

AMERICAN RANDONNEUR

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May 2007



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Message from the President

The 2007 edition of Paris-Brest-Paris has captured the imagination of randonneurs all over. Already this spring, I've had the pleasure of participating in events in three other regions in addition to Seattle. While speaking to fellow riders on these events, while helping at Seattle's events, while attending 2 different regional PBP seminars, and while reading my e-mail, I have realized that interest in PBP is stronger than ever.

For new randonneurs, for experienced randonneurs planning their first PBP, and even for "anciens" (PBP veterans), preparing for PBP involves a lot more than physical conditioning. Many, many questions arise. Gear: What bike should I ride? What should I carry with me? How should I carry my stuff? What lighting system should I use? Travel: How do I get to France? Where should I stay? How do I get my bike there? Training: How do I prepare to ride all night? Do I need to ride a 600km straight through? Do I need to ride a 1000km brevet? How do I stay in shape between the qualifiers and PBP? The event: What start time should I choose? Do I need my own lodging en route? What will the weather be like? How much French do I need to know?

Riders will answer the questions above (and others) in many different ways. There are probably as many ways to finish PBP as there are anciens. One of the most interesting aspects of PBP is the wide variety of bicycles, equipment, riding styles, and approaches to the ride. Fast carbon racing bikes and steady steel tourers share the road. Riders sleep in hotel rooms, in control dormitories, and in ditches. The common denominator of success is determination.

No one-size-fits-all answers exist to the many PBP questions, but RUSA has a vast wealth of experience to offer. This experience can be tapped on our website, in the RUSA Handbook, in the past PBP Yearbooks, and on the local and global e-mail lists. But maybe the best source of information is right near you on a qualifying brevet. For example, 46 riders on Seattle's recent 200km brevet had previously completed PBP or another 1200km (or more) brevet. They weren't clustered in the front of the pack, either. Some finished in under 8 hours, others in over 12 hours.

Similar experience can be found all over the country. In Arizona for a 300k, I spoke with John Hughes and Lon Haldeman, who have each finished five PBPs and Mike Myers (3 PBPs). In San Diego for a 300k, I attended a PBP seminar hosted by Dennis Hearst (4 PBPs) and Tim Sullivan (3 PBPs). Before the Davis 400k, I had dinner with Lois Springsteen (4 PBPs), Vince Sikorski (3 PBPs), and saw many other anciens. At Susan Plonsky's 600k, I chatted with fellow rider Tom Baker (4 PBPs).

As you develop your plans for PBP and as your questions arise, look for the veterans. They will be happy to tell you what worked for them and what they'd recommend. With their guidance and with the experience that you already have and that you will gain between now and August, you will craft your own successful path to Paris and Brest and back again. Bon courage! See you in Paris.

—Mark Thomas



RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
4028	Michael	Griffith	Canal Winchester OH	4100	Mark	Janssen	Moreno Valley CA
4029	George	DuPre	Pleasanton CA	4101	Roy	Wallack	Irving CA
4030	Ron	Selby	Zionsville IN	4102	Patty	Riddle	La Jolla CA
4031	Cris	Maltzman	Orinda CA	4103	Cesar O	Crespo Ortiz	Manati PR
4032	Steven M	Pruschki	Walden NY	4104	Miguel A	Arocho	Guaynabo PR
4033	Craig M	Pruschki	Walden NY	4105	Miguel	Perez	Guaynabo PR
4034	Mike	Dean	Valencia CA	4106	Humberto	Abraham Alonso	San Juan PR
4035	Patrice	Courtier	Santa Clara CA	4107	Eugenio	Balzac	San Juan PR
4036	Jack	McMahon	Winthrop MA	4108	Raul	Carballo	San Juan PR
4037	James	Pavlichek	Davis CA	4109	Alex	Juelle	Guaynabo PR
4038	Reba	Galbraith	Richmond TX	4110	Milton	Cofresi	Guaynabo PR
4039	James	Fobben	Lincoln NE	4111	Santiago	Tones	Guaynabo PR
4040	Terri	Slauson	San Antonio TX	4112	Victor	Roffe	San Juan PR
4041	William	Hill III	Nixa MO	4113	Aracelly	Rios	San Juan PR
4042	Michael	Murray	Ann Arbor MI	4114	Daniel	Segarra	San Juan PR
4043	Ian	Rose	Novato CA	4115	Mike	Nunez	Guaynabo PR
4044	Lonnie	Mulder	Lincoln NE	4116	Roberto	Beveraggi	San Juan PR
4045	Lee V	Millon	Winters CA	4117	Daniel	Torres	San Juan PR
4046	James A	Watson	Ventura CA	4118	Oscar	Vazquez	Aguadilla PR
4047	Charlie	Hosner	Ann Arbor MI	4119	Carlos	Napoleoni	Aguadilla PR
4048	Joshua	Thayer	San Francisco CA	4120	Pedro	Badillo	Moca PR
4049	Stephen D	Godfrey	Leawood KS	4121	Mildred	Escudero	Moca PR
4050	Graham	Fishlock	Ladysmith BC Canada	4122	Obed	Morales Hernandez	Las Piedras PR
4051	Adam S	Roberts	Corvallis OR	4123	Angel	Franco	Gurabo PR
4052	Rick	Rosa	West Springfield VA	4124	Edgardo	Sierra	Rio Piedras PR
4053	Grant	Davis	Chicago IL	4125	Marian	Caraballo	Rio Piedras PR
4054	Sheldon	Parmer	Tomball TX	4126	Edwin E	Rivera	San Juan PR
4055	Veronica	Dyson	Antioch CA	4127	Gabino	Planell	San Juan PR
4056	Veronica	Thom	Antioch CA	4128	Freddie	Sanchez	San Lorenzo PR
4057	Mani	Harihara	Cupertino CA	4129	Rafael	Ruiz-Quijano	San Juan PR
4058	John P	Conrad	Pasadena CA	4130	Arland	Miller	Guanabo PR
4059	Andrew	Smith	Bothell WA	4131	Julio C	Caban Crescioni	Trujillo Alto PR
4060	Pat	Dougherty	Los Gatos CA	4132	Javier	Lopez	Las Piedras PR
4061	Victor	Pagan-Lajara	Guaynabo PR	4133	Juan	Perez	San Juan PR
4062	Magdiel	Rodriguez	Moca PR	4134	Euripides	Rivera Negron	Bayamon PR
4063	Brennis L	Wagoner	Woodland Hills CA	4135	Walter	Rosich	Caguas PR
4064	James E	Wagoner	Woodland Hills CA	4136	Daniel J	Leon	Gurabo PR
4065	Arturo	Ortiz	Mexico City DF Mexico	4137	Jorge Luis	de Juan	San Juan PR
4066	Paul	Duren	San Jose CA	4138	Pablo A	Garcia	San Juan PR
4067	Damon	LeRoy	San Jose CA	4139	Benjamin	Nunez	Bayamon PR
4068	Thomas W	Roseman	Ridgecrest CA	4140	Jose	Beltran	Bayamon PR
4069	Ricky R	Wardell	Wichita Falls TX	4141	William	Velasco	Guaynabo PR
4070	Dean	Furbish	Raleigh NC	4142	Luis	Miranda	Guaynabo PR
4071	Ernest N	Charlesworth	San Angelo TX	4143	Heman J	Santiago	Ceiba PR
4072	Michael	Bloomfield	San Francisco CA	4144	Rene	Cardona	Caguas PR
4073	Chris	Jackson	Ellettsville IN	4145	Neysha	Velez	Toa Baja PR
4074	Avery L	Washington	Brooklyn NY	4146	Hector	Sanchez	Vega Alta PR
4075	Roger	Durham	Yazoo City MS	4147	Carlos	Delpin	San Juan PR
4076	Andy	Dobson	Arlington VA	4148	Emilio	Oquendo-Hernandez	San Lorenzo PR
4077	Jason	Majerski	Cincinnati OH	4149	Lymari	Rentas-Gonzalez	Trujillo Alto PR
4078	Bill S	Conley	Park Hills KY	4150	Kenneth	Carino	Trujillo Alto PR
4079	L Joan	Devraun	Bellevue WA	4151	Ismael	Velez	Trujillo Alto PR
4080	Charles	Hoffman	Bellevue WA	4152	Vanessa	Reyes	Trujillo Alto PR
4081	Chris	Lowe	Seattle WA	4153	Wanda	Diaz	Trujillo Alto PR
4082	Mike	McHale	Sammamish WA	4154	Raul	Diaz-Reyes	Trujillo Alto PR
4083	Barry	Knight	Easley SC	4155	Chris	Kamm	Ashville NC
4084	Bob	Fitzpatrick	St Joseph MO	4156	Annette	Kamm	Ashville NC
4085	Ben	Dailey	Brooklyn NY	4157	William	Mowry	Saint Paul MN
4086	Larry G	Curtis	Granite Bay CA	4158	Phillip	Morris	Oakland CA
4087	Miké	Currie	Huntington Beach CA	4159	Mark	Stone	Greenville SC
4088	Tony	Musorafite	Torrance CA	4160	Donald J	Cartwright	Berkeley CA
4089	Geoff	Swarts	Mercer Island WA	4161	Jackie	Hilton	Millersville MD
4090	Braulio	Nunez	Fresno CA	4162	Richard	Raschdorf	New York NY
4091	John	Brady	Saint Louis MO	4163	Eva	Dickinson	Augusta GA
4092	Justin	Castillo	Falls Church VA	4164	Donald E	Lovelace	Huntsville AL
4093	J C	Sutton	Center Strafford NH	4165	Stewart	Thompson	Burlingame CA
4094	Francisco A	Erazo Roman	San Juan PR	4166	Roy	Rhodes	Charlotte NC
4095	Mark	Wolfe	Lakeside CA	4167	Rob	Mohler	Chicago IL
4096	Mark	Hughes	Flagstaff AZ	4168	Jeanine	Spence	Chicago CA
4097	Paul	Brigetto	Santa Monica CA	4169	Miguel	Lopez	Houston TX
4098	Zack	Beatty	Santa Monica CA	4170	Richard	Perez	San Antonio TX
4099	James B	Henderson	Riverside CA				

■ Continued on next page

RUSA Welcomes Its New Members!

#	Name	City	State	#	Name	City	State		
4171	Kevin L	Delahunty	Seattle	WA	4243	Jason	Paxton	Cibolo	TX
4172	Todd	Kerekes	Bridgewater	NJ	4244	Richard	Lowe	Bellevue	WA
4173	Mark	Elliot	Berkeley	CA	4245	Maile	Neel	University Park	MD
4174	Aaron	Holby	Oakland	CA	4246	James	Hall	Glen Allen	VA
4175	Manuel	Gautho	Los Gatos	CA	4247	William A	Alford	Charlotte	NC
4176	Lutz	Froenicke	Davis	CA	4248	John	Liden	Minneapolis	MN
4177	Tony	Magliulo	Fremont	CA	4249	Dan	McKenna	Rochester	NY
4178	Rachel	Donovan	Glastonbury	CT	4250	David G	Savaria	Waltham	MA
4179	Anthony	Casale	Nanuet	NY	4251	James P	Houck	Takoma Park	MD
4180	Gary	Abrams	Ann Arbor	MI	4252	Wm B	Furbish	Middleton	WI
4181	Franz	Neuert	Toronto	ON Canada	4253	Matthew	Ferrari	State College	PA
4182	Eleonore	Tumer	Toronto	ON Canada	4254	Andrew P	Black	Portland	OR
4183	Gilad	Buzi	Barcelona	Spain	4255	D Jason	Penney	Aloha	OR
4184	Hunter	Austin	Springfield	MO	4256	Mark	Williams	Anchorage	AK
4185	Aron	Mason	San Mateo	CA	4257	Lara	Cooper	Boulder	CO
4186	Jonas	Majerski	Homosassa	FL	4258	Steve	Montoya	San Angelo	TX
4187	Ted	Quade	Regina	SK Canada	4259	Gary	Rice	Sutton	MA
4188	Gilbert	Torres	West Chester	PA	4260	Dan	Tubbs	Hudson	OH
4189	Patricia	Rhay	Beaverton	OR	4261	John Paul	LeCain	Ogden	UT
4190	David	Roberts	Everett	WA	4262	Peter M	LeCain	Ogden	UT
4191	Ken	McClain	Houston	TX	4263	Roderick A	Lee	Kirkland	WA
4192	Mark C	Michel	Littleton	CO	4264	Ronan	O Hagan	Arlington	MA
4193	Justin	Brooke	Cambridge	MA	4265	Matthew P	Andrews	Nashville	TN
4194	Mary	Roybal	Fort Campbell	KY	4266	Daniel	Heon	Montreal	QC Canada
4195	Ed	Dodd	Collingswood	NJ	4267	Wayne	Riley	Sacramento	CA
4196	Deb	Robertson	Collingswood	NJ	4268	W Joseph	Phillips	Annapolis	MD
4197	William	Key	Lawrenceville	GA	4269	Keith	Beato	Alameda	CA
4198	Cecil	Reniche-Smith	Portland	OR	4270	Thomas G	Martin	Seattle	WA
4199	Michael P	Bingham	Milford	MA	4271	Chris	Calhoun	Sacramento	CA
4200	Thomas	Watson	Sacramento	CA	4272	Steve	Heywood	Avondale	AZ
4201	Kevin	Watson	Sacramento	CA	4273	Enrique	Lopez	Caguas	PR
4202	Timothy	Rose	Norman	OK	4274	Allan	Torres	San Juan	PR
4203	Paul	Skilbeck	San Francisco	CA	4275	Santo	Vazquez	Naguabo	PR
4204	David	Bennett	The Woodlands	TX	4276	Luis	Olivares	San Juan	PR
4205	Jeny W	Shockley	Freeland	WA	4277	Gilberto	Nieves	Toa Baja	PR
4206	Michael J	OConnell	El Dorado Hills	CA	4278	Sara Kay	Carrell	Hayes	KS
4207	Chip	Adams	Severna Park	MD	4279	Tom	Mage	Seattle	WA
4208	Mark	Lindsey	Austin	TX	4280	Albert	Gallardo	Glen Ridge	NJ
4209	Daniel C	Nelson	Edina	MN	4281	David M	Williams	Shawnee	KS
4210	Keith	Rigoulot	Crystal River	FL	4282	Richard	Myers	Plainville	MA
4211	James	Karlovac	Shaker Heights	OH	4283	Diane	DElia	Middletown	CT
4212	Susie	Rabiah	Shaker Heights	OH	4284	David	Lafferty	Billerica	MA
4213	Rory	Cameron	Seattle	WA	4285	Jared	Brockway	Alameda	CA
4214	Michael	Oliver	Elkridge	MD	4286	Steve	Sayre	Omaha	NE
4215	Richard C	Thompson	Evans	GA	4287	Kenneth A	Bell	Midlothian	IL
4216	Andrew L	Schaffner	Naperville	IL	4288	Curtis	Palmer	Lancaster	PA
4217	Sang Pil	Kim	Elk Grove	CA	4289	Laura	Bergamini	Arlington	MA
4218	Dan	Knapp	Los Angeles	CA	4290	Petr	Sadlo	Arlington	MA
4219	Robert John	Allan	Stanwood	WA	4291	Jay	Gropen	Brooklyn	NY
4220	Frank	Kaplan	Seattle	WA	4292	Andrew	Tolonen	Boston	MA
4221	Richard	Lintermans	Seattle	WA	4293	Frank	Simons	Lochem	Netherlands
4222	Patrick S	O Donnell	New Holland	PA	4294	Peter	Ozorio	Sunnyvale	CA
4223	Dave	Larson	Rochester	NY	4295	Gary	Truax	Woodsfield	OH
4224	Peter T	Callas	Boca Raton	FL	4296	Gary	Shaffer	Apex	NC
4225	Lome	Sachs	Woodland	CA	4297	Sara	Huston	Apex	NC
4226	W David	Thompson	New Smyrna Beach	FL	4298	Peter	Dobynty	Duxbury	MA
4227	Jeff	Townsend	Painesville	OH	4299	Cheryl	Johnson	Auburn	CA
4228	Frederick	Groth	Covington	WA	4300	Damon	Todd	San Francisco	CA
4229	Kevin	Nesbitt	Rancho Cordova	CA	4301	Michael	Morrill	Monrovia	CA
4230	Derek	Nielsen	Philadelphia	PA	4302	Maxwell A	Lucas	Manhattan Beach	CA
4231	Javier	Ruiz	Duncanville	TX	4303	Louise	Comar	Atascadero	CA
4232	George	Swain	West Park	NY	4304	Rodney	Crawford	St Elmo	IL
4233	Raymond L	Skinner	Mercersburg	PA	4305	Larry	Conner	Vancouver	WA
4234	Tim	Martin	Westford	MA	4306	Rosie E	Munive	Houston	TX
4235	Timothy J	Brown	Glendale	CO	4307	Randy	Roten	Rocklin	CA
4236	Chris	Candiello	Maynard	MA	4308	James	Chou	San Jose	CA
4237	James A	Gustafson	Paso Robles	CA	4309	R Brian	Davidson	El Segundo	CA
4238	Michael C	Cerenzia	State Collage	PA	4310	Andrew	Sorensen	Valdez	AK
4239	James A	Levitt	Millersville	MD	4311	Tucker	Brown	Fleetwood	PA
4240	John	Hilliard	La Mirada	CA	4312	Taylor	Brown	Fleetwood	PA
4241	Joel	Solomon MD	Scarsdale	NY					
4242	Douglas W	Dyer	Eagan	MN					

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RUSA Welcomes Its New Members!

#	Name	City	State	#	Name	City	State
4313	Robert	Melton	NC	4383	Anthony	Alsberg	CA
4314	Byron	Watson	NC	4384	Ben	Davis	TN
4315	Hary V	Keefe III	NJ	4385	Garth	Hoffman	MA
4316	Rodney	Caswell	GA	4386	Christopher	Michels	TX
4317	Dana	Levine	CA	4387	Raynelle	Shelly	TX
4318	John	Gilmore	CA	4388	Justin	Rumley	IA
4319	Thomas L	Wolfson	MA	4389	Bruce	MacDonald	MA
4320	Gary	Prince	WA	4390	Steve	Thome	PA
4321	Ken	Barnes	WA	4391	Adam	Barker	OH
4322	Jo Lyn	Gillie	WA	4392	Nina	Woods	AK
4323	Ryan	Hamilton	WA	4393	Fintan	Lyons	AK
4324	David R	Carey	WA	4394	Joe	Goldston	VA
4325	Nat	Pellman	WA	4395	Randy	George	VT
4326	Rene	Comeaux	WA	4396	Ted A	Peelen III	IA
4327	Stuart	Lee	WA	4397	Jonathan	Champagne	MA
4328	Tom	Imranyi	NJ	4398	Mary	MacAdam	MA
4329	Michael	Imranyi	NY	4399	Allan	deCamp	WA
4330	Susan	Reed	IL	4400	Doug	Graham	WA
4331	Ron	Tosh	MD	4401	James	Sanders	WA
4332	David E	Tremblay	VT	4402	Severin L	Larson	WA
4333	Nina	Yeats	CA	4403	Kurt	Higgins	NY
4334	McKinley C	Bray	NE	4404	Michael A	Kone	CO
4335	Thomas	Filler	CA	4405	Debra	Banks	CO
4336	Jeff	Wong	CA	4406	Michael	Busch	CO
4337	Ferdinand Aurel	Lauffer	VT	4407	Ira	Ryan	OR
4338	Julie	Eisenhardt	VT	4408	Rick	Rodgers	MN
4339	George	Metzler	PA	4409	James	Scesney	NJ
4340	Robert	Choi	CA	4410	Joseph	Gore	PA
4341	Tim	Hennings	WA	4411	Keith E	Gardiner	NC
4342	Albert L	Schomp IV	MA	4412	Charles	Gardiner	NC
4343	Michael C	Riddle	VT	4413	Raymond E	LaCasse	MN
4344	Joel	Laino	MA	4414	David	Brooke	CA
4345	Randy	Shuman	WA	4415	Jonathan	Berk	CA
4346	Adrienne	Ruggles	CA	4416	Eva	Chrysanthe	CA
4347	Kim	Hall	CA	4417	Harold	Ikerd	UT
4348	James	Reuter	ME	4418	Lauren	Fuerst	UT
4349	Dana R	Melville	ME	4419	Matthew	Czajkowski	NC
4350	Greg	Todd	BC Canada	4420	Ray	Derr	MO
4351	Lars	Jorstad	WA	4421	Mary E	Simmons	NC
4352	Craig	Bamthson	TX	4422	Robert C	Audette	IL
4353	Robert	Orr	VA	4423	Frank	Calabrese	MA
4354	Michael W	Demer	MN	4424	Michael	Anderson	MA
4355	Natalia	Lincoln	NY	4425	Ken	Heck	CO
4356	Andrea C	Hogarth	MD	4426	Lane	Parker	CA
4357	Kley	Cardona	CA	4427	Daniel	Teeter	WA
4358	Brian	Mazur	NJ	4428	Carole	Bernhardt	WA
4359	Carol	Giannini	AK	4429	Michael	Mason	OR
4360	Darin	Todd	OR	4430	Mark	Jilka	KS
4361	Dennis	Forer	CA	4431	Randy	Mouri	VA
4362	Hary	Spatz	MA	4432	Phil	Randall	KY
4363	Stephen	Purcell	CA	4433	Sandra	Loffin	CO
4364	Joshua	Bryant	OR	4434	Ed	Kross	MA
4365	Britt	Herhold	OR	4435	Chloe	Palenchar	NC
4366	Paul	Pettyjohn	TN	4436	Kylie J	Miller	NC
4367	Tinka	Pettyjohn	TN	4437	Jeremy	Rider	MD
4368	Courtney	Waal	MA	4438	August	Baumgartner	MO
4369	E Rehm	Post	MA	4439	Tom	Oswald	PA
4370	Steve	Bom	MT	4440	Jeny	Lawson	MN
4371	Cassandra	Lowe	MT	4441	Keith	Belling	IA
4372	Louise	Prindable	MO	4442	Rich	ONeil	NY
4373	Cecilie	Adams	PA	4443	Will	Oberton	MN
4374	Case	Van Horsen	OR	4444	Robert R	Williams III	MD
4375	Edward P	Craft Jr	CA	4445	Steven P	Barnes	CA
4376	Jody	Shackford	OK	4446	Josh	Herman	IL
4377	Bill	Alsop	OR	4447	Steve	Hillgee	MA
4378	Aaron	Dalan	WA	4448	Paul	Jenseth	MA
4379	Ferris	Ginsberg	NJ	4449	Jeffery	Fenell	OH
4380	David	Shoemaker	NJ	4450	Benjamin M	Van Couvering	IL
4381	Dustin	Baker	MA	4451	Scott	Brittle	CA
4382	Brooks	Vaughan Allen	CA	4452	Avri	Doria	RI

RUSA Wool Jerseys Now Available

Announcing the long-awaited arrival of the official RUSA wool cycling jersey!

Just in time for those chilly all-night brevets, the woolies have arrived! New in stock, and in limited quantities, is the Official Randonneurs Wool Jersey, in long-sleeve and short sleeve. Make a bold retro-randonneur fashion statement by being the first in your region to wear the wool RUSA jersey. (see attached photos.)

Beautifully made by United, this jersey comes in short-sleeve and long-sleeve in sizes M-L-XL-XXL for men. It also

comes in short-sleeve and long-sleeve for women in sizes S-M-L. Sizing runs true to size. You can use the same sizing chart on the RUSA Souvenir website to determine your size for this jersey.

Makes a great Mother's Day or Father's Day gift for the female or male randonneur in your household.

Use the newly updated RUSA Souvenir Order Form on page 38 to place your order today.

—Jennifer Wise
The RUSA Store



Pierce Gafgen models the long-sleeve jersey.

Youngest 200K Finisher – How About 10!



Yes, he did it and finished in fine style.

Ten-year-old Timothy Rose from Norman, OK, was already the youngest RUSA and Lone Star Randonneurs member. Now, he's also the youngest RUSA member to ever finish a 200km ACP brevet, which he did in Cleburne, Texas on March 24.

Finishing with a big smile on his face and accompanied by proud papa Johann (Hans) Rose, Tim was still bouncy and cheerful. Against some common trains of thought....Texas ain't flat! Tim and Hans tackled over 7,500 feet of climbing and some stout wind to get 'er done.

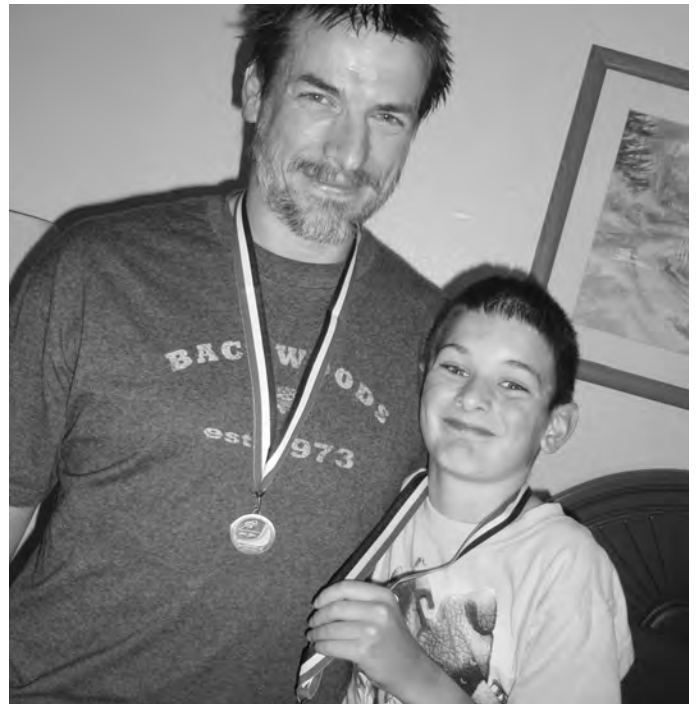
Tim was excited about this ride! Not only helping to pack the car and prep bikes, he was also overheard in the parking lot saying "C'mon Dad, quit

dilly-dallying, we don't have all day to get this done." In true randonneuring spirit, he didn't complain about the uphill sections, instead commenting, "this'll be a fun part on the way back."

Tim said riding in town is better because people have smaller yards. Dogs usually only chase until the end of their territory. In the country the yards are big, so the dogs chase bikers for a long time.

Proud papa Hans says, "People have been great to Tim, making him feel welcome on the rides. I think that is the spirit of randonneuring showing through." Tim said he was proud to have done the brevet even before he had his medal in hand. Tim's dad wanted to wait a few days before he asked Tim about a 300km.

—Pam Wright



Proud Papa Hans Rose and son Tim

Nominations to the RUSA Board

Two positions on the RUSA Board of Directors will become available at the end of the year. Members may nominate two current RUSA members to run for those two positions. The General Membership List is available for viewing online at www.rusa.org. Please use this form to submit your nominations.

Nominee # 1 _____ RUSA # _____

Nominee # 2 _____ RUSA # _____

Your Name _____ RUSA # _____

Please send this form to:
Terry Zmrhal
RUSA Secretary
1423 Quince Ave
Boulder CO 80304

All nomination forms must be postmarked by July 1.

Nominations for RBA Rep to the RUSA Board

(Note: to be completed by RBAs)

Under RUSA's constitution (see November 1999 American Randonneur), the Regional Brevet Administrators appoint one of the current RBAs to serve as an elected Director on RUSA's board. The elected RBA may not already be serving on the board. Only RBAs can nominate other RBAs. The term of office for the Director is one year.

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

Nominee _____ RUSA # _____

Your Name _____ RUSA # _____

Please send this form to:
Terry Zmrhal
RUSA Secretary
1423 Quince Ave
Boulder CO 80304

All nomination forms must be postmarked by July 1.

New R-12 Laureates Named

BY BILL BRYANT

Fourteen more members have joined the growing roster of R-12 honorees.

Recipients include RUSA President Mark Thomas of Washington state and Texas RBA Dan Driscoll, who qualified for his 3rd R-12 medal.

Fellow Texans Gary Gottlieb and Brannon Oates earned the award for the second time.

Six Texans were among the latest recipients. Medals were also awarded to riders in Oregon, Iowa, California, North Carolina and Virginia.



Winners will receive a freshly minted R-12 medal.

The R-12 Award is earned by riding a 200K or longer randonneuring event for 12 consecutive months.

The counting event sequence can begin in any month but must continue uninterrupted for another 11 months.

Events that count toward the R-12 Award include RUSA and ACP-sanctioned brevets and 24-hour team events, as well as RUSA permanents of 200K or longer.

The program is administered by two R-12 veterans: Bert Lutz of Oregon and John Kramer from Washington.

#	Last Name	First	State	Year
31	Napolitano	Marcello	OR	2006
32	Fox	Michael	IA	2006
33	Gottlieb	Gary	TX	2006
34	Nevin	Willy	CA	2006
35	Oates	Brannon	TX	2007
36	Jones	Edward	TX	2006
37	Castelli	Joe	TX	2006
38	Bull	Nicholas	VA	2007
39	Thomas	Mark	WA	2007
40	Wright	Duane	WA	2006
41	Wright	Pam	TX	2007
42	Dayton	Michael	NC	2007
43	Driscoll	Dan	TX	2007
44	Kong	Albert	CA	2007

2006 Treasurer's Report

BY TIM SULLIVAN



RUSA continues to be financially strong. The attached profit and loss statement shows that in 2006 RUSA had gross income of \$67,694.56. Approximately two-thirds of this amount (\$44,805) was derived from membership fees as membership continues to grow. Other sources of income include souvenir sales, \$10,844.26, awards and medals sales of \$4,487.50, and advertising in this newsletter of \$3,448.30.

Expenses for the year totaled \$70,119.12. The main expenses were for souvenir inventory purchases, \$16,430.93, payment to Audax Club Parisien for medal purchases and brevet processing of \$14,335.57, publishing the American Randonneur, \$13,522.90, printing and

distributing the RUSA handbook, \$6,395.09 and reimbursing RBAs for brevet expenses, \$3,369.53.

For the year RUSA incurred a net loss of \$2,424.56. Part of this was the result of an increase in the souvenir inventory. Jennifer Wise added several items to the inventory including coffee mugs, long sleeve jerseys, and socks. The souvenir store inventory increased from \$11,274.29 to \$17,658.09. Included in the merchandise being sold are the reflective ankle bands and sashes that RUSA continues to sell at below cost to members in order to foster safety. RUSA also purchased, and made available for free to members, Scotchlite reflective tape.

At the end of the year RUSA had \$63,215.76 in its bank accounts. RUSA does not have any liabilities. The bank funds are equivalent to one year's expenses and thus provide an operating reserve. It also exceeds one of the goals of the organization when it was formed to maintain a reserve of at least \$50,000. RUSA has been able to maintain this financial security without an increase in membership fees since its inception in 1998.

RUSA will continue to use its funds to support its members, to improve their safety, and to promote randonneuring. If you have any ideas to further these goals, then contact a Board member with your constructive thoughts and ideas.

Randonneurs USA Profit and Loss January through December 2006

	Jan - Dec '06
Income	
Advertising	3,448.30
Awards and Medals	
BRM Medals	4,301.50
Rusa medals	156.00
Total Awards and Medals	4,457.50
Insurance reimbursement	3,424.50
Membership	44,805.00
RBA income	
Polo Shirts	715.00
Total RBA income	715.00
Souvenir sales	10,844.26
Total Income	67,694.56
Expense	
ACP Expenses	
ACP Medal Purchases	9,402.98
Brevet Processing	2,348.59
Fleche Processing	166.08
RM 1200 KM Medals	1,230.94
Rondneurs Mondiaux Dues	36.64
Shipping	73.27
SR Medals	1,077.07
Total ACP Expenses	14,335.57

Administration	
Administration Supplies	241.60
Postage	380.44
Seminar	350.00
Teleconference expenses	1,007.97
Travel	1,156.34
Website	227.40
Total Administration	3,363.75
Bank charges	
Returned checks	202.00
Bank charges - Other	49.50
Total Bank charges	251.50
Handbook expense	
Handbook mailing	598.09
Handbook printing	5,797.00
Total Handbook expense	6,395.09
Insurance	
Director's & Officer's Insurance	1,000.00
Liability Insurance	3,940.20
Total Insurance	4,940.20
Medals and Awards	
Awards	1,504.57
Medals shipping	1,028.79
Total Medals and Awards	2,533.36
Membership expenses	3,109.30
Newsletter expenses	
Newsletter mailing	3,419.90
Newsletter printing	10,103.00
Total Newsletter expenses	13,522.90
Permanents expenses	104.29

Magazine Review

Bicycle Quarterly

Info: www.vintagebicyclepress.com

REVIEWED BY BILL BRYANT

Back in February of 2003 *American Randonneur* reviewed *Vintage Bicycle Quarterly*, then a promising new magazine dedicated to our favorite sport. In the intervening years the magazine has only grown better.

Recently “vintage” was dropped from the name and now *Bicycle Quarterly*

includes more modern bicycles and cycling than before. RUSA member and veteran randonneur Jan Heine has spent a lot of time and energy developing his publication and expanding its content.

It has been a worthwhile pursuit. Now (along with *American Randonneur*, of course), it is one of the very

Treasurer Report (continued)

Randonneurs USA Profit and Loss January through December 2006

	Jan - Dec '06
RBA Expenses	
RBA liason expenses	87.68
RBA Reimbursement	3,369.53
Supplies	488.00
Total RBA Expenses	3,945.21
Souvenir expenses	
Souvenir purchases	16,430.93
Souvenir refund	120.00
Souvenir Shipping	1,047.02
Total Souvenir expenses	17,597.95
State filing fee	20.00
Total Expense	70,119.12
Net Income	-2,424.56

Randonneuring Basics, Part 5: Efficient Cycling

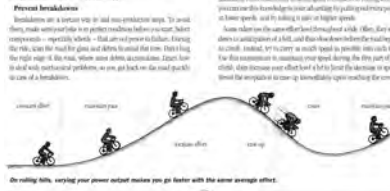
There's nothing more basic than understanding the importance of efficient cycling. It's the key to staying on the road for longer periods of time. Efficient cycling is the key to staying on the road for longer periods of time. Efficient cycling is the key to staying on the road for longer periods of time.



Try to prevent breakdowns, and learn to the winter problems quickly. (Photo courtesy of RUSA, 2006)

Efficient riding
Efficiency begins with setting up your bike so that it gives you the most power with the least resistance. Part 3 of this series discussed how to adjust the bike, if you like to optimize your riding and your fitness.

Prevent breakdowns
Breakdowns are a major part of the randonneur's life. To avoid them, make sure you have a good understanding of your bike. Before you start a ride, make sure you have a good understanding of your bike. Before you start a ride, make sure you have a good understanding of your bike.



best cycling periodicals available—period. BQ lacks the usual advertising-driven hype, bombast, and nonsense that fills so many other cycling magazines these days. Instead, it has lots of factual information, useful advice, cycling history, and well-conducted equipment tests that all of us can learn from. BQ features real-world bicycles that regular riders like you and I might be interested in using on our brevets, tours, or while commuting to and from work or running errands.

Heine has also made in-depth explorations of topics like the rolling resistance of various bicycle tires and bicycle steering—vital matters given scant attention elsewhere in the American cycling press.

For RUSA members, much of the BQ content is aimed squarely at randonneuring, and we have a lot to gain

by reading its pages. BQ's ongoing “Randonneuring Basics” is first-rate advice that any newcomer to our sport would appreciate, while articles on how to carry a load effectively will help randonneurs and randonneuses adapt their machines so that they don't lack the various layers of clothes and other items we need to cover the long distances common to our particular form of self-sufficient endurance cycling. I've also enjoyed the series entitled the “Builders Speak”, wherein accomplished frame-builders are invited to explain and illustrate how they ply their craft.

This short space won't allow a fuller listing of its contents, but it is all Good Stuff and I recommend *Bicycle Quarterly* highly.

More information can be found at: www.vintagebicyclepress.com.

Page from a recent issue of *Bicycle Quarterly*

2007 RUSA Event Schedule

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

* Items marked with an asterisk indicate domestically sanctioned brevets.

2007 RUSA Event Schedule

Region	200 km	300 km	400 km	600 km	1000 km	flèche	other
MN: Rochester	5/5	5/19	6/2	6/16			
MO: Kansas City			5/12 6/2	5/12 06/2	6/2		
MO: St. Louis		5/5	5/19	06/2 06/16			
NC: Raleigh	5/5 5/19 8/11*	5/5 5/19	5/5 5/19	6/2	7/6		
NE: Omaha	5/19	5/12	5/26	6/16			
NJ: NYC and Princeton	5/12	6/17	5/12	6/2			(606 km) 7/7* (201 km) 7/28* (188 km) 8/12* (202 km) 10/14*
NY: Central		5/11	5/19	6/9			
NY: Saratoga			5/19	6/9			
NY: Western							(564 km) 7/14* (645 km) 7/14*
OH: Columbus		10/27*	5/26	6/9 7/7			
OR: Portland	5/19 7/14 8/11 9/8 10/6	6/9 7/14	5/19 8/27	6/9 8/25	6/30 8/25	5/4	(106 km) 05/28* (100 km) 11/3* (112 km) 11/24*
PA: Eastern			5/5	5/19	5/25		
PR: San Juan	1/21	2/17	4/14	5/25			
SD: Black Hills		5/6	5/19				
TN: Nashville	9/22* 10/20* 11/24*		5/12	6/2			(100 km) 9/22* (100 km) 10/20* (100 km) 11/24*
TX: Amarillo	9/8 9/9						
TX: Dallas	5/26 6/23 7/21 9/15* 10/20* 11/17*	5/26 6/23 7/21 9/15* 10/20* 11/17*	5/26	5/26	5/26		(150 km) 5/6* (100 km) 6/3* (125 km) 6/10* (150 km) 6/17*
TX: Houston	6/9* 7/7*	6/9* 7/7*	5/5	5/5			
UT: Cedar City	6/9* 12/1*						
WA: Seattle	7/8 7/29 9/15	7/7* 7/28	5/12 6/17 7/6	6/2 6/15	6/15 9/28		(250 km) 7/6* (100 km) 7/7* (100 km) 9/9*
WI: Beloit	5/20	5/21	5/23	5/26			

* Items marked with an asterisk indicate domestically sanctioned brevets.

AUDAX CLUB PARISIEN

Cyclotouring Association founded in 1904

is organising
from 20 to 24 August 2007

The 16th PARIS-BREST-PARIS Randonneur

Under the patronage of
the Minister of Youth, Sport and Community Life

Under the sponsorship of the
FÉDÉRATION FRANÇAISE DE CYCLOTOURISME

with the participation of the
*Urban Authority of SAINT-QUENTIN-EN-YVELINES
and of the town of GUYANCOURT*

And with the assistance of the following Clubs:
V.S. DROUAIS - LES RANDONNEURS du PERCHE - C.T.S.I. VILLAINES la JUHEL - U.C. FOUGERAISE -
A.C. ILLE et RANCE - A.C. LOUDÉAC - C.C. POHER - G.C. BRESTOIS - A.C. BRIOCHINE
Comités départementaux : 75 - 78 - 28 - 53 - 35 - 56 - 22 - 29.

Start and finish: SAINT-QUENTIN-EN-YVELINES - Gymnase des Droits de l'Homme à GUYANCOURT (78)

REGULATIONS

START	TYPE OF CYCLE	TIME LIMIT	OPENING OF CONTROLS
Monday 08:00 pm	Solo and all-terrain cycles	80 hours	Unrestricted
Monday 09:00 pm	Tandems, triplets, tricycles and all special cycles	90 hours	Unrestricted
Monday 09:30 pm	Solo and all-terrain cycles	90 hours	To be respected
Tuesday 04:45 am	Tandems, triplets, tricycles and all special cycles	84 hours	To be respected
Tuesday 05:00 am	Solo and all-terrain cycles	84 hours	To be respected

Article 1

The Audax Club Parisien, is organising from 20 to 24 August 2007 the PARIS-BREST-PARIS 1200 km "Brevet de Randonneurs Mondiaux" (at unrestricted speed), in which riders may have no support except that authorised by the organisers. PARIS-BREST-PARIS is held within the framework of the FFCT event charter.

Article 2 - Conditions of entry

PARIS-BREST-PARIS Randonneur is open solely to cycle tourists of either sex who are at least 18 years old on the start day who hold FFCT, UFOLEP, or FSGT licences for 2007 and to foreign riders, whether or not they belong to a club. Riders must have completed in 2007 "Brevets de Randonneurs Mondiaux" qualifying events of 200, 300, 400, and 600 km, organised in France or abroad and validated exclusively by Audax Club Parisien.

The number of participants will be approximately 4500. In case of limitation, priority will be given to licensees in the following order, FFCT and Foreign participants, then riders holding UFOLEP or FSGT licences.

Riders must supply a medical certificate **less than three months old**, attesting that they are physically capable of covering 1200 km without any risk to their health.

Article 3 - Cycles

Any machine with two or three wheels steered by a handlebar and propelled by muscle power via a transmission consisting of one or several chainsets may be used. The machine must be no more than 1 metre wide. Machines not meeting these criteria will have to be vetted by AUDAX CLUB PARISIEN. Tri-bars and all forms of extended bars are forbidden.

Machines must possess a lighting system powerful enough to be visible at a distance of 100 m from the front and 150 m from the rear. It must be **securely fixed** and permanently on the cycle, even during daytime, **and be able to be used at all times**. At the rear flashing red LEDs are **forbidden**.

It is strongly recommended that two lighting systems be provided - torch, dynamo or non-flashing LED.

Lights must be switched on from nightfall to sunrise or whenever visibility is insufficient, whether the participant is alone or in a group.

If a participant is stopped because of **no lighting or insufficient** lighting, he will only be allowed to continue once the lighting failure has been repaired, unless he has emergency lighting. In this case he may continue to the next control. Riders are advised to complete at least a 400 km or 600 km event on the same machine that will be used for PBP.

In order to facilitate checks, a number plate is issued to each participant.

It must remain fixed to the cycle frame for the whole duration of the ride.

Article 4 -Entry

Individual entries will be accepted from 1 June to 1 July 2007. RUSA members must use the RUSA PBP 2007 paper entry form, found in the May issue of AMERICAN RANDONNEUR or on the RUSA PBP web page. RUSA members must submit the entry form accompanied by the required documents by mail. If you provide an email address on your entry form, you will receive a response via email.

The entry must be accompanied by:

- 1) a medical certificate less than 3 months old
- 2) proof of medical insurance
- 3) a recent identity photo 1.4 inches x 1 inch
- 4) three self-adhesive mailing labels
- 5) payment by check in dollars made out to Randonneurs USA for the amount of the entry, fee plus an extra items and/or fees.

Entry Fee:

The PBP 2007 entry fee for RUSA members is \$160.00. The entry fee includes one DVD of the 16th PBP, which will be made available in January of 2008. The entry fee is payable by check, money order or by Paypal. (Paypal users must pay the \$5 fee.)

Delivery Methods:

PBP entry form, check, photo, and other required documents may be sent by USPS mail, Express Mail, UPS Letter, Fed Ex or other delivery service. PBP entry forms may not be submitted by fax or email.

Send entry to:

Randonneurs USA - PBP 2007
10 Bliss Mine Road
Middletown RI 02842

Entry Confirmation Pack:

You will receive entry confirmation and instructions from the ACP via email, if you indicated an email address on the PBP entry form. If you did not indicate an email address, you will receive entry confirmation and instructions from the ACP by mail.

Got questions? Contact us: bbp2007@rusa.org

Article 5: Cancellation

By the participant: Participants will be reimbursed if they have taken out the cancellation insurance offered by the organizer.

By the organizer: If the event has to be cancelled by the organizer because of unforeseen circumstances, whether or not the organizer is responsible, participants will be reimbursed only an amount corresponding to the entry fee and cost of requested meals. No other indemnity will be paid. If cancellation is due to an outbreak of animal disease or to a medical situation, which is an eventuality not covered by the organizer's insurance, a deduction of \$50 will be made from the reimbursed sum.

In the two preceding cases:

- the order for the jersey will be honoured and therefore not reimbursed if the order has already been placed by Audax Club Parisien at the date of cancellation of the event.
- The "Super Randonneur" medal will still be delivered and no reimbursement will be made (6 €).

Article 6 - Equipment

A reflective vest or crossbelt or reflective garment **MUST** be worn when riding at night (this equipment must be presented at the cycle check).

If your reflective gear is obscured (perhaps because you are carrying a backpack or riding a recumbent) ensure you have **additional** reflective material to ensure you are visible.

Light coloured clothing is recommended for night riding.

It is **highly** recommended that a rigid helmet be worn throughout the event.

It is recommended that the official PBP jersey or a club jersey be worn. Professional cycling team jerseys are prohibited.

Article 7 - Routes and controls

Subject to permission from the authorities for use of the planned routes, the itinerary is that included in your entry pack.

The outward and return routes are marked by different coloured arrows. The itinerary contains fixed and secret controls, i.e.:

Start from the Gymnase des Droits de l'Homme at SAINT-QUENTIN-en-YVELINES (GUYANCOURT), VILLAINES-LA-JUHEL, FOUGÈRES, TINTÉNIAC, LOUDÉAC, CARHAIX, BREST, for the outward route.

For the return additional controls at MORTAGNE AU PERCHE and DREUX. A food stop is provided on the outward journey at MORTAGNE AU PERCHE.

Participants must keep to the assigned route. Your attention is drawn to the fact that the insurance cover will be invalid if you deviate from the official route.

Riders and support crews must, everywhere and at all times act correctly towards the controllers.

The organisers reserve the right to modify the route or the control points mentioned above should authorisation to use a certain route not be granted by the competent authorities

Article 8 - Responsibilities and insurance

Participants must, whatever the circumstances, respect and obey the highway code note particularly that the use of a mobile telephone is forbidden whilst riding.

It is especially to be noted that cyclists participating in PARIS-BREST-PARIS do so at their own risk and do not have personal insurance coverage unless they have taken out individual insurance including a repatriation option for non-French participants

A "Responsabilité Civile - Défense et Recours" policy has been taken out by the organisers for the duration of the event, for all material or corporal damage caused to a third party by a participant.

All participants should take out additional cover for medical assistance and repatriation.

This policy does not cover any damage to cycle or equipment because of a fall or because of theft. Personal insurance must be taken out to cover these risks.

In all places surveillance of personal belongings is the participant's responsibility. The AUDAX CLUB PARISIEN cannot be held responsible in case of loss or theft.

The organiser cannot be held responsible for the return costs of participants who have abandoned.

Article 9 - Brevet Card

A brevet will be distributed to each participant at the start. The participant is responsible for keeping it in good condition.

Riders must always carry their brevet card and badge and must personally ensure that their card is stamped and badge registered at every control, whether it is an official control or a secret control.

The loss of the brevet card, the absence of just one control stamp, whether it be a fixed or secret control, or an improper or incomplete stamp will lead to the non validation of the brevet.

Article 10 - Control operations

Each participant must present himself at their chosen timeframe for the cycle check on Sunday 19 August 2007, which takes place from 08:30 am to 07:00 pm. Once the cycle has been checked, the participant will go to the gymnasium. On presentation of ID (passport, identity card etc.) he will be given the route book and his frame plate, He will then sign the start sheet.

Start control:

This will take place at the "Gymnase des Droits de l'Homme", one or two hours before each official start.

Attention :

Any brevet cards not stamped at the start will lead to non validation of the brevet.

Start:

At the request of the police, riders will start in groups.

For safety reasons, cars and motorcycles will guide participants through Saint-Quentin-en-Yvelines (15 km). **It is forbidden to overtake them (penalty).**

Article 11 - Opening and closure of the controls

The times in the brevet card detailing the opening and closing hours of the controls **must scrupulously be respected.**

Note:

For those participants departing at 08:00 pm and 09:00 pm (Tandems etc.) there are no fixed opening times. But the finish control will open for a minimum time of 42h51.

Participants **MUST** arrive within the time limits indicated for each control. Only a **serious material incident** will be accepted as justification for late arrival ; the time must in any case be recovered at the latest within the next one or two controls

Article 12 - Validation, abandonments and failure to comply with time limits.

All participants whose brevet has been accorded in the correct manner, will receive a medal engraved with the registered time, (including any penalty). This medal has been specially made for the 16^e PBP.

Participants who abandon or who are clearly out of time at a check point must hand over their brevet card and his frame plate.

To confirm that these have been handed over, he must sign the brevet card in the presence of the controller.

The various documents will be returned together with the results of the 16^e PBP during January 2008.

Article 13 - Medical control

A control may be organised at the request of the Ministry for Youth and Sport, which will bear the costs. If a participant refuses to undergo this control or is diagnosed POSITIVE, this will lead to non validation of the brevet.

Article 14 - Support vehicles

They are forbidden on the cyclists' official route. Participants wishing to have a support vehicle (**even for just one control**) must indicate this when registering. A special itinerary has been provided for support cars.

Participants are informed that both the participant and the driver of the accompanying vehicle must sign a **solemn pledge** outlining the type of assistance to be provided to the participant and **absolute compliance with the present regulations by the support crew, on pain of penalties.**

Article 15 - Penalties and appeals

ACP reserves the right to refuse entry to Paris-Brest-Paris and to disqualify riders in the event of major transgressions.

Violations of the regulations recorded by the official controllers, who will be clearly identified, will be penalised according to the following scale.

Participants will be informed of the penalties, which will be noted in the brevet card, either immediately or after a warning at the next check point; penalties are applicable to the overall time only.

No penalty (stoppage) will be applied during the event.

Penalties will be cumulative in the event of further infractions.

SCALE OF PENALTIES	
Overtaking cars or motorbikes at the start of the event	1 h
Absence of lighting at night, or insufficient visibility	1 h
Non respect of the highway code - Use of mobile phone while cycling	1 h
Pacing by someone not taking part in the event	1 h
Reflective vest or reflective garment or crossbelt not worn at night or only partially visible	2 h
Refusal to obey controllers' orders	2 h
Registered car present on the cyclists' route when the driver undertook to follow the special itinerary	2 h
Assistance given on the route, or in the control towns, by a non-registered vehicle	5 h
Incorrect behaviour by participant or support crew towards the controllers	5 h

It is explicitly stated that cyclists take part in the event solely at their own responsibility. Any participant ceding his brevet card to a third party will be disqualified. This action absolves the organisers of responsibility in the event of any accident suffered or caused by this third party during the event. All complaints must be addressed by registered letter within 5 days after the finish to:

Monsieur THÉOBALD Pierre - Président de la commission PBP
124, avenue du Mal de Lattre de Tassigny - 93260 LES LILAS

Article 16 - Publicity

Riders authorise the organisers or their proxies such as partners and media organisations to use static or moving images on which they may appear and which have been captured during their participation in Paris-Brest-Paris Randonneur for publicity purposes, including promotional material and advertising, throughout the world and for the longest period provided by the law, regulations, and treaties in force.

Article 17

The PBP commission reserves the right to modify these regulations and to take decisions if need be for eventualities not foreseen in the present regulations.

It may modify the conditions under which the event is conducted.

As far as possible, decisions or possible modifications will be brought to the attention of the participants :

- either by using the press, radio, and Internet, at the latest three days before the date of the event if a possible cancellation is foreseen.
- or during the event by loudspeaker and posters.



RENSEIGNEMENTS :

www.audax-club-parisien.com
www.paris-brest-paris.org

Before Filling Out Your PBP Entry Form:

- To find your RUSA member number, ACP Club and ACP Club Code, go to the RUSA website at www.rusa.org and click on "Members." Input your last name and find yourself in the list displayed. Copy the information provided onto the PBP entry form exactly as it is shown.
- To find your RUSA brevet results and certification numbers, go to the RUSA website at www.rusa.org and click on "Results." Input your last name and a complete list of your 2007 results will be displayed. Enter each brevet number, clearly, in each respective box.

WARNING

The entry form must be completed legibly. The choice of start is final and cannot be modified after registration. You can find further information at www.paris-brest-paris.org

SUPPORT VEHICLE

(For this car, do not put a cross in the box for long-stay parking)

You must declare your support vehicle, even if it will only assist you at certain controls.

The numbered sticker given to the driver will give access to the control areas.

If the driver is not present at SAINT-QUENTIN-EN-YVELINES on Sunday 19 August, when the necessary documents will be distributed, the sticker will be sent to the control indicated by the participant.

If several participants are using the same vehicle, indicate on each entry form the name of the participant responsible for the group of cyclists. The necessary documents will be forwarded to him with his file.

Support vehicles are FORBIDDEN on the cyclists' route.

RESTAURANT

Place : Restaurant EUREST "RIE LES QUADRANTS" (approximately 1 km from the departure point).

Choice of menu 12 € drink included.

Meals will be served on Monday 20th August from 4:30 p.m. to 6:30 p.m. for participants - Departure 1 and 7:00 p.m. to 9:00 p.m. for participants - Departure 2 .

These meals are also available to support crews, but riders have priority.

Must be reserved at time of registration. No ticket can be supplied later.

RIDER CANCELLATION INSURANCE

The policy covers the cost of cancellation of entry by the rider because of serious illness, accident, pregnancy, destruction resulting from fire, accident, or natural causes, theft from professional or private premises, redundancy, and rescheduling or refusal of paid leave, according to the terms of contract n°114.248.500, which may be seen on the INTERNET and which AUDAX CLUB PARISIEN will supply on receipt of the premium when you enter PARIS-BREST-PARIS 2007.

PBP JERSEY

To obtain the PARIS-BREST-PARIS 2007 jersey, please order when you enter.

No PBP 2007 jersey can be ordered at a later date.



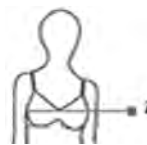
Reproduction even in part prohibited. property of Italvet and A.C.P.



Important :

To avoid the sizing problems encountered at PBP 2003, your jersey size will take account of both:

- your stated chest/bust size. (see 1 or 2 below for how to measure)
- Italian sizing, as stated by our supplier .



1- Measure across the fullest part of your bust



2- Measure the broadest part of your chest.

PARKING (Beware of parking on the public highway)

On Sunday 19 August, 1000 places will be available ; instructions will be given by the organisers on the spot.

During P.B.P. 800 guarded places are available in the Shopping Centres free of charge for participants with vehicles remaining in SAINT-QUENTIN-EN-YVELINES.

This parking space must be reserved when you enter.

If several participants are using the same car to come to St QUENTIN, only the owner of the vehicle must put a cross in the box "Long-stay parking" if the vehicle is to remain at St. Quentin during the event.

The parking area has a height limit of 1m90 , and cannot be entered by a camper van or utility vehicle.

LODGING (Reservations must be made directly by participants)

Information can be obtained from the Information Centre of the "Ville Nouvelle": Centre commercial Espace Saint-Quentin - 3 place Robert Schuman 78180 Montigny le Bretonneux Tel.: 0 820 078 078. and at www.parisbrestparis.tv

Camping facilities: at la Base de Loisirs of SAINT-QUENTIN-EN-YVELINES - Tel : 01.30.58.56.20 in RAMBOUILLET and in VERSAILLES via the website : www.huttopia.com

American Randonneur

Entry number

ACP use only

AUDAX CLUB PARISIEN

*Individual entry form by mail for the
16th PARIS-BREST-PARIS Randonneur from 20 to 24 August 2007*

RANDONNEURS USA PARIS-BREST-PARIS 2007 ENTRY FORM

Frame number

ACP use only

LAST NAME _____ **FIRST NAME** _____
NATIONALITY _____ **Date of Birth** (dd/mm/yyyy) ___ / ___ / 19 ___
EMAIL _____ **GENDER** _____ **AGE** _____
TELEPHONE NUMBER (HOME) _____ **(MOBILE)** _____
ADDRESS _____ **TOWN** _____
STATE _____ **ZIP CODE** _____ **COUNTRY** _____
RANDONNEURS USA MEMBER NUMBER _____ **ACP CLUB CODE** _____
CLUB NAME _____ **CLUB STATE** _____

BIKE TYPE: (circle one)

ROAD BIKE **ALL TERRAIN BIKE** **TRIKE** **TANDEM** (Partner Name) _____
TRIPLETTE (Partner Names) _____ & _____ **OTHER:** _____

Each of the riders on a tandem or triplete must submit an entry form. Forms must be clipped together and sent in the same envelope.

WILL YOU HAVE A SUPPORT CAR? **NO** **YES** If car is supporting a group, name of group leader _____

NUMBER OF PBP's ENTERED: _____ **NUMBER OF PBP's COMPLETED:** _____

START TIMES:		
DEPART # 1 - Time Limit 80 hrs <input type="checkbox"/> 8:00pm Mon Aug 20 road & all terrain bikes* * free control opening times	DEPART # 2- Time Limit 90 hrs <input type="checkbox"/> 9:00pm Mon Aug 20 other bikes* <input type="checkbox"/> 9:30pm Mon Aug 20 road bikes** * free control opening times ** control opening times to be respected	DEPART # 3 - Time Limit 84 hrs <input type="checkbox"/> 4:45am Tues Aug 21 other bikes** <input type="checkbox"/> 5:00am Tues Aug 21 all terrains** ** control opening times to be respected
(Note: Start time cannot be changed after entry form is submitted)		

BREVET 2007 CERTIFICATION NUMBERS

200k 300k brevet 400K brevet 600k

If you do not have the number of your 600k at the time of filling out this form, indicate below the date and organizing club of the event.

Date(dd/mm/yyyy) ___ / ___ / 2007 Organizing Club _____

ORDER FORM & PAYMENT TALLY

Description	Quantity	Size	Price	Total
Monday Night pre-ride meal (pre-order only)			\$17.00	
Ride Cancellation Insurance			\$5.00	
Extra PBP 2007 DVD (one DVD is included in entry fee)			\$15.00	
PBP 2007 Official Jersey (preorder only; not available for sale at a later date) choose a size from below and enter at right			\$45.00	
Entry Fee			\$160.00	
Paypal fee (only for those paying with Paypal)			\$5.00	
Total Amount Due				

PBP 2007 JERSEY SIZES: chest size in inches (circle one)

32-35 35-37 37-39 39-40 40-41 41-43 43-45 45-46 46-48 48-50

American Randonneur

LONG TERM FREE CAR PARKING

To reserve a free participant car parking space from Monday 18:00 through Friday at 22:00.

Reserve a place? Yes No

BIKE INSPECTION AND RIDER CHECK-IN

Indicate your preferred 15-minute time slot for bicycle inspection and to pick up PBP rider documents on **Sunday August 19**, between the hours of **8:30** and **19:00** (7:00pm).

Your choice of a 15-minute time slot: _____ Organizer's decision: (ACP use only) _____

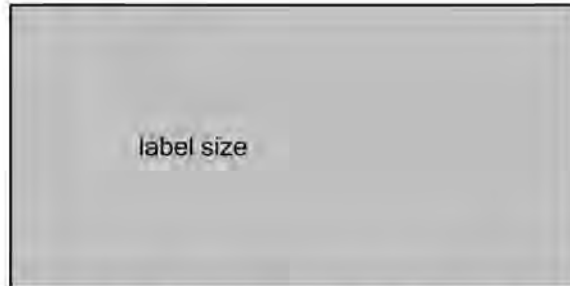
This schedule will be respected as much as possible plus or minus 15-30 minutes.

I have read the rules of PBP 2007 and accept them without reservation.

Signature _____ Date _____

Include the following items with this entry form:

- A letter from your doctor, dated within three months, attesting that you are physically fit to ride 1200k.
- A copy of your medical insurance card.
- A recent identity photo cut to the size 1.4 inches high x 1 inch wide.



- Three (3) self-addressed, self-adhesive mailing labels, size 3 inches wide x 1.5 inches high with your name and mailing address printed on each.
- Payment by check or money order made out to Randonneurs USA for the total amount shown on page 1.

RUSA Registration Entry Period: June 1 to July 1. Entry forms will not be processed prior to June 1, Entries must be postmarked by July 1. Entry forms will not be processed if postmarked after July 1.

Entry forms may be sent by USPS mail or a delivery service. Entry forms may not be sent by fax or email.

Payment is accepted by check, money order or Paypal. RUSA does not accept credit cards.

Send completed entry form, including the five (5) items mentioned above to:

Randonneurs USA - PBP 2007
10 Bliss Mine Road
Middletown RI 02842-7004

Got questions? Email us at pbp2007@rusa.org.

Check your form carefully before mailing. Improperly completed, illegible or incomplete forms are not acceptable.

PBP ENTRY CONFIRMATION PACK

If you indicated an email address on this entry form, your entry number and instructions will be emailed to you. If you did not indicate an email address, your entry number and instructions will be mailed to you by post.

American Randonneur

N° de route	Localités	km partiel	km total	N° de route	Localités	km partiel	km total
	SAINT-QUENTIN-EN-YVELINES				SAINT-MARTIN-DES-PRÉS	10,0	476,5
D 127	GUYANCOURT Gymnase des Droits de l'Homme Rond-point des Sangliers	0	0	D 44	Carrefour D 53 / D 44	3,5	480,0
D 36	VOISINS-LE-BRETONNEUX Carrefour route de Guyancourt - D36 Route de Trappes	3,0	3,0	D 767	Carrefour D 44 / D 767	3,5	483,5
	MONTIGNY-LE-BRETONNEUX			D 790	CORLAY	1,5	485,0
	TRAPPES			D 49	22 PLOUVEZ-QUINTIN Carrefour D 790 / D 49	14,5 1,5	499,5 501,0
D 23	78 Carrefour D36/D35 Pont Marcel Cachin Rue Maurice Thorez Rond-point de la Boissière	3,5 1,0	6,5 7,5	D 23	SAINT-LUBIN Carrefour D 49 / D 23	5,5 4,0	506,5 510,5
	ÉLANCOURT Sortie de Saint-Quentin-en-Yvelines	3,0	14,0	D 49	MAEL-CARHAIX L'Enseigne	4,5 2,0	515,0 517,0
D 15	ERGALE	1,0	15,0	D 166/164			
D 13	JOUARS	2,0	17,0	D 764	CARHAIX-PLOUGUER <i>Contrôle</i>	8,5	525,5
D 155	LES MOUSSEAUX	1,0	18,0	D 769	Carrefour D 764 / D 769	6,0	531,5
D 138	LE TREMBLAY-SUR-MAULDRE	2,0	20,0	D 769A	POULLAOUEN Carrefour D 769 / D 769A	7,5 7,5	539,0 546,5
D 112	MONTFORT-L'AMAURY	4,0	24,0	D 764	HUELGOAT Carrefour D 769A / D 764	3,0 6,0	549,5 555,5
D 179	Carrefour D 155 / D 138	0,5	24,5	D 87	SIZUN Carrefour D 764 / D 87	15,5 9,0	579,5 588,5
D 983	Carrefour D 138 / D 112	1,5	26,0	CD	Carrefour CD	5,0	593,5
	Carrefour D 112 / D 179	10,5	36,5	C1	Rond-Point D 770	1,5	595,0
	GAMBAIS	0,5	37,0	D 33	29 DIRINON	2,5	597,5
D 26	FAVEROLLES	13,0	50,0		LOPERHET	4,0	601,5
D 140	28 NOGENT-LE-ROI	8,0	58,0		PLOUGASTEL-DAOULAS Pont Albert LOUPPE	4,0 3,0	605,5 608,5
D 20	TREMBLAY-LES-VILLAGES	12,0	70,0	D 712	BREST Lycée Ch. de Foucauld <i>Contrôle</i>	6,0	614,5
D 8	CHATEAUNEUF-EN-THYMERAIS	11,0	81,0	D 712	GUIPAVAS Centre	7,5	622,0
D 311	JAUDRAIS	9,0	90,0	D 764	LANDERNEAU	12	634,0
D 310	72 SENONCHES	8,0	98,0		SIZUN	15,5	649,5
D 15	NEUILLY-SUR-EURE	10,0	108,0		ROC TREVEZEL	15,0	664,5
D 931	61 LONGNY-AU-PERCHE	13,0	121,0		LA FEUILLEE Carrefour D764/D14 Carrefour D764/D769	4,0 9,5 13,0	668,5 678,0 691,0
D 311	Carrefour D 931 / D 311	23,5	163,5	D 166/164	22 CARHAIX-PLOUGUER <i>Contrôle</i>	6,0	697,0
D 310	72 MAMERS centre	1,5	165,0	D 778	22 LOUDEAC <i>Contrôle</i>	76,0	773,0
D 15	LA HUTTE (danger)	16,0	188,5		35 TINTENIAC <i>Contrôle</i>	85,0	858,0
D 119	FRESNAY-SUR-SARTHE	6,0	194,5		53 FOUGERES <i>Contrôle</i>	54,5	912,5
D 113	AVERTON	22,5	217,0		53 VILLAINES-LA-JUHEL <i>Contrôle</i>	88,0	1000,5
D 147	53 VILLAINES-LA-JUHEL <i>Contrôle</i>	5,0	222,0	D 11	61 MORTAGNE-AU-PERCHE <i>Contrôle</i>	82,0	1082,5
D 33	LOUPFOUGERES / La Croix Barbe	6,0	228,0		LONGNY-AU-PERCHE	18,5	1101,0
D 806	LE LOROUX	19,5	297,0	D 4	28 LA FERTE-VIDAME Carrefour D4 / D25	6,5 8,0	1115,5 1123,5
D 812	FOUGERES <i>Contrôle</i>	13,0	310,0		BREZOLLES	9,0	1132,5
D 18	ROMAGNE	8,0	318,0	D 20	28 LAONS	8,0	1140,5
D 20	SAINT-SAUVEUR-DES-LANDES	2,0	320,0		ALLAINVILLE	10,0	1150,5
D 20	SAINT-HILAIRE-DES-LANDES	4,5	324,5	D 20	VERNOUILLET	3,5	1154,0
D 20	SENS-DE-BRETAGNE	15,5	340,0	D 929	DREUX Palais des sports <i>Contrôle</i>	2,5	1156,5
D 20	35 FEINS	8,0	348,0		SAINTE-GEMME-MONRONVAL	3,0	1159,5
D 220	35 TINTENIAC <i>Contrôle</i>	9,5	364,5	D 152	LURAY Carrefour D929 / D152	1,0 1,0	1160,5 1161,5
D 166	BECHEREL	10,0	374,5	D 147.6	MEZIERES-EN-DROUAIS	1,0	1162,5
D 166 b	Carrefour D 20 / D 220	2,0	376,5	D 147.8	MARSAUCEUX	1,5	1164,0
D 220	MEDREAC	8,0	384,5	D 21 / D 147.8	GERMAINVILLE	3,5	1167,5
D 66	22 QUEDILLAC	6,0	390,5	D 147.8	BROUE	3,5	1171,0
	La Prévostaise	3,0	393,5	D 147	BECHERET	1,5	1172,5
	Carrefour D 166 / 166bis	4,0	397,5		BOUTIGNY-PROUAI	3,5	1176,0
	SAINT-MEEN-LE-GRAND	2,0	399,5	D 179	CONDÉ / VESGRE	8,0	1184,0
D 305	22 LOSCOUET-SUR-MEU	4,0	403,5		GAMBAIS	4,5	1188,5
D 793	56 ILLIFAUT	9,0	412,5	D 23	78 MONTFORT-L'AMAURY	11,5	1200,5
D 66	56 MENEAC	9,0	421,5		JOUARS	7,5	1208,0
D 14	LA TRINITE-PORHOET	9,0	430,5		SAINT-QUENTIN-EN-YVELINES		
D 778	PLUMIEUX	2,5	433,0		ÉLANCOURT	5,0	1213,0
D 41	22 LA CHEZE	7,5	440,5	D 36	TRAPPES Pont Marcel Cachin	5,0	1218,0
D 7	22 LOUDEAC <i>Contrôle</i>	9,0	449,5		MONTIGNY-LE-BRETONNEUX Avenue Kierspe Avenue Nicolas About Boulevard de Vauban Avenue du Centre	4,0	1222,0
D 35	22 TREVE	6,0	455,5		GUYANCOURT Avenue du 8 Mai 1945 Rond-Point des Saules Gymnase des Droits de l'Homme		
D 53	22 GRACE-UZEL	4,0	459,5			3	1225,0
RD	Carrefour D 41/ D 7	4,0	463,5				
D 35	Carrefour D 7 / RD	0,5	464,0				
D 53	Carrefour RD / D 35	0,5	464,5				
	Les Aunécades	2,0	466,5				



Sunglasses are among the necessities you'll need, Bryant says. You won't get any bonus time for Elvis shades, but you will earn valuable style points.

What to Carry on **PBP**

BY BILL BRYANT

From my experience, doing a 1200k event is not much different from riding a 400k or 600k brevet—it simply lasts longer, so the pacing and sleeping strategies might differ a little. I like that when I go to a 1200k, it feels familiar from having done the longer brevets with the same equipment and clothing. What I pack, and how I pack, are the same and this helps a lot during the 1200k when sleep deprivation becomes a factor.

At night, I run a Schmidt dyno hub with an E-6 lamp as my primary light. I also have a Cateye Micro Halogen II lamp as a back-up in case the Schmidt system fails, or for when I'm climbing too slowly to get the E-6 up to

■Continued on page 24

Bill's Packing List

Clothing & Necessities:

Shorts
 Knee-warmers
 Tights (optional)
 Lightweight wool socks
 Cycling shoes
 Short-sleeve jersey
 Arm-warmers
 Sleeveless poly undershirt
 Long-sleeve (L/S) jersey
 L/S thick jersey (optional)
 Vest
 Lightweight poly balaclava
 Cycling gloves
 Long-fingered wool gloves
 Helmet
 Sunglasses & case
 Eyeglasses & case
 Bandanna
 Brevet card
 Route sheet
 Wallet, money & car key

Wristwatch

(Rainy Forecast?)
 Burley Rain jacket
 Rainlegs
 Rain over-gloves
 Cycling cap with visor (to see better during rain storms; it is worn under the helmet.)

Rider Repairs:

Ibuprofen
 Imodium
 Butt balm
 Tums
 Sunscreen
 Toilet paper
 Handi-Wipes
 Emergency space-blanket

Night-Riding:

Ankle bands

Sam Browne belt
 Petzl "Duo" helmet lamp
 2 Cateye Lamps
 3 Spare bulbs for E-6 lamp
 Spare Cateye bulb
 Spare AA lithiums (for the Petzl and Cateyes)

Tool Kit:

2 inner tubes
 2 Park tire boots
 Patch kit
 VAR tire tool
 Zefal HP pump
 1 spare gear cable
 1 Fibre-Fix spoke
 Allen Wrenches
 Spoke Wrench
 Chain tool & spare links
 Swiss Army knife
 A few zip-ties & small roll of electrical tape (for emergency repairs)

Bill's Packing List (continued)

full power. I often use the Cateye on downhills when the speed is above 20-23 mph. (One cannot have too much light while descending at night, in my opinion.)

The Micro is not much bigger or heavier than the bundle of four AA batteries inside it, so I simply swap out the lamps instead of changing batteries. This is much quicker, and I also have a spare lamp or bulb if the main one fails or breaks if I drop it. (The spare lamp has the switch taped in the "off" position to prevent accidental discharge while inside a saddlebag or jersey pocket. Similarly, the Petzl Duo headlamp's wires are disconnected when stowed in the saddlebag during the day.

The Duo also carries its own spare bulbs inside the lamp housing.)

With my two LED taillights, I put in fresh batteries before the longer brevets. At PBP, they will usually need a change after 3 nights of use on "steady," but alkaline AAA batteries are readily available in French stores along the route.

For clothing, if colder nights are in the forecast during the brevets, I'll take a heavier jersey and tights; otherwise on most spring and summer nights I get by with a lighter long-sleeve jersey and



knee-warmers instead. But better to err on bringing warmer clothes than not enough. At the 2003 PBP I saw a lot of shivering riders who were obviously under-dressed for the cold nights that developed during the event. Some of them lingered around the controls after midnight trying to get warm, when they should have been riding. Many other PBPs have seen surprisingly cold nights too. On the other hand, '66 and '99 were almost balmy at night, so one won't know what to carry until the event is taking place. In any case, I like

being able to layer my clothing to maximize my ability to finish the randonnée without feeling too hot or too cold. Unlike a short ride, these events are too long to try to get by with the wrong amount of clothing.

At PBP, I take all the rain gear even if the forecast is dry. One, the forecasts can be wrong over the course of four days and nights, and two, these extra layers can be useful if sleeping outdoors at night when *les dortoirs* are full. And the dense, drizzly Breton fog can be pretty miserable too—but it usually

won't warrant a "rain" forecast in the French system. Otherwise, at U.S. brevets, I tend to leave this stuff at home if the weather looks reasonable.

Overall, this list works for my style of randonneuring. I don't think it is too different from many other middle-of-the-pack randonneurs and randonneuses, so it might be of use to others still learning about our sport. Along with one's relative ability to tolerate cold temperatures at night, it also reflects my personal level of "night vision." In essence, others can get by with less, while others

will need more—but only experience will tell them by how much. The list reveals what I have learned along the way while riding countless brevets since 1983 and two successful PBPs (and one unsuccessful BMB), and from watching other riders while working at randonneuring events like the GRR and PBP. Anyone serious about success in these tough rides will want to work up his or her own packing list, but this is a good starting place for new participants without a successful 1200k event on their resumé. *Bonne Route!*

French Phrases For Use During PBP

Many randonneurs will be going to France to participate in PBP. We are including the following French phrases prepared by Jean-Philippe Battu, a French randonneur. They appeared on the random list in response to many requests he received. Also, you should purchase a French-English and English-French dictionary.

Where is the restroom (toilet, WC, powder/necessary room)? **Où sont les toilettes?**

Where is food? **Où peut-on manger?**

Can I get a room for tonight (two/three nights)? How much is it? **Puis-je avoir une chambre pour ce soir (deux/trois nuits)? Quel est le prix?**

I am /he is/ hurt and need a doctor. **Je suis / Il est / blessé et il a besoin d'un docteur.**

My /his/ bike is broken, where can I fix it? **Mon /Son/ vélo est cassé, ou puis-je le faire réparé?**

I am riding PBP and I am lost, can you help me to get back? **Je fais le Paris Brest Paris et je suis perdu, pouvez-vous m'aider pour retrouver la route?**

I have a puncture. **Mon pneu est crevé.**

Where are the dormitories? **Où sont les dortoirs?**

Please wake me in two/three

hours. **Réveillez-moi dans deux/trois heures.**

Where do you come from? **D'ou venez vous?**

It is enjoyable weather. **Le temps est beau.**

Passing. **Je passe.**

Passing on your right. **Je double à droite.**

Passing on your left. **Je double à gauche.**

Slowing! **On freine!**

Stopping! **On stoppe.**

Lights! (as in traffic lights turning red) **Feu rouge!**

Your turn. **À toi.**

Car back (as in there is a car behind us). **Voiture derriere.**

Car Up (as in there is a car coming towards us). **Voila une voiture.**

Please give me some room. **De la place.**

Going! **On y va.**

Faster. **Plus vite.**

Slower please, I can't keep up. **Moins vite.**

I have to stop for a piss. **J'ai envie de pisser.**

I am tired. **Je suis fatigué.**

I need to sleep. **J'ai besoin de dormir.**

I need to eat. **J'ai besoin de manger.**

I need to drink. **J'ai besoin de boire.**

My legs are good. **Mes jambes sont fortes.**

How far to the next control? **Combien des kilomètres jusqu'au prochain control?**

How far to the next café? **A quelle distance est le café prochain?**

Is this the way to Brest? **Est-ce-que c'est la route de Brest?**

How many kilometres to...?

Combien des kilomètres jusqu'a ...?

This is my first / second / third / fourth PBP. **C'est mon premier / deuxième / troisième / quatrième PBP.**

I am in pain. **J'ai mal.**

My neck / shoulders / hands / bum / knees / legs / is / are sore. **Mon / mes cou / épaules / mains / cul / genoux / jambes est / sont fatigué.**

Can I see a doctor please? **Puis-je voir le docteur?**



PBP Passport Advice

- For a downloadable application form visit travel.state.gov/passport.
- For a first passport, you'll need to apply in person at a post office, public library or other government office.
- Bring a certified copy of your birth certificate, two identical 2-inch-by-2-inch color photographs, a valid photo identification, an application form and fee for the new passport. It is good for 10 years (\$97 for travelers 16 and older and \$82 for those under 16).
- Passport renewals cost \$67. If your passport is undamaged and less than 15 years old, you were at least 16 years old when it was issued and you have the same name (or can legally document your name change), you can renew by mail.
- If you're traveling in less than 10

weeks, consider paying \$60 for expedited service, plus overnight-delivery fees. These passports take about two weeks to process.

• Last-minute travelers leaving within two weeks who haven't yet applied for a passport should make an appointment to visit one of 14 regional passport offices (Boston, Chicago, Aurora, Colo., Norwalk, Conn.; Honolulu, Houston, Los Angeles, Miami, New Orleans, New York, Philadelphia, San Francisco, Seattle or Washington, D.C.) by e-mail (go to travel.state.gov/passport, click on "About Passport Services," then "National Passport Services Center") or by calling 877-487-2778. The call center is staffed from 6 a.m. to midnight ET, Monday-Friday, plus limited weekend hours. According to the State Department website, the best time to call is after 8:30 p.m. or

before 9 a.m. ET.

• Travelers who already have applied and are within two weeks of departure can check the status of their application at travel.state.gov/passport: Click "Online Application Status Check." Note that the State Department is taking up to one week for expedited applications and up to four weeks for routine applications to be tracked online.

• Consider paying extra (\$100 or more) to a private passport expeditor, which is allotted rush-application slots at regional passport offices. But ask first about delivery times and guarantees. Many of the largest firms belong to the National Association of Passport and Visa Services, napvs.org.

— Jennifer Wise

Driving Support at PBP

BY JENNIFER WISE

“Zero The Odo”

Your Mission: At PBP the riders take the most direct route to Brest. Support crews take the indirect route. If your rider specified on the PBP entry form that he will have a support car, he will be given a route sheet for Les Voitures d'Assistance (Support Cars). It's just one sheet. On it are route numbers and town names. That's it. Your mission is to read the support vehicle route sheet, get on the autoroute, find the town, locate the controle, find a parking space and get settled before your rider gets there. Doing this alone is virtually impossible. Find a friend to crew with you. You will get lost - but don't panic. Consult the map, and you will find your way. If you are worried about going the right way, follow a car with a PBP support crew sticker and chances are it will lead you to the next checkpoint. Whatever you do, **don't** ever get on the rider route. Your rider will be penalized if his support car is spotted on the rider route and reported to PBP officials.

Maps: Buy six Michelin maps. Get a map of France (#721), Ile De France (#514), Brittany (#512), Normandy (#513), the Loire Valley (#517), plus the city map of Brest (#58). Mark

the PBP support route. You can order these maps from Michelin by calling 1-800-423-0485, from www.michelintravel.com or from Amazon.com.

Rent the car: Ask your travel agent for a mini-van, automatic transmission. It's roomy, easy to drive, can handle two to four bike boxes and your rider can sleep in the back. Get a diesel if you can, diesel is way cheaper than gasoline. It will cost about \$100.00 per day. Ask for an airport pick-up and drop-off, this will save the time, money and aggravation of finding a cab big enough to take a bicycle box, from the airport to the hotel. At the car rental desk ask the agent for a map and ask her to mark the best route from the airport to St. Quentin en Yvelines. (it's near Versailles, Southwest of Paris). Return the vehicle with a full tank of fuel.

Language: Don't worry if you don't speak French. Many French people speak English. The French people living in the country are friendly, understanding and helpful. As a PBP crew-person, you will get even more compassion. Communicate what you need by speaking English and using sign-language. Buy a Larousse French-English dictionary and brush up on a few French phrases on the plane en route to PBP.

The Day Before PBP:

1) Go to the big Carrefour underground supermarket in St. Quentin; buy cookies, fruit, bottled water, snacks and any other goodies you and your rider will need during the event. Stock up - opportunities to shop during PBP are slim. Organize the back of the vehicle. Separate food from clothes. Keep your pile of stuff separate from the rider pile of stuff. 2) At PBP rider check-in, and pick up the number for the support car - stick it on the rear windshield. This is required. This sticker identifies you as a PBP support car, allows you to park at the controles and identifies the rider you are supporting. It also identifies you to other support vehicles. 3) Fill up with petrol before the PBP start. 4) Know the estimated time of arrival for each controle and where to meet; make it the same place for every controle. This way you won't waste time looking for each other. 5) Reconnoiter. Scope out the support crew route. Drive to the PBP start/rotary and figure out where you want to park. Then drive the first 20 kilometres of the PBP support vehicle route. Turn around and drive back. Get comfortable. At the actual start, you will be excited, nervous, flustered and it will be dark. So get to know your way out of town and back into town.

This way you'll be on track right from the start.

The PBP Start: Get there at least an hour early. Don't plan to go back to the hotel; you will leave directly from the start. Keep your route sheet on a clipboard. Have your maps and flashlight handy. Park your vehicle near the rotary where PBP starts. Position the car so you can get out and on your way easily. Cars get boxed in. Once all the riders have left the start area, hop in the car, zero the odometer and be on your way.

On the Route: Always drive directly to the next controle. Do not stop to shop. You have no time to waste. Follow the directions on the cue sheet to the autoroute. Get off the autoroute and follow signs to the town. Make a note of buildings and places of interest, it will help you find your way back out of town. Once in the center of town, follow the PBP rider arrows on telephone poles to the controle. The arrows are two different colors; one color arrow indicates the way to Brest, the other color arrow indicates the way back to Paris. Make sure you follow the correct colored arrows.

Controles: Some controles are all in one building. Others are multi-building campuses. It's like being in a maze with hundreds of other

■Continued on next page

Driving Support (continued)

people. There is limited street parking at some controles. At others you park in a large cow pasture, complete with fresh manure, so watch where you step. Park and get prepped. Mix drinks, fill the Camelbak bladder, put out fresh clothes, batteries and food. If you're early, take a quick 15-minute nap. Set an alarm. Wake up, lock the car and go check out the controle reception area, where the PBP staff is sitting. When you spot your rider, tell him where to check in and take the bike. Then accompany him back to the car and conduct all your support crew

business at the car. Do not carry clothes, lights, batteries, waterbottles, and other personal debris into the controle area. This is a faux pas. PBP controles are designed for unsupported riders. Crews are welcome to use the facilities and buy food at the controles. The food is expensive, home cooked, hot and delicious. But you will have to stand in line for a significant period of time to get it. If you have food for your rider in the car, you save precious time. If your rider wants hot food, let him relax at the car while you stand in the food line.

Restrooms: Be warned. The bathrooms at the PBP controles are skenky. Some are just a hole in the ground. Too many people (mostly men) are in and out them in a big hurry. By Tuesday most riders have upset stomachs. The "toilettes" look bad, smell bad and the men use the ladies rooms. Hold your nose and get used to it or pee in a field along the way. Be discreet. Officials will penalize riders who pee at a controle outdoors in plain sight. Carry a small roll of toilet paper. Enough said about that.

Time Management: Don't dilly-dally. Be efficient and don't waste time. Set up a routine of; drive, park, set-up supplies, meet rider, send rider off, clean up, throw out garbage, change maps, position cue sheet, check the gas gauge, zero the odo and go. Get some sleep. Try to sleep for an hour between each controle. This will help you to drive fast and navigate well. Get gas every day before it gets dark. Keep a log of your riders check-in and check-out times at each controle. It will be good reference material for a future PBP.

PBP Route For Accompanying Cars

RTE #	DIRECTION	D 13	ST DOMINEUX, left
START:	ROND PONT DES SANGLIERS, ST.	N 137	TINTENIAC Controle – College d'Enseignement Tech Bel Air, Rue Ernest Renan
N 12	QUENTIN EN YVELINES	N 137	HEDE
N 12	STE APPOLINE	D 80	ST GONDRAN
N 12	PONTCHARTRAIN	D 80	LANGAN
N 12	LE PONTEL	D 25	ROMILLE
N 12	HOUDAN	D 68	PLEUMELEUC
N 12	VERNEUIL -SUR-AVRE	D 31	BEDEE
D 930	MORTAGNE-AU-PERCHE Controle – Halle au Boudin – rue Ferdinand de Boyeres	N 12	MONTAUBAN
D 912	CARREFOUR D 912/N 12	N 12	CALOU - left N 164
N 12	LE MELE-SUR-SARTHE	N 164	ST. MEEN LE GRAND
N 12	ALENCON Carrefour N 12/D 121 (left)	N 164	MERDRIGNAC
D 121	CONDE-SUR-SARTHE	N 164	LOUDEAC Controle – Lycee St Joseph – Blvd Victor Etienne
D 121	ST. PIERRE-DES-NIDS	N 164	MUR DE BRETAGNE
D 121	GESVRES	N 164	GOUAREC
D 121	VILLAINES-LA-JUHEL Controle – Salle polyvalente, rue Gervaiseau	N 164	ROSTRENEN
N 164	ST. CARADEC	N 164	CARHAIX Controle – Lycee Paul Serusier, Rte D166
D 113	LOUPFOUGERES	N 164	PLEYBEN
N 12	MAYENNE	N 164	PORT ALUNAY right, then exit to N 165
N 12	FOUGERES Controle – Lycee Jean Guehenno – blvd Edmond Roussin	N 165	DAOULAS
D 798	Direction Avranches - then left D 155	N 165	BREST Controle – Lycee Ch de Foucauld, Rue de Quimper
D 155	ST. BRICE EN COGLES		
D 155	Direction Antrain 4 km before left D 796		
D 796	COMBOURG at exit, D 795, direction Rennes, then right		
		RETOUR - Dreux - Le Vélo Sport Drouais – support cars forbidden	

5 Things You Should Know... About PBP

American Randonneur asked PBP anciens and anciennes what they'd learned riding that fabled event. Read on for their vital and invaluable tips.

Leroy Varga

PBP 87, 91, & 95

1. Food: I combined energy powder "drinks" and a control's available fast food to minimize daytime control waiting, only eating the control maximum "meals" before bed and breakfast after sleep. I stopped at a cafe or two for a quick croissant or pastry, when available. Energy food, electrolytes and water is fundamental. Wasted time and trying to keep up with faster pacing riders can lead to failure.

2. Thinking that just because you did the 600 without sleep that there is no need to stop and sleep before getting to Brest can be a mistake.

3. RUSA published a rider review and analysis booklet after the 2003 event. The booklet was an excellent source of info—one most interesting point that I noticed, also happening in the 2004 RAAM, was the problem riders were having to keep their head "up." Riding the drops and tilting the head up to see, was a strain on the neck muscles. Isometric neck

exercises in advance might be needed. That possibly was not a problem for me since I stopped for sleeping at controls each night.

4. Riding in a group of riders, passing another rider, temporary stopping at the side of the road, and even night riding are concerns for self or others' safety. Drafting practice, if never used, is something to know whether in front or behind another should a headwind become strong.

5. Clothing choice can be very important—I have been in cold rain and very hot sun. Nights are too cold for shorts alone. A light Gore-Tex type jacket is a must. Having a "bag drop" supply on the route is important for clothes, energy stuff, batteries, and even a slip-in blanket and a mylar bag to use if the sleep area is "full."

Lew Meyer

PBP 99 & 03

1. Probably at the top of my list is the mind set that "Nothing will stop my successful competition."

Consider Lon Haldeman's philosophy — "If whatever hurts will heal in two weeks, — keep pedaling."

2. Train to develop habits to keep your body properly fueled with food and water for the long haul. I make it a point to have consumed my two bottles of liquid food and water every 25 to 35 miles, or about every 1 1/2 to two hours. You should be able to go the distance and arrive at the finish line without losing strength due to lack of water or nutrition.

3. Approaching the checkpoint, review what you

need to comfortably pedal to the next checkpoint. This will aid in quickly accomplishing the needed items and moving on. The clock is still running when your wheels are stopped!

4. Be prepared for extremes in weather with good quality bicycle specific rain gear. (Consider carrying a dry pair of socks for when the rain stops).

5. By building a "time cushion," in relation to the cutoff at checkpoints, you can determine a safe amount to sleep and still have a time cushion in the event of



Lew Meyer

5 Essential Things about PBP (continued)

breakdowns.

6. Bonus advice: The outpouring of support & cheering by the French people along the route makes this one of the most satisfying events I've done.

Jenn Barber PBP 03

1. At my worst point (noon on the first full day) I was starting to hallucinate, lose concentration and considered dropping out. I started listening for U.S. riders behind me and asked the next one that came by to ride with me to the next control. The chat perked me right up!

2. Brie cheese, honeydew melons and Coke/Pepsi are the best meal ever late in the ride when you can't chew anymore. It's your fast sugars, slow sugars, protein, fat and caffeine in an easy-to-eat package.

3. I carried an extra pair of shorts in a plastic bag in my pack. Changing my shorts often made all the difference in my ride. I left two pair of shorts in each of my drop bags, one to change into and another to carry.

4. Help someone along the way if they need it. I was able to give someone the help they needed to finish the ride. It made my PBP experience far more meaningful. Our photo at the finish line is still up in my office :-).

5. If you're going to drink wine after the event wear closed-toe shoes.

6. Bonus advice: There's nothing sadder than breaking a toe with sore PBP feet!! Yes this happened to me :-).

Jan Heine PBP 99 & 03

Five things I needed during PBP 2003:

1. A 100% reliable bike: Even problems that don't leave you stranded cost valuable energy.

2. A comfortable saddle.

3. Handlebar bag to access food/clothing while riding, plus a cue sheet that is visible at all times.

4. About 100 Euros in cash to buy food and supplies along the way. Don't try to use credit cards!

5. A good clothing layering system that allowed me to deal with all temperatures from 35 to 95 degrees. Carry the extra clothes at all times, as you never know when it'll get hot/cold/rainy.

Five things I did not need during PBP 2003:

1. Support car: More of a distraction than help.

2. Drop bags: Try to be self-sufficient. Anything you cannot carry, you can buy at the controls.

3. Hotel reservations along the course. Sleep at controls instead—it's cheaper, quicker and more flexible.

4. Big gears. If you pedal on downhills, you aren't working hard enough on the uphill.

5. Training in the three weeks before PBP. It is better to rest and start the ride fresh.

Jim Sharp PBP 99

1. Mental tricks: Riders are very excited at the start and go out much too fast. Don't. Any lactic acid you build up at the start will haunt you for the next 90 hours. Even if you feel great never go hard, there are times you will be very, very low so always keep a lot in reserve. Mentally ride from control to control, these are achievable goals; but keep in mind that you are on a 1200K bike ride.

2. Don't expect a lot of flats. The roads are generally very good, although chip seal is common. Don't carry a bunch of tubes. Have reserves in your drop bag.

3. Always carry a light rain coat. Nothing will stop your ride like hypothermia.

4. What I put in my drop bag: Have a least 2-3 sets of extra riding clothes. Extra tubes and tires. Take bike food that works well for you. You will not be able to readily find gels or other types of bike

food along the way.

5. Biggest fears I had before starting the ride: Navigation errors. Getting off the route tends to be everyone's worst fear. It can be very demoralizing. Have a clear idea of the route. Get a map of France and become very familiar with it. During the ride you must be mentally aware all of the time. The French don't have a map of the route, and the cue sheet is worthless. You must be constantly looking for their little direction arrows. I never made a wrong turn, but many people do.

Jon Muellner PBP 03

1. There's no hurry. Savor the whole experience from arriving at the bike check to arriving at the finish.

2. Be fit; not for a personal best, but for the extra few minutes you can take to chat with a little French girl who has water and chocolate in front of her house.

3. Be flexible; tight schedules will make you crazy.

4. Mashed potatoes at controls give you wings.

5. Be nice to everyone around you. You are a guest in France.

Bill Bryant PBP 83 & '99

1. Start the ride fully rested. Get over jet lag; avoid excessive walking while doing the tourist "thing" in Paris. In particular, take it easy in the two days leading up to the ride. Allow enough time before the start to untangle any problems resulting from airline damage to your bike, or recovering lost luggage.

2. Don't go out too hard when PBP begins, especially during the first 24 hours; leave a little energy "in the tank" for the second half of the event when the ride becomes a lot harder than your 600k brevet ever was.

3. Be sure your bike fits you as well

5 Essential Things about PBP (continued)

as possible, and is thoroughly reliable. Stopping to adjust things or make repairs hurts your forward progress since it is wasted time. Even short stops can add up if done too often. Essentially, your PBP experience should be “ride-eat-sleep and repeat as needed.” There should be very little else, such as truing wheels, fixing lights, adjusting derailleurs, or re-positioning the saddle or handlebars. Do some shakedown rides after the plane flight to be sure your bicycle is set up and adjusted properly.

4. Every rider at PBP will have energy highs and lows—it is all part of the experience. New riders need to know the lows will eventually pass if given the time to do so. Try to work through it as best you can and don’t panic or give up prematurely (as some riders have done in the past.) If you need to ride more slowly for a time and take in some calories, don’t worry about some pre-ride time goal or mid-course hotel reservation; just get yourself to the finish line as best you can before time runs out. Invariably, when the ride is done folks back home will ask if you finished or not; rarely will it be how fast you did it. Don’t be afraid to ride slowly if that is what is needed to earn your medal.

5. Don’t get lost! Stay vigilant for the route arrows; don’t rely on other riders unless you are willing to have them lead you off track for some miles in exchange for the luxury of having them do the navigation. Getting lost can eat up a lot of time, and at PBP, with its long food lines, saving time and being generally efficient is the name of the game if you want to get some sleep along the way. By the last night, you’ll gladly sell your soul for 30 minutes of extra sleep. From the very start of the ride, being efficient in all ways with time is the key to success. Getting lost for more than a few minutes can swiftly empty your “bank account” of time previously saved.

6. Bonus advice: Don’t be a jackass.

You probably know this, but it might bear repeating to some folks: randonneuring is not racing. The aggressive, self-absorbed behavior needed to succeed in competitive events is out of place at a randonnée. In our sport, we are expected to be ladies and gentlemen on and off the bike. Remember, no matter how you decide to behave, you will be a representative of Randonneurs USA to the other riders, and you’ll also be an ambassador for our country to the French locals lining the route; try to leave a positive impression and earn everyone’s respect. Comporting yourself with class is a good start toward that goal— even when you’re profoundly sleepy, saddle sore, bonked or even bleeding. Let’s make the locals in each town along the PBP route be happy we came, and look forward to our return in 2011.

Frank Paulo PBP 91 & 99

1. Although you may not speak French, when addressing a person, begin by saying “bon jour” and then pull out your English/French dictionary or French phrase book. At that point they will probably relieve you of your misery and speak to you in English.

2. Keep focused on your goal; don’t let long lines at the controls, crowded sleeping and dining facilities, the occasional cycling bozo, etc. etc. etc. distract you.

3. Your immediate goal is to make it to the next control, and then the next, and so on until the finish.

4. Take an occasional break to take photos, enjoy the bucolic scenery, or sit at a roadside cafe and sip a cup of coffee or latte.

5. Leave your “we are the greatest country in the world” attitude at home.

Lois Springsteen PBP 91, 95, 99 & 03

1. In my first PBP, I started the

event too tired. I was visiting France for the first time and didn’t get enough sleep in the days leading up to the ride while trying to see as much of Paris as possible. I finished successfully, but starting the event well-rested is my advice. If you want to do some sightseeing, allow enough time to rest before the ride.

2. PBP is not flat. In the months leading up to PBP, do some speed work to raise your cruising speed instead of riding “mega miles” more slowly. Improve your climbing skills.

3. French riders descend slower than expected—they often stay in a group with their clubmates of varying ages and abilities. United by their club, they stick closely together. We Americans go solo sometimes, missing the opportunity to share the experience with others. Try to hone your group riding skills if you are used to training alone.

4. Have fun at the stops, savoring the experience, but don’t forget to keep moving forward so you can build up some blocks of time for sleeping.

5. Take the time to interact with the people along the route who are providing ad-hoc support. Children will fill your water bottles and ask for your autograph.



Richard Lawrence (center)

5 Essential Things about PBP (continued)

They are very cute.

Richard Lawrence

PBP 91

1. Training. Cycle as many brevets as possible, especially the 400 and 600K's. (Back in '90 and '91 we had to do a set of brevets each year to qualify for PBP. I did TWO complete sets each year, plus '90 BMB, which really helped me for PBP).

2. Control Checkpoints. When you arrive at a control, have your card checked FIRST THING so as not to forget it. Don't kill time. Buy food, eat and go. Always leave a control two hours before this control closes. This should assure that you get to the next control in plenty of time.

3. First Meal Out. The first food stop out is Mortagne au Perche (at about 77 mi.), but do not stop as it will be jammed with riders waiting to eat. Bring enough food with you to keep going. If you stop you will probably lose a good hour's time. This place is not a control checkpoint on the way out, only on the way back to Paris.

4. Staying Awake. Drinking coffee will help you stay awake. I don't drink coffee so I took along an ample supply of No-Doz tablets. Any kind of caffeine will help.

5. A True Randonneur. Remember a true randonneur rides unsupported and needs no help at the controls. The Americans will take your drop bag to Loudeac which is one-third of the way. By carefully checking the weather reports one can start with a minimum of gear with extra stuff waiting in your drop bag going out and coming back.

Ron Himschoot

PBP 99

1. PBP starts in Paris in much the same way that SIR brevets start in Seattle.

2. The formal procedures that some officials adopt when stamping your route

card goes a long way toward explaining why a checkpoint is called a "control."

3. 10,000 Frenchmen can be wrong: learn to read your route sheet. Figure out what a kilometer is. Don't ask: "How far is 18 km"? It's like asking: "What color is red"? The metric system has never caught on in this country, but the rest of the world uses it with great success.

4. You will think you cannot get tired of food prepared with butter, perfectly aged cheese and flaky croissants that melt in your mouth. You will be wrong.

5. If you are foolish enough to ride a bike 1200 km across France, the French will love you. Strangers will wish you "Bon route" and "Bon courage" and they sincerely mean it. The French love Americans more than Americans love the French. The French hate rudeness, not Americans. Learn what constitutes good manners in France and treat everyone with respect no matter how tired you become. Remember you are a guest and you are in their home. Try to learn to speak some French.

Amy Pieper

PBP 03

1. Don't Stress Too Much: be ready, be trained, and then remember to enjoy the event (I personally was WAY too serious about it when it was going on...). Remember, this is France!

2. Eat a pain au chocolate whenever one is available—or if you are full at the moment put it in your pocket and take it with you—you never know when the next one might come along.

3. If you take the trouble to carry a clean pair of shorts with you on the bike—DO NOT decide to leave them in Loudeac on the way back to "lighten the load." If you take a sleep break in a sweaty gym or cold damp ditch you will pay the price.

4. Once you've qualified find time to enjoy riding with your non-randonneur

friends—take a 3-5 day bike vacation if you can—just ride several days in a row—doesn't have to be long or hard, just stay consistent.

5. If you feel tired and find that the more you train the slower you go—you are overtraining—give yourself a break and a rest.

David Buzzee

PBP 99

1. The culture is different. This means less ice in bistros along the way and cool (not cold) soft drinks. You will see bike traffic lights at some street intersections in cities. Obey traffic rules! The gendarme may not be as understanding as your local officer back home.

2. Strengthen your neck, beginning now. Although Shermer's neck is less likely since aero bars are not permitted, your neck probably will be the least fit part of your body and can fail you if you don't work on it now. Several excellent exercises are based on a large exercise ball.

3. If you sleep outside a control, don't use a ditch. While the image may be romantic, the reality is definitely not romantic. Sleep in a town square or in front of a church. You'll be safer, cleaner and more easily found if others are looking for you.

4. If you ride with others, agree where and when you will meet up after a rest or food stop. Set a maximum time allowance—if your buddy isn't at the agreed site within ten minutes of the agreed time, go on without him/her.

5. If you are a moderate or slow rider, you will become sleep deprived. From there it is but a short step to hallucinations. Do not be afraid. Hallucinations can be our friends. When the silently cheering and footless apparitions line the road at night, they can spur you to greater effort. And when the rabbits race you down the center of the road late at night, they

BAGMAN RACK REVIEW

By BILL BRYANT

A survey of the starting field of any U.S. randonneuring event will show that most randonneurs prefer to use a light-weight racing machine more than a heavier touring one. Even though their bikes are not made to carry anything besides the rider, various methods are employed to get around this shortcoming. Most riders have some sort of touring rack and bag arrangement to carry the various items and layers of clothing to see them through a long brevet. Sometimes these rack and bag combinations sit uneasily upon a racing bicycle, or cause undue “wag” when in motion. One even sees some rack-less randonneurs carrying substantial loads on their backs like a pack mule.

Among touring and commuter cyclists, Carradice saddlebags are popular for their carrying capacity and quality. They also ride well compared to some other rack and bag arrangements, especially when the rider is standing on the pedals while climbing a hill. Trouble is, most modern saddles lack the little loops to strap the bag to the saddle the way many of the Brooks leather saddles do. If a randonneur is not a Brooks saddle user, what to do?

Happily, there is the new Bagman Quick-Release rack. Like the Carradice bags, it is an English product and is made expressly to allow modern saddles to be used successfully with the venerable saddlebag. When mounting a Bagman, one needs about 16-17mm of saddle rails exposed behind the seat clamping mechanism atop the seat post. (If that space is lacking then some other style of rack will be needed.) The original Bagman racks did not have provision for the saddle loops either, so they were limited to leather saddles with loops, or if owners

installed bolt-on saddle loops, such as those made by Cyclo. But many bike saddle rails have a different width than that needed for the Brooks' bag straps, so this was not often an entirely satisfactory approach.

With all those compromises and limitations in mind, the new version Bagman rack addresses the situation much better than the original model. It now incorporates its own strap loops independent of the saddle, thus allowing virtually any saddle to be used. Like the original Bagman, it still needs about 16mm of saddle rail space behind the seat clamping mechanism. The new model even sports a pair of quick-releases that allow the user to quickly take the saddlebag off the bike, a neat feature if one is going into a control to change clothes. The overall weight is about 9 ounces, and when mated to, say, a mid-sized Carradice saddle bag like the useful Pendle model, contemporary randonneurs can keep using their favorite saddle and still carry enough stuff to see them through a 1200k *grand randonné* in good fashion. Unlike other types of racks that require additional mounting points on the bicycle frame, or like those that merely clamp the shaft of a seat post (and then sway unduly and come out of alignment under hard use), this is a very good way to carry a randonneuring load on a racing bicycle. It is carried closer to the rider's body and this is better than when it is mounted farther back. Probably the only downside comes when one employs a wider Carradice bag, then the aerodynamics will suffer. (Of course most randonneurs aren't using a saddlebag while racing in a time-trial, but when plowing into a stiff headwind for hours on end during a brevet, aerodynamics *do* count in our sport.) When installed, the bag sits about one inch behind and below the rider's butt, an improvement from the original method of strapping the bag directly to the back of the saddle. With the new Bagman, the rear of one's legs never feel the bag while pedaling. The (new) Bagman/Carradice set-up is a smart way to carry the things a self-suffi-

cient long-distance rider needs without going the full touring-bike-with-panniers route.

After using an original Bagman rack with a Carradice bag during the 2001 and 2003 randonneuring seasons, including finishes at the GRR and PBP, my wife Lois Springsteen decided to move to a new model Bagman for 2007. As I do all the bike-related repairs and maintenance at our house, I'm quite familiar with her bike, and get to see it in action since we ride together frequently.

So, what's the rub? Overall, I've found the reliability of the new Bagman to be poor. First, the quick-release gizmos are problematic. Less than a hundred kilometers into the first ride with her new Bagman, one of them fell out and was lost—not an auspicious start to a six-day tour to get ready for the current brevet season. An emergency repair at lunch with some zip-ties got the bag re-attached, and the other side was given a treatment of Loc-tite when we got home. New replacement parts were eventually obtained after two calls to the vendor. Still, the other side came loose about two months later during a brevet and Lois finished a PBP-qualifier with just one side of her bag strapped to the rack. So, the Bagman quick-release gizmos get a big thumbs-down from us. I have subsequently turned short lengths of stainless steel rod on my lathe to press-fit into the quick-release holes and now the bag will ride securely forever.

Obviously the quick-release function is gone, but that is a limitation Lois says she can live with. This is the way veteran randonneurs and randonneuses used saddlebags in the past and Lois is familiar with it, but perhaps other Bagman owners would not be so happy that this feature has been lost.

Along with the lousy quick-releases on the rack, the hollow stainless steel tubing that supports the bag is not mounted securely to the saddle rail-clamping assembly. Some months ago, I was riding an autumn 200k brevet with a good friend who had mounted her new-model

Bagman the night before. I should note that she is an experience rider and a more-than-competent mechanic. At about the 150-kilometer point, her bag suddenly dropped onto her back wheel since the little (factory-installed) set-screws that hold the bag support tubing into the aluminum saddle-rail clamp had vibrated out. After a long stop to make repairs, the brevet was completed with the Carradice strapped to the Bagman by an improvised belt made from inner tubes. None of us were impressed—but it taught me that some Loc-Tite on those set-screws before installation was essential. Some thousand-or-so miles of hard use later, Lois' are still holding, but I still wonder if how the tubing is held onto the rack "body" is simply under-engineered. The mail-order firm that sold us the Bagman said that the manufacturer is aware of these problems and that things have been improved

on newer production runs, but I remain skeptical. Loc-tite on threads during manufacture is not always the best long-term fix, it is usually only the most cost-efficient.

Also, the single 8mm Allen bolt that holds the entire rack onto the saddle rails does not inspire confidence. In a static mode, the bolt easily can hold the 5-8 pound load typical for a well-loaded saddlebag during a long brevet—but the weight is all cantilevered off the rack mount by a fair distance. I periodically re-checked the bolt after miles of cycling on bumpy roads and found that vibration had loosened it despite using Loc-Tite during installation and tightening it securely. This vital bolt needs a better thread-locking mechanism, so I've recently gone to a new bolt that is longer, and now about 7mm of threads stick out of the top of the saddle rail clamping "body". Upon this extra amount of bolt I've threaded

another nut and washer, effectively locking it against premature loosening—but many newer saddles sit quite low upon their rails and they may not have enough space for this fix as Lois' did. Users who cannot make this critical improvement will probably over-tighten the bolt in an attempt to make it more secure, but given that the steel bolt mates with (softer) aluminum threads, this should be avoided for obvious reasons.

All in all, I want to like the new Bagman Quick-Release rack. It clearly fulfills a badly needed function of allowing all types of saddles to be used successfully with a traditional English saddlebag. Plus, the new model places the bag a smidge farther away from the riders' rump and thighs and I feel it to be a subtle but important improvement over the older Bagman, or the traditional method of strapping a Carradice to a bicycle (like I used at PBP in 1983.)

Unfortunately, the reliability of the new-model Bagman under real-world use with average sized-riders is not at all satisfactory, and for a price of approximately \$75, I am not sure that sort of quality justifies the cost. Roadside repairs to fix its shortcomings are time-consuming, and during a timed event this will be especially vexing for those riders too close to the control closing times. Further, the permanent modifications to make it reliable are not often within the skill-set of most amateur mechanics. I would advise anyone to use this model with caution; before use be sure all the bolts are tightened properly and applied with an appropriate thread-locking adhesive—and they will still need checking. If possible, the central mounting bolt should be made secure with some type of mechanical fixing method. Then, with a bit of luck, the Bagman should do its job as the buyer would expect.

5 Essential Things about PBP (continued)

can distract you from the pain in your wrist, bottom, ankle.... And they will always let you win the sprint. Just remind them that there are no wild rabbits in Western France. But when your hallucinations have you thinking that the road signs are in a foreign language, pay attention. These may not be hallucinations.

Mark Roberts PBP '91 & 95

1. Learn some French. My most memorable P-B-P experience was ironically off the bike. I snapped a

chainring and an elderly French gentleman at the Fougères control spent two hours driving me around town, to his house and bike shops to help find me a replacement. Knowing some French made me a new friend and got me back on the road.

2. There's good food outside of the controls. I don't remember what I ate at the controls, but I can still recall the tasty croutes jambon, omelettes and croissants I sampled along the way.

3. Plan your control stops to get through more quickly. I made a mental

checklist of what I needed to accomplish at each control as well as how long I would stop, so I could keep moving and on schedule.

4. Bring extra water and food for the first night. It is very far to the first control, and nothing will be open if you take the 10 p.m. start, so carry at least one extra bottle and some food to avoid bonking before you even get started.

5. Random things I am glad I had: Small bottle of chain lube; baby wipes in a baggie; a toothbrush; chocolate covered espresso beans.

RUSA SOUVENIRS CATALOGUE



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



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



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



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



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



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



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

RUSA SOUVENIRS CATALOGUE



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



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



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



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



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



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



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



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

American Randonneur

Randonneurs USA ~ Souvenir Order Form

ITEM	DESCRIPTION	PRICE	SIZE	QTY	TOTAL
★ NEW! RUSA PBP 2007 JERSEY	OFFICIAL RUSA PBP 2007 SHORT SLEEVE JERSEY Sizes: S - M - L - XL - XXL Order for delivery by July 30	\$65.00			
PBP 2003 VIDEO	45 MINUTES OF PBP 2003 (FRENCH)	\$45.00			
PBP 1999 VIDEO	42 MINUTES OF PBP 1999 (FRENCH)	\$25.00			
PBP 2003 YEARBOOK	PBP 2003 STORIES & RESULTS	\$10.00			
PBP 1999 YEARBOOK	PBP 1999 STORIES AND INFO	\$7.00			
Closeout Sale! 40% off RUSA PBP 2003 JERSEY	RUSA PBP 2003 JERSEY - SHORT SLEEVE SIZES AVAILABLE: S - M - XXL	Now \$33.00			
RUSA HANDBOOK	THE MEMBERS' GUIDE TO RANDONNEURS USA RULES, REGULATIONS, STORIES AND ADVICE	\$6.00			
RUSA DUFFEL BAG	YELLOW WITH RED TRIM LIGHTWEIGHT NYLON	\$10.00			
RUSA JERSEY	SHORT-SLEEVE: S-M-L-XL-XXL	\$65.00			
NEW! RUSA LONG-SLEEVE JERSEY	LONG-SLEEVE VERSION OF CLASSIC RUSA JERSEY S-M-L-XL-XXL	\$70.00			
RUSA POLO SHIRT	WHITE WITH EMBROIDERED LOGO: S-M-L-XL	\$27.00			
RUSA CYCLING SHORTS	LYCRA BLACK SHORTS: S-M-L-XL	\$45.00			
RUSA SLEEVELESS WIND VEST	RUNS SMALL - ORDER NEXT SIZE UP S-M-L-XL-XXL	\$55.00			
RUSA LOGO DECAL	5.25" x 3" - REMOVABLE VINYL	\$1.00			
TOP TUBE DECAL	5"x1" REMOVABLE (BLUE & WHITE)	\$0.25			
RUSA T-SHIRT	WHITE SHORT-SLEEVE: S-M-L-XL-XXL	\$12.00			
FLECHE T-SHIRT	WHITE SHORT SLEEVE - BLACK TRIM: M-L-XL	\$12.00			
WATERBOTTLE	WHITE 28 OZ WATERBOTTLE	\$4.00			
RUSA LAPEL PIN	SINGLE PIN	\$2.00			
RUSA LAPEL PINS	2-9 PINS	\$1.75			
RUSA LAPEL PINS	10 OR MORE PINS	\$1.25			
RUSA REFLECTIVE SASH	Yellow SAYRE Sash: Limit 2 pp	\$5.00			
RUSA REFLECTIVE ANKLE BANDS	Yellow Velcro SAYRE: Sold in pairs: Limit: 2 pr pp	\$2.00pr			
3M REFLECTIVE TAPE	9" STRIP OF SCOTCHLITE ADHESIVE TAPE	50¢			
NEW! ★ SHORT SLEEVE WOOL CYCLING JERSEY	100% WOOL TRADITIONAL CYCLING JERSEY MENS SIZES: M - L - XL - XXL WOMENS SIZES: S - M - L	\$90.00			
NEW! ★ LONG SLEEVE WOOL CYCLING JERSEY	100% WOOL TRADITIONAL CYCLING JERSEY MENS SIZES: M - L - XL - XXL WOMENS SIZES: S - M - L	\$95.00			
★ NEW! REFLECTIVE YIELD SIGN	YELLOW & ORANGE REFLECTIVE TRIANGLE: Limit 2 pp	\$4.00			
RUSA SOCKS	SNUG FITTING WOOL SOCKS: S/M or L/XL	\$10.00pr			
RUSA CERAMIC MUG	WHITE 10oz MUG WITH RUSA LOGO	\$8.00			
RUSA TRAVEL MUG	STAINLESS 15oz TRAVEL MUG WITH RUSA LOGO	\$8.00			
Number of Items					
SHIPPING & HANDLING (USA): \$4.50 for first item. Add \$1.00 for each additional item, except decals, Scotchlite strips or lapel pins. If decals, Scotchlite strips or lapel pins are included in your order, no extra postage is necessary. Questions? Email us: souvenirs@rusa.org				Subtotal	
				SHIPPING & HANDLING	
				TOTAL	

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

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

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

3-6-2007

Randonneurs USA Membership Form

PLEASE PRINT CLEARLY!

Renewal *New Member*

Name : _____ RUSA # _____

Address : _____

City : _____ State: _____ ZIP: _____

Country : _____ Tel: (_____) _____

FAX: (_____) _____ E-mail: _____

Local Club : (full name) _____

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

Signature: _____ Date: _____

Randonneurs USA keeps personal member information private.

Membership Types and Terms - Please Check One

Individual Membership

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

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

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

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

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

- Complete this section for Household Membership only -

Name : _____ RUSA # _____

E-mail: _____

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

Signature _____ Date _____

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

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

Yes **No**

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

Send this form and payment to:

Don Hamilton
RUSA Membership Office
3078 Wakeshire Drive
Dublin Ohio 43017

Please allow two weeks for processing.