to quit. Not me! I trained hard; I must go

■ Continued on next page

## Tales of a Rookie Randonneuse (continued)

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on. I can ride 92 more miles back to Atwood. I must remember success is measured in small steps, mile marker by mile marker if necessary. All I have to do is keep the pedals turning. About one hour later, I gingerly mounted my bike and headed west. Of course, in no time the winds went from the east to the north and finally, southwest head winds prevailed. Approximately 10 hours later I was back in Atwood. It was midnight.

Day three, 182 miles to Byers, CO, billed as the hardest day of all with its uphill gradual climb to 5,000 feet, persistent rolling hills and potential westerly headwinds. If there was a time not to roll out of bed, it was day three. I don't know what got me going but I got up and got on the bike. At each control stop I questioned whether to go on. The support truck looked good and we could support Danny, right? At mile 110, I had had enough. I was riding town to town. Danny and I had just stopped at a church and I stretched out on a bench for five minutes, happy to be out of the sun. At Cope, CO, I decided to tell Danny to go on without me. I was progressing very slowly and I did not wish to cause him to miss the next control time. He could get to Byers 75 miles down the road and get some rest. He reluctantly went on ahead. I told Becky to go to the next control and feed Danny then wait for me. If I made that 20 miles, I'd rest for an hour then tackle the last stretch

to Byers. Well, I made it to Anton feeling pretty good. All of a sudden, I could see the light at the end of day three. I ate, changed the batteries in my lights, got water, got some moral support and set off to conquer the last 55 miles. I had a whole new attitude. I kept telling myself to drink before you're thirsty, eat before you need to. Darkness fell and I rode into strong crossing winds. This was the hilly stretch and I just kept the pedals turning taking it ten miles at a time. I climbed the long gradual hills at 5-10 mph then carefully descended down the other side. During one descent, I narrowly missed a guardrail after checking my mirror. Needless to say, I was awake after that. The moon shone brightly and aside from the windy, cold conditions, it was a beautiful night. It took me 6 1/2 hours to ride 55 miles by myself. I knew if I could make it to Byers, I could finish the ride on day four, which was only 133 miles! I arrived at 1:40 a.m., went to the bag-drop room to sign in and there was Danny. He woke up and was surprised and happy to see me. If there was a time to quit, that endless 55 miles was it. Absolutely no towns, no services, no houses, nothing! Just me and my bike. I rode alone at my own pace and learned that I could ride through the lowest lows. Danny said, "What are you going to do?" My response: "I'm riding!"

Road noise kept me awake and I rolled out of bed at 4:30 with one hour of

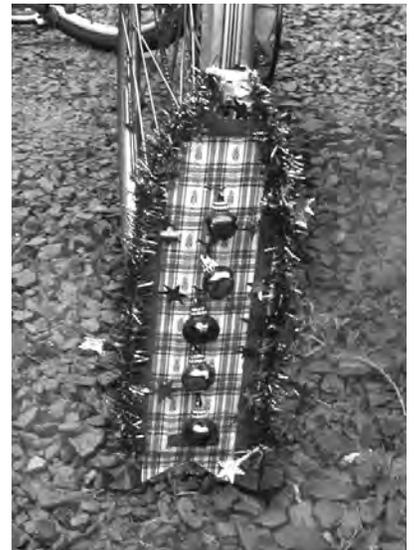
sleep. Danny brought me a hot Cup of Noodles and it hit the spot. Off we rolled at 5:30, together again. We had good tail winds on several stretches. I could turn the cranks to set a good pace; I just did not have power for hills or wind. On these occasions it was 8 mph—slow but forward progress. We got a good jump on the last 131 miles and stopped for a sit down lunch at 75 miles. At 6 p.m., 87 hours after we left the Comfort Inn, we pulled into the finish. What a high!

What an experience!

Randoneurring is not about speed; it's about finishing. It's about learning what you are capable of. It's about conquering pain and self-doubt. The 1200 km brevet was like no other brevet. It was not two 600 km brevets. It was tough, fun, and it taught me that I could overcome obstacles and be successful. Sometimes you just have to keep the pedals turning and shoot down one mile post after the other. Right, Danny!

# The Art of the Mudflap

Nobody knows rain like the Pacific Northwest. At press time, hardy randonneurs in Seattle were headed toward a record setting stretch of wet weather and had endured 26 straight days of rain, not far behind the 33 days in 1953. It's no surprise that fenders are highly recommended. So, too, are the mudflaps that cyclists use to keep from throwing sprays of water on other riders in the pace line. Most store-bought mudflaps are too short. And besides, the crew in Seattle and Portland, Ore. see mudflaps as one more opportunity to express themselves.



Top right: We give high marks to this RUSA motif submitted by Portland RBA Susan France. Middle: France's "Jingle Bells" flap, complete with tree ornaments. Bottom: Terry Zmrhal turned an old water bottle into a mudflap by cutting it in half.

Above (l-r): Visibility is the goal of this floor-length creation by Jon Muellner, cut from a large white plastic kitty litter container; Greg Bleakney installed this "Alaska to Argentina" design for a recent transcontinental tour.

October 7-9, 2005

## The New Northwest Florida 1000 Km

By LAWRENCE MIDURA, NEW YORK RANDONNEURS

This 1000 Km brevet begins in Bonifay, Florida, amongst the forests and wide-open agrarian spaces of Northwestern Florida. The actual ride-start is approximately 60 miles north of the emerald blue waters of Florida's Gulf Coast.

The brevet is a traditional out-and-back style three-day event that starts at 141 feet above sea level in Florida, and gradually climbs to higher ground to the turn-around point at Alabama's Cheaha State Park at an elevation over 2000 feet above sea level. After about 50 miles, the route leaves Florida and crosses the state border into Alabama for a short distance, and then enters the Southern Rivers Region of southwestern Georgia. The weather for the 5 a.m. start was about 70 degrees F with a light rain for only about 2 hours. The skies then partially cleared, but remained mostly cloudy for the remainder of the first day's 208 mile route. It was simply perfect weather for riding. The first day afternoon temperatures were 78 - 80 degrees F.

The ride originated in the Central Time Zone, but changed to the Eastern Time Zone as we entered Georgia. The first Control was at 85 miles at Blakely, GA, at 285 feet above sea level. We cycled northeasterly through relatively flat and easy rolling terrain with cotton fields visible on the outskirts of Blakely. For history buffs, the last remaining wooden Confederate flagpole erected in 1861 stands in the Blakely Courthouse Square. However, this rider did not actually see the old Confederate flag flying anywhere in Blakely.

We then cycled 42 miles north toward the second Control at Georgetown, GA. En route we encountered the first series of rolling hills in the vicinity of Fort Gaines, GA, which were

near the George T. Bagby State Park and the Walter F. George Reservoir. Upon leaving the Georgetown Control, we cycled north again through the Eufaula National Wildlife Refuge, and passed the Florence Marina State Park which is at 318 feet above sea level. Then we changed direction again heading west back into Alabama.

After a short westward route direction, we then headed north again to the beautiful university city of Auburn, Al, which is at an elevation of 686 feet above sea level. This third leg of the first day was 82 miles through rolling agrarian countryside in southeastern Alabama which is also considered Alabama's River Heritage Region. All riders arrived by 9 p.m. at the first sleep Control at Auburn's Holiday Inn Express.

Most riders began the second, and most challenging day of the brevet, together at 3 a.m. for the out-and-back to Alabama's Cheaha State Park located in the Talladega Mountains of Alabama, which encompasses the highest point of Alabama at 2407 feet above sea level. This mountain area appeared very similar to the Berkshire Mountains of Western Massachusetts in New England.

The early morning outbound route from Auburn took a northwesterly direction primarily on State Highway 49 onto the Cumberland Plateau which is the southern edge of the Appalachian Mountains. For the next 87 miles to the Control at Lineville, Al, at 1004 feet above sea level, the route resembled the Boston-Montreal-Boston 1200K (BMB) route in New Hampshire of never-ending big rolling hills. It was like an amusement park roller-coaster ride!

The next 17-mile leg of the second day from Lineville, Al, to the halfway turnaround point at Cheaha State Park

was the most radical climbing segment of the entire ride. We cycled for about 14 miles north on Vermont-style narrow, winding, roads, up-and-down, until the 309 mile-point of the brevet. Then we made a left turn onto State Route 281 which is known as the Skyway Motorway/Talladega Scenic Drive within the Talladega National Forest.

The 3-mile trek from this point to the turn-around Control at Cheaha Mountain State Park is all uphill with a steep climbing wall near the top just like BMB's outbound Middlebury Gap, but not quite as steep as California's Gold Rush 1200K Janesville Grade. It should be noted that this stretch of highway is also designated a U.S. Scenic Byway by the U.S. Department of Transportation. This type of highway defines a truly American experience on some of our country's most treasured roadways.

The return to Auburn, Al, on the second day brought all riders back to the Holiday Inn Express sleep Control by 9 PM. The second day sky was partly sunny and cloudy, with very comfortable riding temperatures ranging in the early morning from a cool 57 degrees F, to an afternoon high of about 68 - 72 degrees F with no precipitation.

The final third day for the remaining 209 miles utilized essentially the same route except for a variation inbound after the Blakely, GA, Control. At about the 563 mile-point of the brevet, we headed again northwesterly for 21 miles on a long, gradual uphill on US 84 back into Alabama to a different Control at Dothan, Al, at about 308 feet above sea level. For the peanut butter lovers of the world, Dothan, Al, is designated as the Peanut Capital of the World. And cotton

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# LEL 2005

BY PHIL CREEL

In July 2005 Woody Graham and I left from Columbia, South Carolina and joined a few dozen other US randonneurs in England to take part in the London-Edinburgh-London event. This is a 1400 kilometer randonnée put on by Audax UK with a time limit of a little less than five days. Before and after the ride we were guests of Woody's friends Barb and Ken Robson in the village of East Oakley, Hampshire. At all times when we were in the custody of the Robsons, and at large upon the English countryside, we were shown hospitality far beyond anything that we deserved or were expecting.

Sunday morning, July 17, we hit the ground running by

doing an Audax UK 200 kilometer brevet, the Oakley Summer Breezer, which Ken had organized. Ken and some friends have a bike touring company, Britain By Bike, [www.gbbike.com](http://www.gbbike.com), which runs brevets and longer tours. The Summer Breezer started from the East Oakley community center. When I assemble my S&S-equipped bike with rack and fenders there are inevitably fasteners which are left untightened. The loose bolts popped off a few kilometers into the ride, forcing me to stop and do a zip tie repair to one of my fender stays. Our route went into Wiltshire, through Marlborough and passing the fields of stone monoliths at Avebury. We skirted the Salisbury Plain and turned back east past Salisbury, then along the Test

Valley through Mottisfont and Stockbridge, and back to East Oakley. We had a good introduction to riding in the English lanes and following the style of route sheet that we would be using on LEL. In addition we met several riders whom we rode with the following week on LEL.

Woody and I spent several days doing rides out of Oakley on routes suggested by Ken. I am not ashamed to say that I am a big fan of the books of Richard Adams. It slowly dawned on me that we were riding all around the actual Watership Down. If you would like to see some pictures of that country, go to <http://www.mayfieldiow.free.wire.co.uk/watershp/>. After a few hair-raising experiences we became minimally competent at riding on the left side of the road and enjoyed the scenery. One evening as we passed a patch of woods at sunset a young badger emerged and got a good look at us before retreating. Later in the week we were invited on the Thursday morning ride of the Reading Bicycle Club. This ride took us out to the picturesque village of Hungerford with a cake stop at The Tutti Pole tea shop.

Friday morning we found plenty to do with last minute packing. After considering all the alternatives, Woody and I had decided to take a cab to Cheshunt, our starting point for LEL. The cab arrived on schedule around 11 a.m., and our bikes and luggage easily fit inside. Traffic was light and we arrived at the Lee Valley

Youth Hostel around 12:30. That afternoon we completed our registration for LEL. I did a 25 km ride on the LEL route as a shakedown and discovered a little play in my headset. A mechanic was set up on the hostel grounds, so I was able to get the headset tightened up. Woody and I were sharing a room at the hostel with two other Americans and two British riders. The ride director gave a short welcoming speech at dinner in the hostel dining room and everyone turned in early.

On the morning of Saturday, July 23, Woody and I were on our bikes at the Cheshunt train station awaiting our start. Three hundred kilometers north of us another group of starters began the ride from Thorne, near Doncaster. Sometime around 9 am we were on our way. Within a few kilometers a large part of our starting group, including Woody, had missed a turn and was heading off in the wrong direction. Thanks to some route scouting the day before I at least got out of Cheshunt before becoming lost for the first time.

Saturday was my worst day for being lost and I rode many kilometers off the route. The route instructions were different from those used by rides in the US. Many of the lanes lack street signs, having only a sign indicating the direction to the next town. For this reason the cue

■ Continued on next page

## NW Florida 1000K (continued)

fields re-appeared again in Alabama as we headed south toward the Florida state border, and the Bonifay finish at the Tivoli Inn. Weather for the last day was partly sunny with mild temperatures in the mid -70s F.

It can be said that all finishing randonneurs cycled this 1000 Km brevet in a Scandinavian-style. Most riding was done during daylight hours, with cyclists trying to ride together where possible. All randonneurs were off their bikes for 6 hours or more each of the two nights at the Auburn, Al, Holiday Inn

Express sleep Control.

RBA Joe Arnold should be commended for planning a 1000K route in a region of America where true Southern Hospitality greeted randonneurs. Cyclists experienced the deep South's landscape of excellent rural roads, lakes, rivers, hills, mountains, cotton fields, peanut fields, and lush southern pine forests. It was a unique road-bike brevet experience in the South's laid-back country charm. And after the event, it gave this cyclist the opportunity to relax on the white-sand beaches and enjoy the sunshine of Florida's Gulf Coast.

## LEL 2005 (continued)

sheet instruction will be something like “1.5 R on LH bend lane BENINGTON” meaning after 1.5 kilometers take a right hand turn on a left hand bend onto a lane marked by a sign indicating the direction to Benington, which is a town that you will pass through.” The LEL route going north skirted Cambridge and headed into downtown Lincoln where the control was a youth hostel.

My first day’s goal was Thorne, where I arrived late Saturday night. Woody had passed me at some point and continued another hundred kilometers before taking a rest break. I slept on the floor of the lobby of the Thorne rugby club for an hour, then headed back out. By Sunday morning I was riding through Yorkshire past the incredible Castle Howard and the bombastic 19th century monument to the Seventh Earl of Carlisle. A bag drop was offered at the control at Hovingham. I got a shower there and changed into clean shorts, then took a short nap.

My route following skills improved greatly the next afternoon and I rode through the rest of the day without any miscues. In northern England we saw sheep everywhere, black, white and in combinations. I rode up behind three sheep on the road, walking together in a row. They were unable to run into the field because of a fence, so they continued to run, in formation, in front of me until they were able to slip

through a gate. I discovered that the real utility of mud guards on English roads is connected to these ubiquitous sheep. We rode through spectacular scenery in the Northern Pennines past the youth hostel control at Langdon Beck and the climb and descent of a hill called Yad Moss. Were you aware that Yad Moss is England’s premier ski slope? <http://www.theprice-ofcheese.com/index.htm>. A purple heather was in bloom on the hillsides. Our route took us through Alston, the highest town in England. Some of its steep streets are maintained as cobbles, which are rather difficult to climb and descend.

By evening I had arrived at my next sleep stop in Canonbie, Scotland, where I caught up with Woody. Canonbie is a small town a few kilometers north of the Scottish border. The control was in a large hall with a stage which was being used as the sleeping area. I ate something and lay down for a three-hour nap. On Monday morning at 4 a.m. I left Canonbie with Woody and an English rider named Ian. Our route gradually climbed through evergreen forests of the Scottish Borders in a cold mist, which changed to a light rain at times. Woody picked his pace up and rode ahead. Again, the scenery was amazing. The startling sight of Buddhist temples and statuary greeted us at the Tibetan Buddhist monastery at Eskdalemuir.

Our next stop was the town of Ettrick, probably the most remote control.

For a look at Ettrick, see <http://www.undiscovered-scotland.co.uk/ettrick/ettrick/index.html>.

Further north we passed through Interleithen, a popular base for backpackers in the region. Around noon we reached the Dalkeith rugby club, our Edinburgh control and turnaround point for the ride. I had a good lunch, pumped up my tires, and headed out with several English riders. The sky had cleared and we had a lovely

sunny day for riding. Back in Ettrick we had a conversation with a man of 93 years who said that he still enjoyed 40-mile bike rides. We stopped in Eskdalemuir to get a better look at what appeared to be a pagoda and a Buddha resting on a cobra situated in the middle of a pond.

In the early evening on Monday I arrived at the Canonbie control, had some dinner, and left with Ian, intending to ride to the Alston control and take a sleep break. About ten kilo-

■ Continued on next page

## LEL 2005 (continued)

meters down the road I had a sense of apprehension and stopped to check my handlebar bag where I stored my brevet card. It was missing and I realized that I had left it in Canonbie. I said goodbye to Ian and turned around. Back in Canonbie I found the card in its plastic bag on the registration table. I knew that I would only have forgotten

the card if I were completely exhausted, so I took a three-hour sleep break, then left again for Alston early Tuesday morning. Ian was just leaving Alston as I arrived. I had a wonderful breakfast at the control, a youth hostel, and started off again. Back in the most remote part of the Pennine Hills, I joined a group of

Belgians and rode with them for several hours. One of them looked a lot like Woody. He was fairly fluent in English and my French filled in most of the linguistic gaps. He said he rode about 22,000 km a year and traveled to the Ivory Coast each spring to work with a charity for the blind.

After 26 kilometers I stopped at the youth hostel at

Langdon Beck to look at the scenery and enjoy their refreshments. After a greeting by the hostel cat, I enjoyed a cup of tea and caught up on the world news from the newspapers in their dining room. At this point the ride was taking its toll even on the control volunteers. At Eppleby (954 km) I walked up

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## Wow, Big Pack! Or, My First Brevet

BY STEVEN R. WILLIAMS

*Note: These are Steven's reflections upon completing his inaugural brevet, the 2005 Denver-Aspen 300K brevet, part of the Colorado Brevet Series sponsored by the Rocky Mountain Cycling Club. The ride is one of the toughest, most mountainous 300k's around—it has over 15,000 ft. of climbing at altitude, including four passes, topping out at Independence Pass (12,095 ft.). Steve is now enjoying superb skiing out his backdoor at Aspen Highlands, ready for more brevets in 2006! — John Lee Ellis, Colorado RBA*

A writer is supposed to know his audience.

But, they all pedaled furiously away at 4 a.m. and I haven't seen them since.

Now, that's not exactly true, I did see three other riders in the first 20K of the 300 we rode that day. I saw the first rider on the climb to Bailey and two others at the first checkpoint. They each said the same thing, "Wow, big pack!" But, you know, living at the other end of this ride in Aspen, I regularly see and get caught in storms that pummel the 14,000 foot mountains surrounding Independence Pass. It can snow at any time of year up here. At 12,095 feet, it is the highest paved pass in Colorado and one of the highest paved roads in North America. I would be on the summit after about 265K of riding

and I wasn't about to be unprepared. My wife had driven me down to Denver the night before and dropped me off at the start. Once I rode off, she turned around and drove back up into the mountains to pick up her mother at the Aspen airport. It's a three to four hour drive one way from Denver to Aspen. Long story short, I was self-supported on this, my first brevet. So, like the three other riders intimately, "Wow, big pack!"

The silent spinning thread of blinking red seat-post mounted tail-lights long since sliced the pre-dawn, street scene by the time I wheeled out of that 'Park and Ride' at 4:07 a.m.

I didn't get lost until 4:12 a.m.

Even during the day, I'm a foreigner in a cityscape, let alone a dark city, at night in tights on a bike. I stopped and tried my cell. It didn't work. Just as well. I kept riding and got 'un-lost' (because that was my only option) just in time for the first uphill and a detour.

We live in a postcard and I rode through it on a quintessential Rocky Mountain August day. Our deep sky that only happens here made a lonesome cloud shine like an infrared photo. The route took me over Kenosha Pass where I saw a piece of Colorado that I'd never seen in almost 30 years of living here.

With 225K behind me, I arrived in the tiny town of Twin Lakes at 4 p.m.

and was elated. I had no idea when I could have anticipated getting there. Twin Lakes is at the bottom of the east side of Independence Pass at 8000 feet. From here, it's 30K up to the continental divide at 12,095 feet and another 30K down into Aspen, also at 8000 feet. Now, the name of this ride is the 2005 Denver-Aspen 300K brevet, but, this year, the ride didn't end in Aspen. It actually finished 15K past Aspen at the legendary Woody Creek Tavern in storied Woody Creek, Colorado (former home of the late Hunter S. Thompson, among others).

In the days and weeks leading up to the ride, I had entertained visions of climbing over Independence Pass in a thick, black rain and getting hypothermic while descending the 30K into Aspen, only to ride practically right past my driveway and another 15K out to the Tavern.

But, as it turned out, I was on top of the pass at 6:15 p.m. and it was sunny. I was at the Woody Creek Tavern at 7:45 p.m. and it was still light out. I arrived two hours and one minute behind the second to last finisher. Yes, that's right; I came in a glorious and lonely last on my first brevet! I couldn't be happier.

I'm hooked, I'm addicted. I'm ready to run out and buy a Rivendell or at least put bigger cogs on my Cannondale ... and carry a smaller pack.

**LEL 2005 (continued)**

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to the registration table and found the volunteer who was signing the brevet cards sound asleep. Heading south, I was out of the hills and began to pick up my riding pace. I caught up to and joined a group of riders whom I knew. Later we were passed by a group of Japanese and English riders, and latched on to their pace line for the ride back to Thorne. Night was falling, and I was the only rider with a helmet light or much of an idea where we were heading, so I lead the group through the city streets the last few kilometers into the Thorne rugby club control. Pride goeth before a fall, and this was the last point in the ride where I felt confident in my navigation.

After a short break in Thorne, I was still full of energy, so I set off by myself after midnight through the deserted fens. At daybreak on Wednesday I saw loads of small rabbits and pheasants running across the roads in front of me, and once again thought of *Watership Down*. I got badly lost coming back into Lincoln and took a short nap to regather my wits. Before the next control I encountered most of the riders who had started LEL in Thorne. This group included a couple riding a recumbent tandem where they sat back to back. Don't ask me how that drive train works. The Thorne riders were nearly finished with their ride, but I had several hundred kilometers to go. During the afternoon on

Wednesday a steady rain began. I was briefly confused on the next section but fortunately got in with some local riders from the Cambridge area who lead the way to the next control at Gamlingay. Having ridden over 1300, or perhaps 1400km, I was getting extremely tired and sore.

At the next control I slept for an hour, then took off around midnight Thursday morning with a rider on a recumbent tricycle. This was an extremely hilly section which was difficult to navigate at night in the rain. I had to keep brushing the rain off my glasses and route sheet cover on my handlebar bag, while simultaneously working my downtube gear levers. When we stopped to look for a sign or debate some route issue my companion on the trike had no balance issues while I had to do a track stand. The riders that I had ridden with going into Thorne caught up to us and helped with the navigation. This section was all unmarked lanes on a moonless night through small villages. One of my companions had a flat. After making the repair we picked up our pace and were riding at a breakneck pace. Then I had a flat, stopping the group again. The Japanese riders and several others, including Ivo Miesen, caught us. We rode with them until one of the riders from my group swerved, knocking me down. Or perhaps I swerved into him. I will admit that there was some swerving. It took most of my remaining

energy to get back up and finish off the last few kilometers of the ride. I finished within the time restrictions, with a total of 1518 kilometers on my bike computer.

Back at the Lee Valley Youth Hostel I was able to get some scrambled eggs on toast and microwaved lasagna from the ride volunteers. A hard rain began to fall. Our group lingered awhile drinking beer and discussing the ride. When I started to feel sleepy I took leave of my riding companions and found my assigned room in the hostel. I took a shower and somehow climbed into the top bunk, not an easy job, falling asleep immediately. I did not hear Woody or any of my other roommates get up and slept until 1 p.m. on Thursday.

When I awoke I was full of energy. I spent the afternoon walking around Cheshunt, and ran into Woody outside the Tesco. I spent the rest of the day catching up on entries in my journal and doing laundry. We were sharing our room with a rider from Israel who was leaving at 5 a.m. the next morning to return home. The hostel had a pay Internet terminal on which I was able to send a few e-mails while my clothes dried.

On Friday morning the same cabbie who had driven us to Cheshunt returned and brought us back to Oakley. Woody needed 20 more miles to break a total of 2000 miles ridden in July, so we planned a ride with Ken on Saturday morning.

Saturday, July 30. I took my pannier and handlebar bag off the bike for the first time in a week. I was swerving all over the road without the load that I was accustomed to. We rode with Ken around 25 km to his local bike shop, Pedal On. The shop is quite posh by South Carolina standards, including a coffee bar. Ken is a good enough customer that we were treated to cappuccinos. Woody got in his 20 miles and we started packing up the bikes for the flight home. That afternoon Barb and Ken took us to Winchester. Woody and I toured the cathedral, then treated the Robsons to dinner at the Wykeham Arms restaurant. The restaurant was in a 250 year-old building that had been part of the school at Winchester. In addition to being unable to resist books where the animals talk, I am also a sucker for the mystique of the English public schools, so I found this to be a great way to wind down our visit.

The ride was a great experience and took an enormous amount of work by the organizers. Being unfamiliar with the roads, riding on the left, and learning to read the route instructions added to the difficulty for me. On the other hand we had mostly pleasant weather and I had no serious mechanical or health problems. The volunteers and our fellow riders were very friendly, and since it was a smaller group of riders, it was a different experience from PBP. The next LEL is in 2009.

## What We Ride



Note fenders, deep bottom bracket drop, tail lights, saddle/handlebar relationship, rack placement.

## Rivendell Romulus

**Rider:** David Buzzee, Dublin Ohio  
PBP Ancien, 1999

**Rider size:** 5' 10", 190 pounds

Rivendell Bicycles produces well-regarded custom frames and bikes. In addition, the company makes several stock bikes and occasionally a smaller batch of limited-interest bikes. In this category are the single-speed Quickbeam and the Romulus road bike. I took delivery of a Romulus in spring 2004. Prior to that I had ridden brevets on a custom Softride 650C-

wheeled bike. While the ride of the double-suspended Softride (it had a prototype suspension stem) was very comfortable, the short chainstays and small wheels left the bike a bit confining on long rides. So after 10 years and thousands of miles, I replaced it with a more traditional brevet bike, the Romulus.

The Romulus has seat and head tube angles of 72 and 73 degrees, not as laid-back as traditional touring frames. It also has a bottom bracket drop of 7.7 cm, noticeably lower than the traditional 6 cm. This gives a longer seat tube and lower center of gravity than the frame angles would suggest. Standard handlebar width is 46 cm. The combination of these features, along with a well-chosen trail from the classical bend in the fork, provides for quick but not twitchy handling. The bike

inspires confidence on downhills. It carves smoothly and heels over in a predictable way, not "dropping off" the edge as the tires roll near to the sidewalls. The Rivendell design philosophy also is reflected in the relatively high handlebar position. I had been bothered by Shermer neck (JW syndrome in Scotland, after a Jimmy Wiggins who suffered on PBP B no nationality seems immune) on long rides with the Softride. I have ridden two Super Randonneur series on the Romulus and have had no neck problems, in part due to the on-bike position. The saddle, a Selle San Marco Concor Light, is atypical for randonneur applications. First introduced more than 15 years ago, it is narrower than most brevet saddles. However, as an example of individual differences, it fits my bone structure better than do wide saddles.

Its identical predecessor was most satisfactory at PBP. It is unusual for racing gear to remain in stock for so many years. However, this saddle apparently is a favorite of Lance Armstrong so was available in Postal Blue when I bought the bike.

The standard gruppo is Shimano 105 except for the Sugino XD triple crankset with 48x36x26 chain wheels. I specified 175 mm crank arms. The rear cluster is a nine-speed 12 x 25. Rims are Araya 36-spoke f/r with Shimano hubs. Shifting is index using Shimano bar-end levers. Tires are 700 C x 28 Rivendell Ruffy-Tuffy or Rolly-Poly. The step up in size from my old 23 mm tires is noticeable in road shock (less of it) but not in rolling resistance (subjectively the same). I run them at 95 psi. So far, I have had one flat in 6,000 miles of riding, due to a metal shard from a shredded radial-ply auto tire.

For brevet riding I have added SKS fenders, a Nitto rear rack, Schmidt hub and dual Lumotec lamps, two LED taillights on a custom mount, and a Garmin GPS 60C unit. Ready to roll with Zefel frame pump, pedals, bar tape, a bell, empty water bottles, rear rack, GPS unit, Schmidt hub and full lights, the bike weighs exactly 30 pounds. As the pictures indicate, the bike is a classic in design and proportions, with carefully-brazed lugs and well-thought-out cable stops and other braze-ons. Paint is somewhat above average, not bad but not

striking. Idlers at controls are attracted to the bike—it looks “right.”

There are three items I would change on the bike. First, as equipped with the Shimano 105 rear derailleur the largest cog which will fit is a 27 tooth. I would prefer a different derailleur to accommodate an 11-32 cogset. Second, the excellent side-pull 105 brakes do not permit ready wheel removal of the 28 mm tires unless I partially deflate the tires. Current Romulus models are available with cantilever brakes

which would eliminate that annoyance. Finally, I find fault with the propulsion system. It is far too slow for such a well-thought-out and comfortable brevet bike.

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.



Note the bar-cons, map clip, GPS, space bar, dual Lumotec lights ...and a bell.

## PBP 2003 Jerseys Now On Sale!

PBP 2007 is just around the corner, and RUSA will be designing a new jersey for U.S. riders.

Meantime, a few of RUSA's PBP '03 jerseys are still available and have been marked down to \$33—40 percent off the retail price.

Don't delay. Order yours today. See the order form on page 37.



# 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	tteach@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	Laurent CHAMBARD	240 East Palisade Ave #H6 Englewood, NJ 07631	201-503-0366	njrando@verizon.net
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
PA: Eastern	Tom ROSEN-BAUER	300 Burke St Easton PA 18042	610-559-1145	trosenbauer@rcn.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: Dallas	Dan DRISCOLL	2811 Hollywood Dr Arlington TX 76013	817-460-5734 Fax: 817-461-5100	dansmark@flash.net
TX: Houston	Robert RIGGS	8902 Concho Houston, TX 77036	713-301-7093	elantier@hotmail.com
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:**  
Description:  
Fabric:  
  
Colors:  
Sizes:  
Cost:

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



**Item:**  
Description:  
Fabric:  
Colors:  
Sizes:  
Cost:

**Randonneurs USA Reflective Ankle Bands**  
Sayre Reflective Ankle Bands  
Breathable Elastic  
Reflective yellow with Randonneurs USA in black lettering  
Adjusts to fit any size.  
\$2.00/pair



**Item:**  
Description:  
  
Cost:

**RUSA Lapel Pin**  
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  
1 Pin: \$2.00 2-9 Pins: \$1.75 10+ Pins: \$1.25



**Item:**  
Description:  
Zip:  
Pockets:  
Fabric:  
Colors:  
  
Sizes:  
Side Panels:  
Sleeve:  
Cost:

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



**Item:**  
Description:  
Chamois:  
Fabric:  
Colors:  
Sizes:  
Cost:

**Randonneurs USA Cycling Shorts**  
Lycra cycling shorts  
Synthetic antibacterial microfiber chamois  
8.5 oz. nylon, Lycra, spandex blend  
Black with Randonneurs USA in white lettering  
S, M, L, XL, XXL (unisex)  
\$45.00



**Item:**  
Description:  
Fabric:  
Colors:  
Size:  
Cost:

**Randonneurs USA Duffle Bag**  
Lightweight duffel for PBP bag drop  
Nylon  
Royal Blue with Randonneurs USA in white lettering on both sides  
10 in. x 20 in. (one size fits all)  
\$10.00



**Item:**  
Description:  
Colors:  
Cap:  
Size:  
Cost:

**Randonneurs USA Waterbottle**  
Plastic waterbottle  
White with Randonneurs USA logo on both sides  
Black, wide mouth, screw-on  
Large (one size fits all)  
\$4.00



**Item:**  
Description:  
Fabric:  
Color:  
Size:  
Cost:

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

## RANDONNEURS USA Souvenirs Order Form

ITEM	DESCRIPTION	COST	SIZE	QUANTITY	TOTAL
PBP 2003 VIDEO	45 MINUTES OF PBP 2003 (FRENCH)	\$45.00			
PBP 1999 VIDEO	42 MINUTES OF PBP 1999 (FRENCH)	\$25.00			
PBP 2003 YEARBOOK	PBP 2003 STORIES & RESULTS	\$10.00			
PBP 1999 YEARBOOK	PBP 1999 STORIES AND INFO	\$7.00			
RUSA HANDBOOK	THE MEMBERS' GUIDE TO RANDONNEURS USA RULES, REGULATIONS, STORIES AND ADVICE	\$6.00			
RUSA DUFFEL BAG	LIGHTWEIGHT NYLON DUFFEL BAG	\$10.00			
RUSA JERSEY	SHORT-SLEEVE: S-M-L-XL-XXL	\$55.00			
RUSA LOGO DECAL	5.25"x3" - REMOVABLE VINYL	\$1.00			
★ <b>Sale! 40% off</b> RUSA PBP 2003 JERSEY	CUSTOM DESIGNED JERSEY SHORT-SLEEVE: S-XL-XXL Limited quantities	Now \$33.00			
RUSA POLO SHIRT	WHITE WITH EMBROIDERED LOGO: S-M-L-XL	\$27.00			
RUSA SHORTS	LYCRA BLACK SHORTS: S-M-L-XL	\$45.00			
RUSA WIND VEST	LINED WINDFRONT WITH REAR POCKETS <b>RUNS SMALL: ORDER NEXT SIZE UP</b> S-M-L-XL-XXL	\$55.00			
TOP TUBE DECAL	5"x1" REMOVABLE (BLUE & WHITE)	\$0.25			
T-SHIRT	WHITE SHORT-SLEEVE: S-M-L-XL-XXL	\$12.00			
FLECHE T-SHIRT	WHITE SHORT SLEEVE - BLACK TRIM: M-L-XL	\$12.00			
WATERBOTTLE	WHITE 28 OZ WATERBOTTLE	\$4.00			
RUSA LAPEL PIN	Single Pin	\$2.00			
RUSA LAPEL PINS	2-9 pins	\$1.75			
RUSA LAPEL PINS	10 or more pins	\$1.25			
RUSA REFLECTIVE SASH	Sayre Sam Browne-style Reflective Sash: one size fits all	\$5.00			
RUSA REFLECTIVE ANKLE BANDS	Sayre Reflective Ankle-Bands: one size fits all Sold in pairs	\$2.00			
<b>SHIPPING &amp; HANDLING (USA):</b> \$4.00 for one item \$5.50 for two items \$6.60 for three items or more 37-cents for each decal 60-cents for each lapel pin  EMAIL <a href="mailto:otherwise@att.net">otherwise@att.net</a> FOR FOREIGN SHIPPING RATES				<b>SUBTOTAL</b>	
				<b>SHIPPING &amp; HANDLING</b>	
				<b>TOTAL</b>	

NAME \_\_\_\_\_ RUSA MEMBER # \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 TELEPHONE \_\_\_\_\_ EMAIL \_\_\_\_\_

Want to pay with a credit card?  
 Go to [www.paypal.com](http://www.paypal.com) to pay electronically; send payment to [otherwise@att.net](mailto:otherwise@att.net)  
 Or pay by check payable to Randonneurs USA.

Send order form and payment to:



Randonneurs USA  
 10 Bliss Mine Road  
 Middletown, RI 02842



# Follow-Up Confessions of A Butt-Cream Test Dummy

BY DAVID BUZZEE

Editor's note: I reviewed Lantiseptic Skin Protectant in the November 2005 issue of American Randonneur. The manufacturer of that product sent me about a dozen samples and I gave them to RUSA members through Topica's Randon list. Ohio rider David Buzzee was one of the recipients (see his article, "What We Ride," on page 32) and he kindly sent in this "road test."

**Product tested:** Lantiseptic Skin Protectant.

The label reads, Pressure Sores "Stage I, II), Reddened skin, Adult diaper dermatitis, As a skin barrier for incontinence." I thought, Is this really what I need?" But memory of distress early in my riding career, along with a small sample to test, and an impulsive agreement to try it, drove me to this evaluation.

**Test conditions:** First time on the bike in eight weeks, no residual calluses from the fall rides.

**Weather:** heavy fog, high humidity, 50 degrees temperature, changing to intermittent sprinkles and mid-60s temperature.

**Distance:** 200 Km.

**Terrain:** flat to rolling.

**First impressions:** This stuff is really thick, the thickest and stickiest salve I have used. Unlike vasoline-based products, it does not initially feel greasy but feels more like heavy cake icing. The texture is very tenacious. It is in fact purified lanolin, off-white in color, with other ingredients to improve usability, maintain shelf life, and provide a mild suitably medicinal odor. I



scooped up a modest amount (a lump perhaps the size of a largish grape) and applied it to the skin. The generous layer which remained on my hand did not easily wipe or wash off. I anticipated that on the proper application site the material also would stay where it started.

**Ride experience:** The product behaved the way it should. Riding 200 Km in wet shorts did not remove the layer. I suffered absolutely no abrasions or chafed skin where the product was applied. It was not necessary to re-apply during the ride. The product I previously used, an over-the-counter triple antibiotic salve, did rub off when I rode in wet shorts. This new salve did not and I remained unblemished. I used the previous product with antibiotics to prevent sores and boils from infections. With the new product I also got no sores or boils on this short ride. Lanolin has no antibiotic properties but the protective and lubricant layer provided by this cream may prevent minor skin tears which lead to boils. All in all, I was very pleased with the results of this trial. The next real test will come when I do a multi-day ride.



## 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).



### Randonneurs USA Membership Form



*PLEASE PRINT CLEARLY!*

*Renewal*       *New Member*

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

Address : \_\_\_\_\_

City : \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_

Country : \_\_\_\_\_ Tel: ( \_\_\_\_\_ ) \_\_\_\_\_

E-mail: \_\_\_\_\_

Local Club : (full name) \_\_\_\_\_

Birth Date : \_\_\_\_\_ Gender (M/F): \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

**Randonneurs USA keeps personal member information private.**

**Membership Types and Terms - Please Check One**

**Individual Membership**

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

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

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

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

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

*Complete this section for Household Membership only*

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

E-mail: \_\_\_\_\_

Birth Date : \_\_\_\_\_ Gender (M/F): \_\_\_\_\_

Signature \_\_\_\_\_ Date \_\_\_\_\_

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

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

**Yes**       **No**

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

Send this form and payment to:

Don Hamilton  
RUSA Membership Office  
3078 Wakeshire Drive  
Dublin Ohio 43017

Please allow two weeks for processing.