

AMERICAN RANDONNEUR

Volume Ten Issue #3

August 2007



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Message from the President

The sixteenth edition of *Paris-Brest-Paris Randonneurs* approaches quickly. In 2007, this grand and historic event beckoned strongly to the Randonneurs USA membership. Six hundred and thirty two RUSA members have registered to participate in this magical cycling experience, a 35% increase in RUSA registrations over the 15th PBP in 2003. Indeed, nearly one-quarter of RUSA members will journey to France this month!



Here's a little about the Americans in Paris:

- Riders hail from 39 states, Puerto Rico, the District of Columbia, and four foreign countries. The states with the largest delegations are California (153), Washington (63), and Florida (36).
- 148 different cycling clubs were listed by the riders. The clubs sporting the largest teams are the Seattle International Randonneurs (60), the Davis Bike Club (49), and the DC Randonneurs (44). Forty percent of the team joined Randonneurs USA within the past year.
- Eighty-five randonneuses join the 547 male riders. Our participants range in age from 22 (Ray Holzworth, Jr.) to 80 (Leroy Varga), with 13 riders in their 20s, 90 riders in their 30s, 267 riders in their 40s, 225 riders in their 50s, 34 riders in their 60s, 2 riders in their 70s (Charlie Henderson and Lew Meyer), and 1 rider in his 80s (Varga).
- Six RUSA members will seek their sixth PBP finish in 2007 - Paul Bacho, Johnny Bertrand, Thomas Gee, Woody Graham, Douglas Kirby, and Gary Smith. Some of their wise counsel and experience can be found in this issue on pages 23-35. Among the beneficiaries of that experience will be the nearly two-thirds of the team (417 participants) who are going to PBP for the first time.
- Most riders (73%) chose the 90 hour time-limit, but 105 will test themselves with the 84 hour limit and 68 plan to ride with the 80 hour group. Thirteen riders will be on recumbents and thirty-nine will be on tandems (including one on an international tandem team).
- In 2003, Randonneurs USA recorded an impressive 87% finish rate among those who started. We can do even better this time. The same qualities of fortitude and perseverance that got you through the Super Randonneur series of qualifying rides will get you to Brest and back to Paris. (For suggestions on avoiding those three unfortunate letters — DNF — see the article on page 17.)

Bonne chance et bonne route. I'll see you in Paris!

—Mark Thomas

RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
4453	Mark	Janeba	Salem OR	4506	Steve	Redelsperger	Minneapolis MN
4454	Michael	Henrick	Philadelphia PA	4507	Jeff	Stegemeyer	Onalaska WI
4455	Ethan	Labowitz	Alexandria VA	4508	Jennifer D	Wurl	Houston TX
4456	Francisco	Borras	Chicago IL	4509	Parminder	Sidu	Somerset NJ
4457	Nilmarie	Gonzalez	Trujillo Alto PR	4510	Larry W	Bergen	Littleton CO
4458	Tony	Watts	George Town Cayman Islands	4511	Tom	Harrigan	Dallas TX
4459	Thomas C	O Rourke	Chicago IL	4512	Robert J	Gruden Jr	The Colony TX
4460	Valerie	Brostrom	Chicago IL	4513	Michael	Osborne	Missouri City TX
4461	Brean	Shea	Chicago IL	4514	Michael	Valdez	Ft Collins CO
4462	Mary	Wienholts	Wyoming OH	4515	Theodore	Josberger	Little Silver NJ
4463	Jack	Fortune	Eugene OR	4516	Jim	Grossman	South Woodstock VT
4464	Thomas	Altemus	Warrenville IL	4517	Jessica	Eckhardt	Cambridge MA
4465	Patrick William	O Bryan	Des Moines IA	4518	Ken	Polson	Chicago IL
4466	Buddy	Giddings	Philidelphia PA	4519	John	Cochenour	Fort Collins CO
4467	Beth	Hamon	Portland OR	4520	Joesph	Kim	Chicago IL
4468	Andrew	Radford	St Louis MO	4521	Benedicta	Halecky	Lexington KY
4469	Andy	Tetmeyer	St Paul MN	4522	Renee P	Smith	The Colony TX
4470	Andrew C	Ferguson	Harrison NY	4523	Mike	Beiergrohslein	Eagle River AK
4471	Lee	Azzarello	Brooklyn NY	4524	Jim	Shanni	Monroe GA
4472	Keith	Cardoza	Boston MA	4525	Brian	Liedtke	Golden CO
4473	John	Corsell	Tampa FL	4526	Jonathan	Karpick	San Mateo CA
4474	Kevin	Purcell	Oakland CA	4527	William	Cochenour	Arvada CO
4475	Steve	Wimmer	Caribou ME	4528	Daniel	Shields	Denver CO
4476	Karel	Stroethoff	Missoula MT	4529	Jason	Williams	Seattle WA
4477	Ruth Cabre	Chacon	Riverside CA	4530	Megan	Boettcher	Seattle WA
4478	Gary	Freeman	Longmont CO	4531	Bud	Baker	Arlington TX
4479	Clyde	Butt	Morgan Hill CA	4532	Thomas	Obremski	St Louis MO
4480	Jonathan F	Peabody	Chicago IL	4533	Jim	Rudnicki	Layton UT
4481	Andrew	Schaus	Elk Grove Village IL	4534	Brian	Schaeffer	Aptos CA
4482	Larry	Allingham	Chicago IL	4535	Mike	Wilson	Birmingham AL
4483	Wayne	Panepinto	Rochester NY	4536	Michael B	Swain	Lavon TX
4484	Allen	Testa	Petaluma CA	4537	Angela	Tortorice	Dallas TX
4485	Rodrigo	Muraa	Guaynabo PR	4538	Jeff	Elmer	Allen TX
4486	Anthony	Burger	St Louis MO	4539	Andrew	Letton	Redwood Estates CA
4487	Stanton	Moll	Anchorage AK	4540	Ron	Williams	Hendersonville TN
4488	Rosa	Meehan	Anchorage AK	4541	William M	Slabonik	Elizabethtown PA
4489	James	Moores	Anchorage ID	4542	Glenn	Kuhn	Bethesda MD
4490	Scott	Ebbing	Hamilton OH	4543	Javier J	Gonzalez	Miami FL
4491	Dan	Barbasch	Ithaca NY	4544	Robert W	Hallinger	Lancaster PA
4492	Tara	Crowley	Wall NJ	4545	Tom	Boothby	Seattle WA
4493	Lisa	Snyder	Winter Park FL	4546	Micheal	Kelly	Juneau AK
4494	Robert R	Hart	Sundance WY	4547	Barbara	Kelly	Juneau AK
4495	Vickie	Tyer	Grandview TX	4548	Steve	Saeedi	Fremont CA
4496	George R	Elizondo	Plano TX	4549	Steven T	Graves	Gretna LA
4497	Shellene	Foster	Wylie TX	4550	Ted	Chappell	Alpharetta GA
4498	Dennis	Weaver	Oswego NY	4551	Kathy	Eison	Tampa FL
4499	Sunny	Panmai	North Wales PA	4552	Bruce D	Green	Fort Myers FL
4500	Hamid	Akbarian	Boca Raton FL	4553	Sean	Duffy	Wala Walla WA
4501	Shabnam	Memarbashi	Boca Raton FL	4554	Tim	Duffy	Wala Walla WA
4502	Bill	Blank	Parkesburg PA	4555	Linda	Hart	Burnsville NC
4503	David	Rosenblum	Chicago IL	4556	Jay	Easley	Lewisville TX
4504	John	Varga	Omaha NE	4557	Greg	Gross	Ft Worth TX
4505	Mamel	King	Campbell CA	4558	Robert	Millay	Dallas TX



RUSA Store Closed In August

The RUSA Store will be closed from August 15 through September 1.

12 Members Earn R-12 Award

A dozen riders—including 8 from Texas—are the latest to earn RUSA's R-12 award.

That brings the total number of recipients to 56.

Texas randonneurs have earned the award in impressive numbers this year. Six were on the May list.

Other recipients included RUSA permanents coordinator Robert Fry of Waterloo, IA, and riders from North Carolina, Maryland and Florida.

Winners 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.

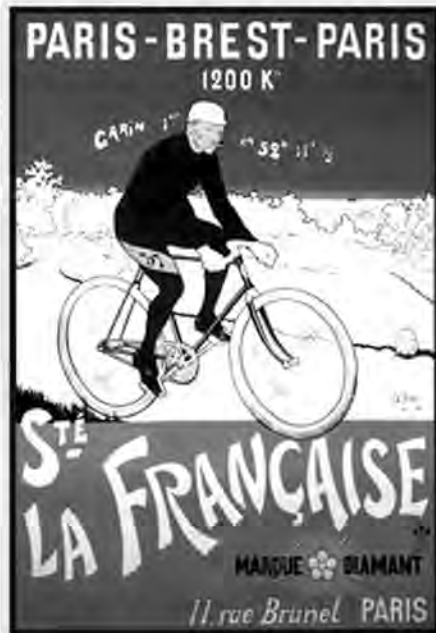
Events that count toward the R-12 Award include RUSA and ACP-sanctioned brevets and 24-hour team events, as well as RUSA permanents of 200K or longer.

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



R-12 RECIPIENTS

45	Mike Morris	Burleson, TX
46	Jerry Phelps	Chapel Hill, NC
47	Marion Howard	Burleson, TX
48	Ray Torrey	Flower Mound, TX
49	Dana Pacino	Aledo, TX
50	Dennis Cook	San Angelo, TX
51	William Beck	Woodbine, MD
52	Sharon Stevens	Richardson, TX
53	Nanci Le Vake	Alachua, FL
54	Robert Fry	Waterloo, IA
55	Edward Robinson	San Benito, TX
56	Robert Riggs	Houston, TX



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Steve Yetman, RUSA No. 26, sent this note and photo to American Randonneur:

Participating in the Aids Life/Cycle 6 from June 3rd through June 9th, I never thought I'd run into a fellow RUSA member.

It happened just after passing the midpoint between San Francisco and Los Angeles that Lois Springsteen, RUSA member No. 8, passed me. She was wearing the signature RUSA windvest. I happened to be wearing my PBP jersey and shorts from 1999 that day. We chatted and later during the event we had the photo shot at one of the rest stops.

Aids Life/Cycle 6 had 2333 enthusiastic riders raising \$11 million.

AIDS/LifeCycle is co-produced by the San Francisco AIDS Foundation and the L.A. Gay & Lesbian Center and is designed to advance their shared interests to end the pandemic and human suffering caused by AIDS.

Lois has participated in the event for 12 consecutive years, raising more than \$95,00 for AIDS services and research.

Meantime, Lois was the recipient of an unusual charitable gift—an anonymous donor paid her PBP entry fee.



Lois' response: "You've given me extra motivation during my final training for PBP and I'll do my best to be worthy of such a thoughtful gift."

PASSINGS

Stanley Oldak

New York City randonneur Stan Oldak, a former president of the NY Cycle Club, was killed in May by a hit-and-run driver while participating in a Texas 400K brevet.

Oldak was 59.

The 400K was one of the rides Oldak needed in his attempt to qualify for Paris Brest Paris.

News of Oldak's death brought condolences from both sides of the continent.

In New York, Oldak was praised as the driving force behind the NYCC Youth Program, which encouraged New York City teenagers to learn bike handling skills.

Besides serving as NYCC president, he was a ride leader and the club's representative for two years to the League of American Bicyclists.

In May, during the National Ride of Silence for fallen bike riders, memorial rides in Oldak's honor were held in Texas and New York City.

During a eulogy for his father, his son Jason said, "I am still astounded at the passion those pedals gave to him. I

watched through the years the progression of love he had for the bike. After competing in some smaller rides with him around NYC and finally riding the Boston-NY ride I realized the tranquility of what the bike can do for one's soul."

Cycling was only one of Oldak's many pursuits, according to Jason, who called his father a "science enthusiast, a lover of astronomy, an outdoorsman, a craftsman, a doctor, an athlete, an artist, but above all, the kindest soul one could meet."

A pediatric dentist in private practice in New York City, Oldak found time to volunteer across the continent. Since 2001 he'd spent eight weeks a year treating children in Alaska as part of the specialty pediatric dental program that SouthEast Alaska Regional Health Consortium runs in conjunction with Denali KidCare.

An article in the Juneau Empire reported Oldak was the only dentist that many of the children in Kake, Hoonah and Yakutat had ever known.

"The only difference that I've found is that in New York the kids go 'ow' and in Hoonah the kids go 'owee,'" Oldak was

quoted as saying in an article from the Anchorage Daily News.

Gary Scott Cole

Randonneur Gary Cole, RUSA #3686, left our ranks on June 26, 2007, at age 60. A native of Coleman in west Texas, Gary returned to the San Angelo area after his retirement from a long career with the U.S. Army and Air Force Exchange Service.

Gary was familiar with cycling from time spent on the roads of Italy as a young man. In retirement, he returned to the sport as a reborn cyclist whose passion was to see the open skies and vast spaces of west Texas from the saddle of his bicycle. That passion spurred Gary to embrace the challenges of randonneuring in 2006. He soon became one of the top long distance cyclists in the region, completing multiple 200k and 300k rides as a member of Concho Valley Randonneurs.

Area athletes remember Gary as an enthusiastic supporter of the many running and cycling events held in San Angelo.

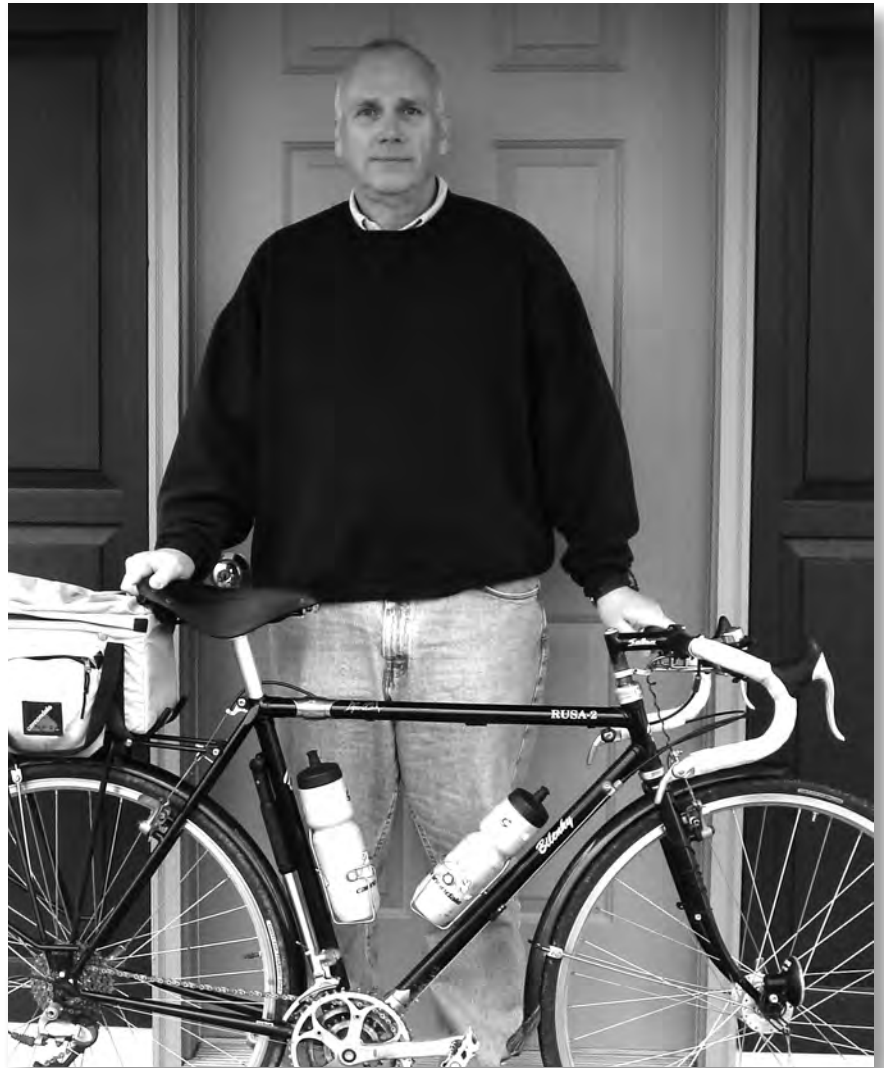
Gary was three months away from completing his first R-12.

A TRIBUTE TO...

JVB

Johnny Bertrand recently announced plans to step down after 21 years as Kentucky's Regional Brevet Administrator.

JVB's friends reminisced about the immense influence he's had on them and our sport....



Bob et Suzanne Lepertel

Plus Qu'un Ami

Johnny Bertrand n'est pas le premier Américain que nous ayons connu.

Il y avait eu avant le Docteur Graves et quelques Californiens, il y a eu aussi James Konski qui a fondé International Randonneurs.

Mais il y a aussi et surtout Johnny qui a effectué un travail considérable, pour traduire les règlements

de l'A.C.P. et fournir un maximum d'explications en participant lui-même aux brevets qu'il organisait dans Kentucky, et en veillant à ce que nos règlements soient rigoureusement appliqués.

Une fois, un randonneur arrive par avion au départ d'un 400k, mais il n'a pas l'éclairage obligatoire et pas de possibilité de le monter. Intraitable Johnny le

refuse et le randonneur reprend l'avion.

Lors d'un voyage à Paris, nous recevons Johnny à déjeuner. Venant du Kentucky Bob pense qu'une bonne cote de bœuf, un bon Bourgogne lui ferait plaisir. Hélas Johnny est végétarien et ne boit que de l'eau heureusement que le frigo a permis de lui faire à déjeuner et l'eau ne man-

quait pas.

Johnny a beaucoup travaillé avec James Konski mais lors d'un de ses voyages à Paris il nous a parlé de James, qui voulait driver seul les Américains. Les résultats US étaient bons mais il fallait aussi qu'ils puissent s'adapter aux nouvelles façons de travailler avec

■Continued on page 11

Jennifer Wise

À Gauche

In August of 1995, we sat side-by-side at a meeting outside Paris, expecting the leader of the American randonneur organization to step down. Instead he stepped up, and announced his ambitions to lead the International randonneur organization.

Sensing that things were going to hell in a handbasket, Johnny B. nudged my left elbow.

“We have to do something,” he said in a low, serious voice, with that familiar southern accent.

“Now?” I asked.

“Yes, now,” he said. “Do something.”

“You do it,” I said.

“No, you do it,” he said.

We might as well have flipped a virtual coin. Johnny won the coin toss, I won the election and together we dodged a bullet. I became President of Randonneurs Mondiaux, the worldwide organization that sanctions brevets of 1200k and longer. There was a thud, and I swear the tectonic plates beneath the Île-de-France shifted.

“What have I done?” I asked Johnny as I sat down.

“You’ve become Madame Prez,” he responded smiling.

What I had felt was the cornerstone of Johnny’s master plan sliding into place. We became partners and collaborators in a campaign to rejuvenate the American randonneuring community. It was like we held hands and jumped. Johnny was the mastermind and I was the spokesperson. It would take the next three years to fully execute the plan.

‘Johnny B. was the wizard of ours, in the RUSA booth, behind the curtain, flipping all the switches and making everything work.’

In August of 1998 we sat side-by-side at a meeting outside Boston, expecting the leader of the American randonneur organization to step down. Instead, he refused. Déjà vu. Johnny B. nudged my left elbow.

I called the meeting to order and we quickly took a vote, which was unanimously in favor of creating a new organization, called Randonneurs USA. Johnny won the coin toss, I won the election and together with our American colleagues, we took control of the American randonneur community. Each of the ten of us in the room took responsibility for a job, knowing we had to get it right from the start. Johnny became Secretary, Webmaster, Brevet Coordinator, Brevet Results Processor, BRM Medal Distributor, Policy Maker, Guidance Counselor and troubleshooter. We all looked to him for his advice, his perspective. We could not have done it without him.

Johnny B. was the wizard of ours, in the RUSA booth, behind the curtain, flipping all the switches and making everything work. He knew the pitfalls of the previous organization and how to avoid them. He drew from his years of being an RBA in Kentucky and experience in dealing with our French colleagues. He respected the French traditions of randonneuring and yet

installed some contemporary American interpretations. He was diligent in his translations of the rules, posting them to the website, coaching us all through the start-up stages, outlining how it all should work and guiding the pieces into place. He worked hard, but his laid-back style never revealed the intensity of his mission. We communicated by phone, fax and e-mail constantly. Johnny was (and still is, to this day) always willing to dispense his levelheaded insight, southern comfort and optimistic outlook. Johnny is a respected ambassador for American randonneuring on a regional, national and international level.

In August of 1999 we stood and watched, like proud parents, the culmination of our work unfold, as RUSA made its international debut at Paris-Brest-Paris. Randonneurs USA was represented by a huge contingent of American riders wearing their newly minted RUSA jerseys and enjoying the ultimate randonneur experience with a newfound sense of belonging and unity that had been missing for so long.

There is a saying that behind every good man is a great woman. I would prefer to say, that to the left of every good woman, is a great man.

—Jennifer Wise

A Tribute to JVB (continued)

Steve Royse

I have had the great fortune of knowing Johnny Bertrand for many years, and I thank him for his outstanding work as RBA for Kentucky for the last 21 years. Johnny has done a tremendous job of organizing and preparing routes and riders. Johnny has said he looks forward to more time riding his bike now that our friend Steve Rice is the new RBA for Kentucky.

I live in rural Woodford County, and until I met Johnny and Gay Williams at a Bluegrass Cycling Club meeting, I rode mostly alone. I didn't know what a Dan Henry was, and I wondered what those markings were at intersections. Gay suggested that I ride some of Johnny's rides with the Bluegrass Club, and I was never disappointed. He was always finding new and exciting routes; soon I was riding brevets.

The first brevet I remember was with a jolly crew including Bena Halecky, Dave Scott, and Karen Hudson with lots of climbs up to Drip-Rock in Jackson County—I was hooked.

As I am sure others will note, Johnny is consistently supportive, knowledgeable, caring and pleasant; he has an easy smile and laugh. On my first 600 in 1998 I was pooped short of the turnaround at Sugar Tree Ridge and said to Johnny, "I don't

think I can make it." I was serious, but he reassured me that I would be fine, that I just needed a bit of a rest and some food, and as usual, he was correct.

I tell Johnny that each of his brevet series is my favorite, but I love them all. Johnny has an uncanny memory for roads and routes, and puts together rides like rolling symphonies for bike and rider. His musical skills are suspect, though—I love to ride with him and hear his remarkable long-winded whistling of some sort of odd combination of "Red River Valley/Clementine/Yellow Rose of Texas/some Brenda Lee song"—it's hypnotic in its randomness. He rarely bursts out in song—and he does have a pretty good voice, too!

Some examples of what made his brevets special:

- Riding through Mercer County—quaint Duncan and Cornishville and the hills beyond—toward Perryville; the turn on to Cap Bottom Road—lined with great bunches of bright Yellow Butterweed, and up a dandy hill over (of all things) a cattle guard—just like the multitudes we encounter in Texas at Hell Week.

- Biking from Beattyville to Booneville via 1141—a little traveled wildflower-lined road with sandstone palisades along a creek.

- Traveling up and down Nineveh

Road many times in a series and see the progression of wildflowers as the weeks pass.

- Seeing the friendly faces of friends—Jerry Crouch, Gay Williams, Steve Wyatt, Susan Howell working the controls (if they are not riding themselves).

- Johnny laughing at a secret control at the top of notorious Cobb Hill—his favorite tests of a cyclist's will, strength, endurance, and gearing.

- Riding to Mays Lick at night—low traffic, abundant stars, pleasant companionship—an adult slumber party on wheels.

- Biking up City Hill Road from Maysville to see the wild hyacinths.

I felt quite privileged this year to be with Johnny and Steve Rice and Gay as Johnny marked the right hand side of the road for the upcoming brevet routes, and Steve marked the left. It was touching to actually witness the passing of the paint can (torch?).

Thanks, Steve Rice for taking over the job. I am proud of you, and look forward to new roads and adventures in the future. Thanks again Johnny for years of wonderful brevet memories, and there was probably some good exercise in there, too. Let's ride tomorrow and the weekends after that!

—Steve Royse

Gay Williams

Good golly, Johnny, has it really been twenty-one years — twenty-one years as the Regional Brevet Administrator for Kentucky? Twenty-one years of planning and checking and marking routes all around central Kentucky, of setting up brevet cards, of working out cue sheets, of inspecting bikes and manning controls, of collating and submitting results for all the randonneurs who came to ride here? That must be some kind of record.

I remember that in 1987 four of us qualified for PBP and went to Paris. Three

of us had never been out of the country before. For me it was the time of my life—riding the qualifying brevets, flying to France, and completing PBP. We stayed at the FIAPAD in St. Germain, like a dormitory with many beds to a room and the bath room down the hall. That was quite an experience for me.

I liked being in France and felt at home there. The ride itself was a thrill. The first night I fell asleep at the control between riders on the left speaking French and riders on the right speaking German. I thought to

myself that life doesn't get any better than this.

Over the years since 1987 I have ridden your brevets, helped mark them, and worked them. I am especially glad that I got to help you mark and to work your last series of brevets in 2007. For it brings the circle round since I also marked and rode your first series. I treasure your friendship and thank you so much for twenty-one years of riding brevets, of doing tours, and too many one-day jaunts to keep track of. Good luck and good riding.

—Gay Williams

A Tribute to JVB (continued)

Don Hamilton

In 1998 we rode a 400K that JVB organized that went from Midway, Kentucky up to Sugar Tree Ridge, Ohio. The 4 a.m. start found all the riders having to tackle a somewhat thick fog. Most of the riders stayed somewhat close together in order to see where the road went until the morning light made things a bit easier, though it was still foggy until the later sun burned it off. North of Georgetown with a good amount of the fog still existing,

JVB ran off the road and crashed. Though he wasn't hurt too badly, he decided to drop out of the ride and go ahead and work a later control. What makes this an interesting story is that he crashed within a few miles of his house on a road that he rides all the time!

In 1999 on the second day of PBP, we were west of Carhaix when we came upon Johnny as he was riding along in the beautiful hills of Brittany whistling as he often does when he rides. We had a few minutes of conversation with Johnny and when I asked him how he

was doing he said that he was surviving and smiled. He then stood up and took off up the hill. What we then found amazing was that he had several somewhat obvious holes in his bike shorts. I guess that he was showing the French that an old boy from the hills of Kentucky with his holey shorts was cruising along the roads of France.

(Of course on that 400K we got lost in Midway (a small town/village) at the end of the ride and it took us 15 minutes to finally find the end).

—Don Hamilton

Bob et Suzanne Lepertel (continued)

L'A.C.P., c'est à dire l'information car pour gérer P.B.P. (les responsables des différents contrôles, nous le demandaient depuis deux P.B.P.) Il fallait pouvoir suivre et surtout s'adapter à une autre façon de travailler. C'est pour la préparation du PBP 1987 que nous avons commencé L'A.C.P. doit à notre ami Jacques DeLava de Belgique la création du programme (qui lui a demandé plus de six mois pour arriver à nous satisfaire) Encore merci Jacques. Pour que ce programme fonctionne bien il fallait inventer des codes

pour chaque pays. Pour les Etats Unis très étendu nous avions vite eu recours d'utiliser la classification par etat. Le hic c'est que le nom d'un même participant ressortait quelques fois dans deux ou trois etats avec des clubs différents (là où il participait à un brevet).

C'est là que Johnny nous a particulièrement aidé. Par ses explications dans les différentes revues, c'était encore un peu flou, alors il a établi les listes des clubs par code de chaque etat. Quand un nouveau club se présente il nous le signale et fait une

mise au point chaque année.

De cette manière il n'y a plus de problèmes. Entre temps Jennifer Wise est élue Présidente des Randonneurs Mondiaux et fonde RUSA. Le tandem de Jennifer et Johnny s'entend à merveille. Johnny lui a tout de suite apporté son soutien et son savoir faire. C'est sur les résultats US étaient déjà bons. Mais ses relations avec Jennifer Wise font que chaque année RUSA a de nouveaux adhérents.. Les BRM sont organisés dans presque tous les etats. La formule des Flèches Nationales plait bien. Le Randonneur 5000 font de nou-

veaux lauréats L'A.C.P. est très fier des résultats que présentent les USA.

C'est grâce à des collaborateurs de la première heure comme Johnny et à tous ceux qui oeuvrent dans ce sens et suivent son exemple, que RUSA progresse.

Pour nous personnellement, et pour l'A.C.P., il a été un collaborateur efficace, d'une solidité à toute épreuve. A chaque P.B.P. nous avons beaucoup de plaisir de le retrouver.

Merci, Johnny!

~ Bob et Suzanne Lepertel

Visit RUSA online

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The Randonneur's Bookshelf

BY BILL BRYANT

In the days before the past three PBP events I've had the pleasure of flying from San Francisco to Paris with large groups of California randonneurs and randonneuses. These groups have numbered at least 50 riders and they made the long hours in the airport terminal and on the airplane go by better since we can chat about our favorite sport, how we endured the spring qualifiers, and what to expect at the upcoming test in France.

I have noticed an interesting pattern during these trips. When I look at the books my colleagues are reading there is often a common thread among their disparate titles. Randonneurs, both veteran and rookie alike, frequently seek out non-fiction books about adventure with the unifying theme of personal bravery and determination. On the other hand, typical summer titles (often seen being read by the riders' non-riding spouses or other travelers on the same flights) are usually popular novels from the New York Times bestseller list or those found in the airport bookshops. But I observe that many riders headed to PBP tend to select less well-known books that tell about real people facing long odds, and how they struggled to overcome the obstacles laid in their path. This is good stuff, in my opinion, since finishing a 1200-kilometer bicycle ride in 90 hours or less requires as much mental toughness as athletic strength. These types of stories can help instruct the reader, and hopefully, inspire them to surpass their

own personal limitations. When we learn about how other people in other situations persevere and get themselves to the finish line when they are exhausted, it helps us get into the same sort of "never-say-die" mindset needed for PBP.

So, in the time before you leave for Paris (or just want a good book), ask your fellow randonneurs what they are currently reading. For starters, here are some of my personal favorites. In no particular order, I've been inspired by the following stories:

Journey to the Centre of the Earth by Richard & Nicholas Crane. Out of print but well worth the search, this is the story by two audacious two Englishmen who set out in the mid-1980s to ride their bicycles to the place on the map farthest from any of the world's oceans, or "the center of the earth." They also strive to do it as quickly as possible, so they ride stripped-down lightweight bicycles with minimal gear, not overloaded touring rigs with tents, stoves, and whatnot. It is a wonderful tale of adventure told well, and with many surprises encountered along the way through India, Tibet, and China. How they manage to keep moving despite encountering awful roads, bad weather, bandits, corrupt government officials, and crossing the Himalaya Mountains will keep the reader in suspense to the end. Highly recommended.

Endurance: Shackleton's Incredible Voyage by Alfred Lansing. The disastrous Shackleton expedition to the Antarctic in

the early years of the 20th century is well known, but this book still retains its power despite the passage of time. The more the reader reads, the more implausible the story seems—yet it all is true. As much as sheer bravery, the men had to use their brains to survive, along with the simple faith to follow their leader in his daring attempt to reach safety. It is a powerful lesson to us all. Unlike more contemporary versions, this book was written in the 1950s and the author was able to interview many of the participants before they died. A fine addition to anyone's bookshelf, this is a real page-turner that both astonishes and inspires. (But given the essential story of Shackleton's expedition, almost any author's version should be good if you can't find this one.)

Paddle to the Amazon—the Ultimate 12,000-mile Canoe Adventure by Don Starkell. The author and his two teenage sons embark on the improbable journey paddling a canoe from Winnipeg south to the United States, down the Mississippi River, and then along coastal Mexico and into Central America before reaching South America and the Amazon River. On the rivers, or when portaging it overland, their choice of vessel seems appropriate, but as will become evident to the reader, it is definitely not an ocean-going craft and their journey seems doomed. They also encounter illness, hunger, thirst, robbers,

■Continued on page 14

Randonneur's Bookshelf (continued)

and boredom. At times one almost feels like the father is abusing his sons to keep them moving forward, so it isn't always a happy story. Still, the manner in which they interact with the locals along their path, their own respective journeys self-discovery, and ultimately, the sheer physical aspect of paddling such a very long distance makes it a worthwhile read.

Undaunted Courage: Meriwether Lewis, Thomas Jefferson, and the Opening of the American West by Stephen Ambrose. The well-known story of the Lewis & Clark Expedition is the basic stuff of U.S. history classes, but this exhaustive book puts a very human face to the stoic, heroic figures we learned about in school. Their ultimate success was in doubt many times (not the least from their own personalities), but intelligence and personal integrity won (along with some luck). Even if you think you know a lot about this subject, or would tend to avoid it in the first place since you disliked history classes, it is highly recommended. Few history books are so emotionally engaging; even though you know the outcome, you'll be rooting for these intrepid souls all the same. Highly recommended.

Ultimate High—My Everest Odyssey by Göran Kropp. The astonishing story of a Swede who loaded all his climbing gear onto his bicycle and trailer and rode 7,000 miles to the base of Mt Everest, did the climb, and then rode home! Just the cycling alone, hauling a 240-pound load through hostile regions of the Middle East is adventure enough, but then to climb Mount Everest—without the aid of oxygen or Sherpas—is simply unbelievable. His trip home was equally harrowing and eventually one realizes that just making the summit of the mountain was only half-distance of this grand adventure. Kropp's self-sufficient approach is one that any true randonneur would understand and applaud.

Major Taylor—the Extraordinary Career

of a Champion Bicycle Racer by Andrew Ritchie. Ostensibly this is the story of one of the best racers in the early days of the sport, but it is really about a black man trying to succeed in a white man's world. That epic struggle, and how Taylor kept his personal integrity and drive in the face of overwhelming bigotry, is the real story here. (The book also helps the reader make some fascinating comparisons to today's over-paid and pampered sports stars.) Both depressing and uplifting at the same time, highly recommended.

Band of Brothers—E Company, 506th Regiment, 101st Airborne From Normandy to Hitler's Eagle's Nest by Stephen Ambrose. A book about war might seem out of place in a reading list for sportsmen, but its examples of courage, integrity, determination and excellence are ideals we can all benefit from. This is the well-written story about a group of exceptional soldiers, their training, and deployment into some of the fiercest battles of World War II. Consistently successful despite horrific casualties (and some inept officers) while frequently facing superior enemy formations, "Easy Company" became a legendary fighting outfit. As much as describing their bravery and skill in battle, Ambrose goes into their personal backgrounds and motivation, the challenging training that shaped them into a uniquely effective unit, and how they supported each other despite overwhelming odds. It is this perceptive look at the "ordinary" soldiers that makes the book much more interesting than most other World War II histories that tend to focus on the generals and the decisions they made. By the end, the loss of so many men the reader has come to care about makes the book unrelentingly grim, but when contemplating their overall story it is inspirational nonetheless, especially the parts about their fine leader, Lieutenant Richard Winters. More than other war books, Ambrose's well-

crafted narrative and interviews with the participants strips away much of the usual jingoistic propaganda of World War II; *Band of Brothers* reveals the tragic human toll (on both sides) that accompanies war in a powerful manner that won't soon be forgotten.

Into Thin Air by Jon Krakauer. The story is pretty well known but *Into Thin Air* tells it best; in May 1996 eight climbers were killed attempting to scale the world's tallest mountain. This book, well-written by one of the survivors, describes what it is like to climb Mount Everest, and what can go wrong. Luck plays a part, but so too human decisions that can set a train of (unfortunate) circumstances in motion. Just like sleep-deprived PBP riders facing some unexpected challenge "in the heat of battle," other adventurers don't always make the best decisions when they are in the midst of a demanding event. Sometimes the outcome of a "sure thing" may suddenly end up in doubt. A real page-turner that reads like the best fiction, but sad in its own way too. Definitely a cautionary tale that will instruct practitioners of all adventure sports, not just mountaineers.

Finally, two of the best books about tenacity and courage in any sport are the 1999 and 2003 PBP Yearbooks from Randonneurs USA. Though no longer in print, there may still be a small supply available from the RUSA Store. After that is gone, use your local rando-chat list to ask some of the veteran randonneurs in your region if they have a copy you could borrow. These first-hand accounts of riding PBP are priceless and will help the newcomers learn a lot, especially since the past few events were so similar to the latest one. If you ask veterans which was their hardest PBP, they invariably reply, "the first." You can make your personal learning curve less steep by reading about what happened to the others who came before you. *Bonne route et bon courage!*

2007 RUSA Event Schedule

Region	200 km	300 km	400 km	600 km	1000 km	flèche	other
AR: Little Rock	10/13	10/13					(100 km) 10/13*
CO: Boulder	9/22	8/4					(129 km) 10/7
DC: Washington	8/4* 9/8* 12/16*						(240 km) 11/11*
FL: Central/South	9/1 10/6* 11/3* 12/1*						
FL: Northwest	9/22 10/27* 11/10* 12/8*		8/4				(100 km) 9/22* (100 km) 10/27* (100 km) 11/10* (100 km) 12/8*
GA: Atlanta	9/8						
IA: Cedar Valley							(130 km) 9/8* (208 km) 9/8*
LA: New Orleans	11/17*		9/29*				
MA: Boston							(322 km) 8/11*
MA: Westfield							(100 km) 8/25* (170 km) 10/7* (186 km) 8/25*
NC: Raleigh	8/11*						
NJ: NYC and Princeton							(188 km) 8/12* (202 km) 10/14*
OH: Columbus		10/27*					
OR: Portland	8/11 9/8 10/6		8/27	8/25	8/25		(100 km) 11/3* (112 km) 11/24*
TN: Nashville	8/11* 9/22* 10/20* 11/24*	8/4*	5/12	6/2			(250 km) 9/15* (100 km) 9/22* (100 km) 10/20* (100 km) 11/24*
TX: Amarillo	9/8 9/9						
TX: Dallas	9/15* 10/20* 11/17*	9/15* 10/20* 11/17*					
TX: Houston	9/2*	9/22*					
UT: Cedar City	12/1*						
WA: Seattle	9/15				9/28		(100 km) 9/9*

* Items marked with an asterisk indicate domestically sanctioned brevets.

DNF

—NO WAY!

BY MARK THOMAS

No randonneur or randonneuse wants to return from Paris Brest Paris, or any other brevet, with DNF listed as his or her result. Over 10 seasons of randonneuring (including a few DNFs), I've learned some things about avoiding a DNF. Bear in mind that these are just one randonneur's thoughts—each rider ends up developing his or her own strategies over time and what works for one doesn't always work for the other.

In my experience, DNFs seem to fall into 4 categories—not enough time, bike won't go on, body won't go on, and mind won't go on. The last is the most common reason in my opinion, but at the time, the mind usually blames it on one of the other 3.

I. Not Enough Time:

Not enough time should rarely be an issue. If you have finished a 600k within the time limit, then you should have time to finish a 1200k.

On a 1200k, time off the bike should be husband-

ed carefully, particularly on the first day. Keep controls efficient. Plan ahead for what you will do at the control. Some riders will plan this before the ride and make notes on their route sheet. I don't, but I do try to spend the last 3-5 miles approaching the control taking an inventory of what I need to accomplish during the stop. A partial checklist: get brevet card verified, fill drink bottles, replenish on-bike food stores, eat & drink, use bathroom, take anti-inflammatories, and refold route sheet. It is also a good time to adjust clothing and add sunscreen, because it's more efficient to do these while already stopped than to stop again after you start up.

Keep stops between controls to a minimum. Rest on the bike by going easy rather than rest off the bike.

If I take care of my time well, I have more available to spend at my overnight stops. For overnights, I've done short stops, long stops, and everything in-between. If I have the time, I can make



Author Mark Thomas practicing his sleep skills.

great use of a 4.5-hour stop. Eat, shower, 3 hours sleep, work through control checklist above, have breakfast and go. Leave the overnight stop no later than its official close time.

Remember, too, that PBP (as with all brevets over 600km) has a lower minimum speed required after the 600km mark. You have more time to get back to Paris than you have to get to Brest. This is easy to forget when you're tired. I've seen too many riders reach Loudeac on the return leg and despair because they are close to the time limit. If you find yourself in this position, ride on to Tinténiac and reassess your time situation.

II. Bike Won't Go:

There's not too much that you can do if your frame breaks or your wheel tacos, but there are some equipment things to keep in mind. Use reliable stuff, especially

wheels—ride 32h or 36h 3-cross wheels and leave the fancy stuff for your next

club sprint. I've seen many randonneurs finish rides with a broken spoke on the first kind of wheel, but that 16-spoke radially-laced, aero-spoked marvel just won't go after one breaks.

Before you start, pick the glass out of your tires (or use new ones and make your LBS guy smile), check/tighten all screws & nuts, make sure there is glue in your patch kit, etc. If you leave the same spares & repair stuff in your bags from ride to ride, double check to make sure that everything you think is in there actually is.

III. Body Won't Go:

Most "body won't go" DNFs are actually "mind doesn't think body will go" DNFs—see discussion below.

It's pretty much a given that some part of you will hurt on a 1200k. The trick is to forestall as much of this

■Continued on next page

DNF—No Way! (continued)

as you can and to know how to deal with specific problems. I can't give any advice on training and besides, it's too late to do much about it now anyway. If you finished a 200k, 300k, 400k, and 600k your training is fine.

Stay ahead of issues while on the bike. The common wisdom about eating before hungry and drinking before thirsty is wise indeed. Especially the drinking part. I find it much easier to recover from a food deficit/bonk than from a hydration deficit. In the latter case, everything seems to go wrong for me. Take care of electrolytes—drink energy drinks, take electrolyte supplements, eat chips, pretzels, salted nuts—whatever works for you. If you use anti-inflammatories on these rides, use them before anything hurts. Deal with foot

problems early—loosen straps, take off shoes at the controls, even move your cleats back in extreme cases.

Your backside wasn't meant to do this stuff and will jump at the chance to make you quit. Keep it happy longer by varying your position—stand sometimes, even when you don't need to. If you develop saddle sores, blisters, etc.—ignore them! You'll heal afterwards. My trick to ignoring them is to carry “triple antibiotic plus” ointment with me (not in a drop bag). The “plus” is a mild painkiller and this stuff is an absolute ride-saver. A little ibuprofen or naproxen comes in handy as well. The worst part is when you get back on the bike after a stop—so ride for a while before drawing any conclusions.

IV. Mind Won't Go:

This is the toughest one, and everyone needs to have their own strategies. You can plan for this! Expect that at some point of the ride, you will feel really bad, you'll wonder why it is that you do this insane sport, and you'll conclude that life will go on just fine if you pack it in. In general, it helps to remember that the lows are often just that: lows. You'll feel better after you work through them—your attitude is on a rolling hills course, not a steady downhill.

Don't make any decisions about quitting between controls. Just figure out some way to struggle into the next control and take stock there. Break the remaining distance to the next control down into more manageable chunks.

Try all of the following before you abandon: drink something, eat something. Ron Himschoot says never quit a brevet until you've had an apple fritter. Many times that feeling of absolute exhaustion is just a lack of food—easier to fix than a flat tire. Eat and head out slowly. If these don't work—take a nap. Some riders have reached a control and turned over their control cards to an official to abandon and then headed off to get some sleep. Don't do this! Get checked in, take the nap and then decide.

Remind yourself that if you make it back to Paris, your name will be entered into the “Great Book” and you'll join the company of *anciens* and *anciennes* who can enjoy the satisfaction of completing Paris Brest Paris.

eBook Review

A Rider's Guide To Building the Long Distance Bicycle

EDITED BY DAVID ROWE | PHOTOGRAPHY BY EVAN ROWE

Reviewed by **KENT PETERSON**

This past March at the North American Handmade Bicycle Show there was an interesting panel discussion on the subject of “Building the Long Distance Bicycle.” Even though I was unable to attend the show this year, I know the discussion was interesting thanks to David Rowe. David was not only part of this discussion, he edited a transcript of the discussion into an eBook, which I recently read.

The book is probably the

best single, one-hour discussion of what goes in to making a good long distance bike. If you are new to randonneuring or riding distances beyond the century mark and want to get up to speed quickly, this is a good way to spend \$9.95 and an hour or so of your time. Fit, comfort, bike geometry and frame materials are all discussed as are fenders, lights, wheels and other components. Even though the forum was held in the context of a show highlighting the

virtues of various custom builders, the information presented is also very useful to anyone adapting an existing bike for distance riding.

I can't say that I learned a lot of new stuff from this book, but I've been lucky enough to live in an area with an active randonneuring community. This book reminded me of countless discussions I've had with knowledgeable riding buddies over the years. And the book does have some great little nuggets, like Steve Rex pointing out that “the foot-shoe

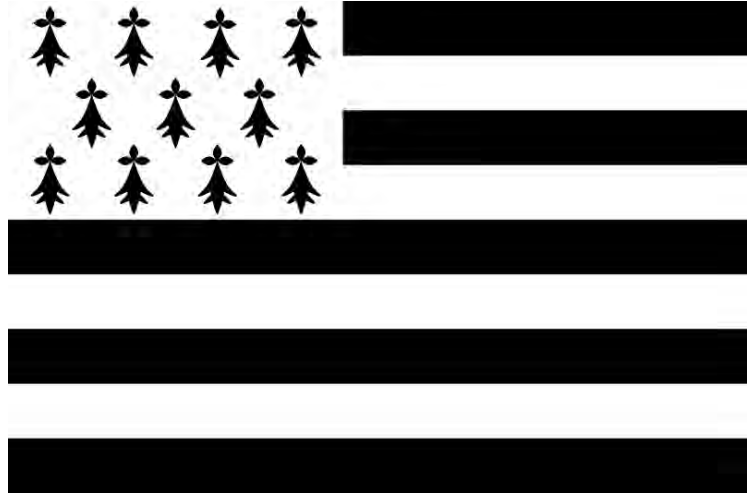
interface is more important than the pedal-shoe interface” or Terry Z explaining why he favors Ultegra components over DuraAce.

The eBook is available for \$9.95 at www.roadbikerider.com.

By the way, don't let the eBook format put you off. If you really like reading your words off dead trees, you can print the PDF file out, bind it in calf-skin or whatever you like. But once you have a book in digital format, you can keep it on your laptop, send it to your PDA or whatever.

A l'Aise Breizh! (or Way to Go Bretagne)

By Hal DeSaussure



The traditional flag of Brittany

Going to France this year to ride PBP? If so, you are going to be traveling in Bretagne (Brittany)—locally known as Breizh: the land of the Breton language and culture. As you travel the PBP route, from approximately Fougères to Brest, the route traverses this country within a country. As you review the PBP route, you will note the clearly non-French sounding names of towns such as Huelgoat, Plounévezel, and Mael-Carhaix. These cities are reminders that for this portion of the ride, PBP riders are seeing up close and personal a slice of French culture that prides itself on being sort of, almost, non-French. Having ridden this route in '99 and '03, I must confess to being ignorant of the Breton border crossing and Breton identity. Perhaps my senses were not as sharp as they should have been, given the point in the ride that one begins to see the Breton landscape. I have since become more attuned to this region of France and

have become fascinated with its mystique.

In March, I took a trip to France to visit my daughter who attends the University of Rennes. Rennes is in Bretagne, and is about 45 minutes south of Tinténiac for those of you who are familiar with the PBP route. A friend there gave me a fascinating book by the long admired champion of Breton life and culture, Anatole Le Braz entitled "Magies de la Bretagne." This book, actually a compilation of books, by Le Braz, catalogs Breton folklore, language and history. Le Braz, writing in the early 1900's, serves as collector of odd and eerie tales of ghosts, "Les Revenants," villages swallowed whole, "Les Villes Englouties," and other departed or soon to be departed souls. Le Braz has no shortage of bizarre and macabre material in this region which was home to the ancient Forest of Brocéliande, where Merlin traveled and the Lady in the Lake can perhaps still be

found. After all, Bretagne, as he points out, is a region where druids, and for thousands of years before them,

"an unknown race," built huge fields of stone pillars

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A l'Aise Breizh! (continued)

(known as dolmen and men-hirs) for reasons which are still steeped in mystery.

As you make your way slowly or rapidly across the region, recall Le Braz and the reverence with which he describes the region known as the Dorsal Spine of Bretagne with its rocky climbs. His 1925 description of the countryside could read as a ride report over the same terrain now traveled by thousands during PBP. So with apologies to Le Braz, here is an attempt by this PBP ancien to translate Le Braz and his report on the beauty of Bretagne in his awe-filled description of a portion of the PBP route.

Brittany Across the Ages

Anatole Le Braz
(Excerpt from "The Breton Countryside")

"As one moves away from the maritime zone, which the Bretons call the *Armor*, and enters the interior of the Breton peninsula, known as the *Argoat*, the ground starts to rise little by little in a series of gradations, up to a type of central height which, dividing the country from east to west, constitutes what is justly named the *Kein Breiz*, or the "dorsal spine" of Brittany. This is a weak and bony spine which at any moment pierces the thin vegetal veneer which serves as its cover. Looking at these hard projecting vertebra, such as you find in Kragou or as the rocks of the Laz, one would

"This summit—or so say all the maps—is that of Roc'h Trévezel. I don't know, for my part, a natural window which opens on a more marvelous expanse. You are here as if standing on a balcony to the West."

believe them to be but foam from petrified waves.

"As you near Pestivien, the principle mountain chain divides into two branches: one of which, going by the name of Arez Mountain [the mountains of the Arée], expires to the north of Brest harbor; the other which, going by the name Black Mountain, from its last foothills, overlooks the bay of Douarnenez.

"Mountains? The title without doubt seems pretentious when applied to such heights, the most considerable of which—those of Ménez-Mikêl between Braspartz and Sizun—don't quite reach 400 meters. The local terminology, however, is not as mistaken as one might suppose. Rather, ask the geologists: they will tell you that in the earliest ages of the world, the Breton Alps gave no ground to any other either in audacity of proportions or in the force of scale. Only through the work of centuries have the mountains been eroded, limited, worn down, reduced to a tenth, a twentieth, of their former

state. They're a fallen prince. Yet still have they preserved their grand bearing. No longer mountains as such, they can only recall what had been. Yet in their present mediocrity they hold a small ill-defined pride and fussiness which clearly does not allow for reducing them to the level of simple hills. For those who climb them, they give the emotional sense of high places. Scale the savage summits of Ménez, behind Moncontour: you enter there into the realm of infinite silence and solitude; no trace of humanity; no other movement but that in the sky itself; the plains, with its trees, its cultures, its clocks, its villages, are all but dissolved at your feet in a sort of green mist that the breeze sweeps to the four corners of the horizon. From this throne you glide, you drink in all the intoxication of the space; you taste in a word the sensation of the mountain at its most heady and exalting. But where you put it to the utmost test is at the heart of the wilds on the Arez, between Huelgoat and

Landerneau. The route which crosses it, beaten out of some ancient Roman road, threads straight from hilltop to hilltop, in the manner of some sublime rampart built out of a formidable mass of shale, only to reach a summit of a mountain passage of which its harshness has no equal save for desolation. This summit—or so say all the maps—is that of Roc'h Trévezel. I don't know, for my part, a natural window which opens on a more marvelous expanse. You are here as if standing on a balcony to the West. In winter, when the wind rages, when from the lower skies the shredded clouds hang in tragic rags, the spectacle has something hallucinating, and if I can say it, Dantesque, about it. But during the good weather, in the evening, it is an enchantment.

"Below you drops in bounding cascades, rolling waves of the gold of the gorse or the amethyst of the heather, the rough territories of Sizun, of Commana, of Martyre, of Havex, of Rumegol—you get the idea—at the extremes of which one divines, and sometimes it seems that one can make out, the last dive of the old world into the bosom of the Atlantic."

So as you roll through Sizun or Poullaouen, try saying "Demat deoc'h" rather than "bonjour." When they yell "bon courage," you can reply, "A l'aise Breizh!"

RUSA Board Member Candidates

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

RUSA Election Ballot

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

Check the box to cast your vote.

- Candidate #1: Mike Dayton
- Candidate #2: Jim Solanick
- Candidate #3: Lois Springsteen
- Candidate #4: Eric Vigoren

Your Name: _____ RUSA #: _____

This section is to be filled out by RBAs only.

- Candidate: Susan France

Your Name: _____ RUSA #: _____

Please send this form to:
John Lee Ellis
RUSA Vice-President
2155 Dogwood Circle
Louisville, CO 80027-1169
Or e-mail: jellisx7@juno.com

All ballots are due by September 30.

RUSA Board Member Candidates

MIKE DAYTON

• **Background:** Super Randonneur, 6 consecutive years (2002-2007); PBP—2003, accepted for 2007; Cascade 1200K—2005; BMB 1000K—2006; Bonifay 1000K—2006; flèche teams—2004, 2007; owner, 3 permanent routes.

• **Awards:** R-5000 Award—2007; R-12 Award—2007.

• **Cycling-related volunteer efforts:** Member, NCBA Committee, Coast to the Coast—1995-1996; Member & route planner for Frostbite Tour (esophageal cancer research fundraiser), 2004-2007; Editor, American

Randonneur—2003-2007; Editor, RUSA Results Publication—2004-2006); designer, RUSA handbook; author, numerous American Randonneur articles.

• **Why I'd like your vote:** I've ridden brevets in several East Coast states and have seen the struggles the smaller clubs can face in lining up volunteers and other resources. I'm interested in finding ways that RUSA can better support the efforts of those clubs to give their riders and their RBAs the same advantages as the larger groups.

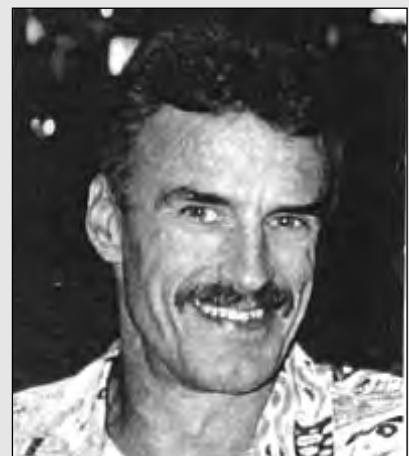


JIM SOLANICK

I am running for election to the RUSA board because I feel my experience can help the continued growth of the organization.

Since my first brevet series in 1994, I have enjoyed helping others in their planning, training and accomplishing their randonneuring goals. I was the Florida RBA for eight years and have completed a yearly bevet series eleven times. This along with fourteen

1200k finishes has given me invaluable insight into the way things work. I have enjoyed fantastic events organized by hard-working, energetic and dedicated volunteers. Occasionally, we have to guide this energy to make the best use of it. If elected to the board, I would like to be part of this influence to make our sport, its events and participants the best they can be.



RUSA Board Member Candidates

LOIS SPRINGSTEEN

I've served Randonneurs USA since its founding in 1998 and on the Board of Directors from 2000-2005.

I've done the following to help randonneuring thrive in our nation:

- Membership Co-Coordinator
- Vice-President
- Webmaster
- Brevet Coordinator
- Rules Committee
- Newsletter Editorial Committee
- PBP 2003 Yearbook Co-Editor; assistant editor PBP 1999 Yearbook
- Representative at Randonneurs

Mondiaux in Paris 1999, 2003

- RBA with Bill Bryant for Santa Cruz Randonneurs – presented 24 brevets and 5 permanents since 2004; co-organizer for 4 Davis Bike Club brevets 2000-2005
- Route Designer and Control Co-Captain for Gold Rush Randonnee (GRR)
- Rider: 61 brevets, GRR, PBP 4 times, and R-5000

I want to continue serving you on the RUSA Board; please give me your vote.

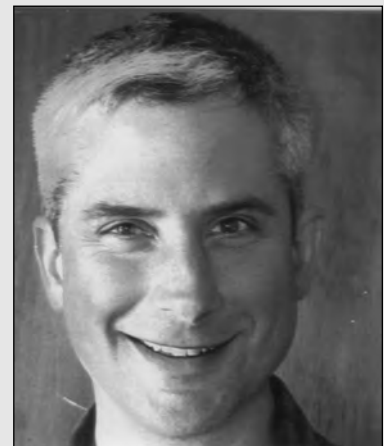
Lois Springsteen
RUSA #8



ERIC VIGOREN

I began cycling out of necessity but soon grew to love it. In the years since, I have ridden tens of thousands of miles commuting, touring, recreationally, and in organized events such as brevets. Randonneuring has become a passion for me. I am very active in the Seattle club, both as a rider and an organizer. For the past couple of years I have been the club treasurer and membership guru. I also venture

south on regular basis to ride and help out with the Oregon brevets. Our regional pride and friendly rivalry with other clubs is healthy and good for the sport and, I think, makes RUSA all the stronger. If elected to the RUSA board, I will bring my dedication and the reliable ability to the national stage as a motivated and willing volunteer with the desire and energy to do the job well.



RBA Liaison Candidate

SUSAN FRANCE

When asked if I would consider re-running for RBA Liaison I said “absolutely.” I love the sport of randonneuring, even with all its sometimes-quirky rules. I would be happy to contribute in whatever way I can to help grow and foster the sport in the US. RUSA is a great organization with great people.

I have been involved with randonneuring off and on since 1987. In the late 80s, I rode the Portland series as training for solo RAAM in 1991. In the early 90s, I became the Regional Administrator (RA) during the International Randonneurs (IR). Having gone through the IR experience as a RA, I was thrilled when RUSA was formed in 1987. In 1987 I offered my services to RUSA if the current RA wished to stay affiliated with IR.

I became involved in randonneuring the second time in my life following a bicycle tour when unexpectedly, after many years off the bike, I discovered I was riding 100-

mile days again, liking it and once again wondering, “how far can I go.” Putting together scenic permanents, then riding them, got me back in the randonneuring groove.

Assisting the early 2005 RBA got me further entrenched. Mid-2005 I was asked to take over the Portland series. 2006 saw tremendous growth in Portland. We formed Oregon Randonneurs, a double brevet series was scheduled and, with a great deal of help from Seattle International Randonneurs and our volunteers, the club membership and brevet attendance skyrocketed. 2007 was even bigger, a Fleche and couple of 1000k events including a the point to point Portland to Glacier, more volunteers, more members.

What would I do as RBA Liaison? Work on those procedures, try to make them less confusing and help to eliminate unnecessary work for RBAs. I will communicate to and from the RUSA board.

Communicating is what I do



best; I always try to do my best.

When not acting as RBA for the Oregon Randonneurs, I try to make time to ride my bike to and from work as a technical writer in Electronic Design Automation. I love to travel with my bicycle, work with my hands, garden and cook. My life dream is to ride my bicycle and experience great places and people in this world.

Heh,... the picture above is me at the Giant's Causeway in Northern Ireland... I love Ireland.



Attention Members

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

Don't Forget...

...To renew your RUSA membership!



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

The magic of rural night riding...

Five of us rode N.C.'s 283K Blackbeard's Permanent July 7-8: BobO, Dean, Wes, Byron and myself. We settled on a 10 p.m. start time, giving the three riders heading to Paris Brest Paris an anticipatory taste of a nighttime departure.

I made a round of lattes for one last bracing jolt of caffeine before we headed out.

We hit our busiest street within the first 2 miles, cruising through Raleigh's Glenwood South district, where the odor of cheap beer and cheaper perfume hung in the sticky night air.

A run through downtown to east Raleigh, 8 miles on Poole Road, a right turn on Grasshopper Road and boom we were in the country.

For the next six hours, the world went quiet and black, illuminated only by the crazy dance of our headlamps.

Dean rolled up beside me as we headed down Covered Bridge Road, about 20 miles into the ride: "I feel like a kid," he said.

I knew exactly what Dean meant. Night riding is as close as I can get to seeing life through the eyes of a child. As we sailed along on a dark ocean of asphalt, every sound, every smell was exotic. We were on our way to the New World.

Byron recognized one smell as we paralleled the tobacco fields near Rock Ridge—a sickly sweet chemical sprayed on the plants to

prevent suckers.

"I worked in tobacco as a kid," he said. "That smell always made me gag. Not a pleasant memory."

I warned the crew that we might not see any services for 80 miles or so, and that proved to be the case. We stopped at a "24-hour" service station as we crossed the I-95, about 45 miles into the ride. Closed.

"It's 24 hours," Wes said. "Just not 24 hours in a row."

We drew a crowd as we filled our water bottles and Camelbaks at a faucet out front. At least four cars pulled up, perhaps drawn like moths to the only signs of life in a five-mile radius.

Throughout the night the dogs were spooked by our presence. They howled ferociously as we rolled past, but few strayed from their front porches for a closer encounter.

We made impressive time in those dark hours, regularly hitting 20 mph on several flat straight roads.

We found our first open store in Winterville at mile 82. The store clerk did not bat an eye at the sight of five cyclists arriving at that time of the morning, and he did not ask a single question about where we were from or where we were headed. An extraordinary lack of curiosity or an impressive respect for personal privacy? Dunno. I didn't ask.

As we ate Powerbars and drank Coke on the front sidewalk, a local rolled up on a one-speed cruiser. He bought



a pack of smokes and pointed his cruiser back into the night.

The sky lightened as we neared Grimesland, just past the century mark, and by the time we reached Washington, N.C. at 6 a.m. we'd seen the dawn of a new day. We got our cards stamped at the Travel Store, then detoured off-course to the local McDonalds.

Three of the crew had begun to complain about stomach issues, but everyone managed to choke down a biscuit or hash brown.

Breakfast over and stomachs secure, we headed back to the course, following Bike Route 2 for the remaining 100K.

We had an easy 10-mile roll into Bath, Blackbeard's former hometown where a new breed of pirate, the land developers, appear to have set up shop. From there, a few of us tested tired legs, laying down a 20-plus average on the 13-mile stretch to Bellhaven, where we stopped for drinks and a few photo ops.

Nothing notable about the last section from Bellhaven to Swan Quarter, except the road itself, which has more bad cracks than a Rodney Dangerfield movie. A constant eyetooth-rattling, wrist-jarring

buh-bump, buh-bump, buh-bump.

Wes took the King of the Mountain points by outsprinting a lackluster field up the Intracoastal Waterway bridge.

If the roads were a little bumpy, at least the weather held. Cloud cover sheltered us from the sun, and the wind, which can be a fierce adversary across the exposed wetlands, took the morning off.

Our little group splintered as a couple horses raced to the barn. The frontrunners reached the ferry at 11, with the others arriving a few minutes behind.

We got our cards signed by the sweet woman working the ferry window, and got drinks from another sweet woman, Dean's wife Deborah, who met us at the ferry station.

We washed off the stink and the road grime with cold hose showers behind the ferry station. Nothing says good morning like 70-degree water. We were kids again in the backyard sprinkler.

Our day accomplished before noon, we loaded up the bikes and headed buh-bump buh-bump home.

Another great training ride with good friends.

—Mike Dayton

5 going on 6

JOHNNY BERTRAND

1. What was your most memorable year? Why?

1983. It was my 1st. A cycling Francophile loose in France on two wheels, what could be better?

2. Which year was the hardest? Why? 1999. I was caught up in RUSA stuff, so I did not train properly. I made it, but only because of experience and pure old orneriness.

3. What's your fastest finish time? Your slowest? Not sure. 83:?? and 89:?? or thereabouts.

4. What's the closet you ever came to a DNF on PBP? No close involved. I did it! I bailed in 1987 after about 400 KM and a case of diarrhea that would not stop! :->

5. Have you had any mechanical difficulties during the ride?

Fortunately, no. The worst I've had to deal with was a flat or two.

6. What foods have you eaten while riding? I eat mostly at the check-

Perhaps you're heading over for your first or second Paris Brest Paris. Did you know that RUSA has several riders who are going for #6? American Randonneur caught up with 5 of the 6 riders for an e-mail Q&A.

points. Whatever they have, I eat. I also hit the groceries, bakeries, and pubs along the way.

7. How much sleep do you typically get? I usually try to do two 4+ hours sleep periods — Loudeac or Carhaix out and Tinténia.

8. Any funny stories along the way? I ran into Scrub, a friend from TX, at the Nogent-le-Roi check-point on the way into Paris in 1995. We rode that last leg together and caught up on old times.

(We first rode together in the 1983 qualifiers.) We had ridden quite a ways with a 3rd rider drafting behind us. When we invited him to join the conversation, he

says, "Sorry mate, I really can't. I can't understand half of what you're saying!" I guess KY twang and TX twang when spoken by tired native hillbilly speakers must be more of a challenge than we imagined. Anyhoo, Scrub and I had a good laugh the rest of the way back to Paris. That's pernounced Pearree fer y'all what don't knows how to speak Franch. :->

9. What weather conditions should first-time riders expect? It's typically 70/80 F in the day and 50/60 F in the evening. It can get down into the 40s in the low spots at night. Rain is possible as well, but it usually doesn't rain through-

out the event. Leg warmers, arm warmers, a light jacket, and a light rain jacket are good items to have along.

10. Would you describe the course as hilly? It's not flat; it's roly. With fatigue though, roly becomes hilly.

11. If you've done other 1200Ks, how did that experience compare to PBP? I have only done BMB. It's hilly compared to PBP, but for a U.S. rider I think PBP is harder. Besides the physical things like terrain, there are lots of other challenges: the culture (food, language, hours, road system, etc.), the time difference, the number of riders, etc.

Like most 1200's, PBP is mostly done between your ears. Try to get ahead of schedule early when you're fresh and then parse that gain over the latter part of the ride when you're tired. Pace yourself according to your abilities, not someone else's. Mostly, you just have to keep pedaling.

■Continued on next page

5 going on 6 (continued)

TOM GEE

1. What was your most memorable year? Why? My most memorable year (and probably for most PBP riders) was my first one in 1983. That year I was in great condition and the whole ambience of the ride was like nothing most Americans had ever experienced. Americans were still a novelty then and we were quite popular with the fans. I was besieged by kids at the checkpoints begging me for my USA cycling cap (we didn't wear helmets back then). Fortunately, I brought several with me and made a few happy. I was also able to help pace Susan Haldeman out to Brest as she set a new women's record that year. There were so few English-speaking riders that I went for 24 hours without speaking English to anyone. I met up with a Canadian with only a couple hundred miles to go and we stuck together the rest of the way just to have company. I think I ended up in the top seven American finishers that year.

2. Which year was the hardest? Why? There is no question that the most difficult year was in 1987. Anyone who rode that year would have to agree. The conditions were atrocious and less than 50% of the Americans finished. Our attrition was so great that Americans were required to qualify two years in advance



Tom Gee

'There is no question that the most difficult year was in 1987. Anyone who rode that year would have to agree. The conditions were atrocious and less than 50% of the Americans finished. Our attrition was so great that Americans were required to qualify two years in advance rather than one as other countries were allowed to do for several years after that.'

rather than one as other countries were allowed to do for several years after that. We were forced to ride in rain for much of the event and it was pretty cold and wet at night. The first control was located in a field under canvas tents where you could get some hot potage while you shook uncontrollably. This went on for three days. Late in the ride I came into a control at Beleme which was in a very small building which was besieged by riders attempting to get out of the rain and to find a dry place to sleep. Every crack and crevice was filled with riders sleeping. They were on tables, under tables, and on

top of one another. I knew it was bad when I went into the bathroom and people were sleeping under the urinals. It was very surreal and my vision of Dante's Inferno except colder.

3. What's your fastest finish time? Your slowest? My fastest time was my first in 1983 when I finished in about 61 hours. My on-bike time that year was quite fast but I took two long sleeping breaks that wasted too much time. That was just inexperience on my part. My slowest was in 1987 when I finished in around 78 hours. The weather conditions really slowed us down that year.

4. What's the closest you ever came to a DNF

on PBP? In 1987, conditions were so hard. During the second night at about 4 a.m. I was riding in a pouring rain storm with a wheel operated generator which was slipping and putting out very little light. I was cold and miserable and had a flat tire. Without my light it was pitch black and I had to feel my way to change the tire. My hands were numb from the cold and I was exhausted and frustrated. Those are the times you are ready to pack it in and give up. If someone had come along with a car and offered me a ride and a hot bath I doubt anyone could have stopped me from quitting at that point. Fortunately PBP requires self reliance and preparation for the unexpected. If you quit you have to find your own way home. That is usually a powerful incentive to keep on going. Most people I see quit PBP have too many opportunities to take the easy way out. They have a hotel with a soft bed and hot shower, they have a family member with a rental car. It is just too easy to quit when those temptations are present.

5. Have you had any mechanical difficulties during the ride? In my five PBPs I have only had two flat tires (knock on wood). One of the most fun parts of long distance cycling to me is the preparation for the event. I love to find

■Continued on next page

5 going on 6 (continued)

what works and what doesn't. I also am a big believer in redundancy. You should always have a back-up position or plan for what to do if the worst happens. I once rode 300K of a 600K brevet on a slit tire held together with duct tape. If I had not carried a tire boot and duct tape I would not have finished that ride. If you pay attention to the condition of your equipment and plan for the worst, you will generally be okay.

6. What foods have you eaten while riding? Food and nutrition can make the difference in how your ride goes. Like most riders I count my calories while I am riding. If you do not keep up with the calories burned and replaced you run the risk of falling behind what your body needs to function. I try to eat easy-to-digest foods which I can tolerate. I like liquid energy drinks like Cytomax, Exceed, etc. At the various controls I go for the rice puddings, mashed potatoes, pasta, baguette breads and other high carbohydrate foods. I will eat some protein earlier in the ride when I can digest it well. Cheese and some limited quantities of meat are okay. Omelets and the soup in the controls in France are great. I will use gels in a pinch for short bursts of energy or to hold me to a control. Energy bars are often hard to digest late in a ride and may

cause gas on a multi-day event. It is certainly important to experiment with what works for you well before the ride. The controls have a good selection of foods that have been shown to work over the years. It is often hot and well prepared and a lot better than the convenience store food we often eat during our brevets.

7. How much sleep do you typically get? I have found as I have gotten older that I can function on much less sleep than before. In 1983 I was only 32 years old and sleep deprivation was a major issue. Most years I have slept two periods of three hours. However, in 2003 I had no trouble with my sleep. I am a big believer in the 84 hour start group. That group starts at 5am on the morning after the other two groups. This group gets a night's sleep immediately before the event and then rides throughout the day hopefully arriving in Loudeac on the second night. In 2003, Loudeac was very crowded with sleepy 90-hour riders. I was generally still wide awake so I pushed on that night and throughout the next day before I finally stopped to sleep on the return trip. I was amazed that after 40 hours of riding without sleep, that I still felt like I could still go on. I slept four hours and rode on in.

8. Any funny stories along the way? I am not sure I have any particularly

funny stories. You certainly experience the full range of emotions in each and every PBP. I have certainly seen some unusual sights. In 2003 there was the fellow who rode the entire event on a two wheeled scooter. I have seen riders fall asleep on the bike and ride into ditches. I have shared bathrooms with female riders when we were so tired we could care less. Probably the most amazing thing I saw was in 1983 when I passed a woman on the outskirts of Paris who I later assumed to be a prostitute. As I passed her she lifted her shirt and exposed herself to me in what could only have been an effort to lift my spirits and encourage me to press on. Bonne route!

9. What weather conditions should first-time riders expect? The weather for four of my five events has been generally exceptional. This means we are probably overdue for some bad weather and with global warming who knows what might happen. I find the hot humid weather of the U.S. during our brevets to be much harder than what you find in France. Most of the time the days are warm but not oppressively hot. The nights are cool requiring a jacket or arm warmers. I also have used knee warmers at night. However, another year like 1987 is also a possibility and a rider should be prepared to survive in prolonged rain and cool weather as well. I

believe it was in 1995 when we had head winds coming and going which caused a lot of riders to suffer. I latched on to a tandem which pulled me the last 200 miles into Paris. Everywhere they went I went.

10. Would you describe the course as hilly? PBP has about 29,000 feet of climbing. This on the surface sounds very hilly. However, my impression of the event is more even rolling terrain. The hills are certainly there with one prolonged climb into and out of Brittany and some other steep climbs like the one into Montagne-au-Perche and other towns. However, I did my ride in 2003 on a 12-23 cassette with no complaints.

11. If you've done other 1200Ks, how did that experience compare to PBP? I have not done any other 1200Ks except PBP. I have done some 1000Ks and rode in six BAMs (Bicycle Across Missouri) which were 540 mile events. I doubt there are any other rides that can compare with PBP for organization and the European cycling experience in a long distance event.

WOODY GRAHAM

1. What was your most memorable year? Why? My first PBP in 1987. It was

■ Continued on next page

5 going on 6 (continued)

very rainy and cold. I was dressed like I was cycling in South Carolina in August. I had gotten married on August 8th and I wanted to be home with my bride. I fell on the return and had a sore right thigh and a headache.

2. Which year was the hardest? Why? 1991. We had tail winds to Brest which was nice. Head winds all the way back to Paris.

3. What's your fastest finish time? Your slowest? Fastest was 1987—85 hours 50 minutes. Slowest was 1991—88 hours 10 minutes. I ride to finish, not to see how fast I can go. I try to enjoy the experience.

4. What's the closest you ever came to a DNF on PBP? 1995. Developed pain in left medial knee cycling to Brest. Used topical analgesic recommended by pharmacy on route and developed an allergic reaction on skin in the form of a rash.

5. Have you had any mechanical difficulties during the ride? Broken chain in 1995. Broken spoke on rear wheel in 2003. Was able to make my own repairs.

6. What foods have you eaten while riding? I carry a variety of gels and bars to eat between controls and restaurants. Only drink water and coffee.

7. How much sleep do you typically get? As much as I can. As little as 9 hours and as much as 20 hours.

8. Any funny stories



Doug Kirby

'I'm flexible and I like to eat "real" food. I like the food at the checkpoints, though the lines can be long. I also stop for local food such as coffee, bread & butter and Ham & Cheese sandwiches. This can be quicker than the checkpoints.'

along the way? Met a French rider named Jules in his late 60s in 1987. At controls he would drink wine and smoke a cigarette. It was his 6th Paris Brest Paris.

9. What weather conditions should first-time riders expect? Anything from cold rain to heat. The French consider 85 degrees Fahrenheit a heat wave.

10. Would you describe the course as hilly? The course is not flat but it is not mountainous.

11. If you've done other 1200Ks, how did that experience compare to PBP? I have completed four BMBs (1990, 1994, 1998, and 2002); London-Edinburgh-London, a 1400 km, in 2005; and Last Chance in 2006. Mentally I think PBP is more difficult. Physically BMB is hardest.

DOUG KIRBY

1. What was your most memorable year? Why?

Each year has been memorable and different. I think that is one of the reasons I keep going back.

2. Which was the hardest? Why? I think '87 was the hardest because it was my first PBP. In addition, I was recovering from a car/bike accident. I had been left with a broken collar-bone, a concussion and a bent-up aluminum bike (a Vitus). I asked a bike shop to bend my frame back and took two months off the bike before PBP. I recall that I bonked after the first 100 miles of PBP that year and took a nap on the side of the road.

3. What's your fastest finish time? Your slowest? My fastest was 78 hours and my slowest was 89 hours.

4. What's the closest

you ever came to a DNF on PBP? In '99 I overslept at Loudeac and woke up feeling really well-rested, but discovered I was in danger of missing the closing time for the next checkpoint. I rode solo and ended up finishing my fastest PBP.

5. Have you had any mechanical difficulties during PBP? I discovered that a bent aluminum frame wants to shimmy on downhills (so I sat "heavy" on the saddle and put my thighs against the top tube). I've had aluminum bottle cages rattle and break off during PBP (I later replaced them with stainless steel). I've had spokes start to pull out of the rim of my back wheel (I got great help at a checkpoint with truing the wheel quickly...and I tried to ride gently and avoid too many bumps after that).

6. What foods have you eaten while riding? I'm flexible and I like to eat "real" food. I like the food at the checkpoints, though the lines can be long. I also stop for local food such as coffee, bread & butter and ham & cheese sandwiches. This can be quicker than the checkpoints. I drink plain water and carry Power Bars, Clif Bars and Luna Bars. And I love French food...

7. How much sleep do you typically get? My ideal plan would be to get 4 hours of sleep each night on Tuesday and Wednesday of PBP, plus 20-minute

■Continued on next page

5 going on 6 (continued)

naps at the cafeterias and on the side of the road whenever I need it. I've never actually done my ideal plan.

8. Any funny stories along the way?? Yes, quite a few — “amazing” might be a better adjective than “funny.”

- I found a Spanish rider in the pitch black with no lights and no helmet. He had been left by his riding buddies after he hit the curb on a bridge and flipped. His bike was bent so that the front wheel overlapped his downtube by a few inches. So...a friendly Aussie rider and I grabbed onto the bike and helped him bend his frame and fork back into shape so that it was rideable. He sprinted away to catch his buddies.

- I rode with a rider who could no longer lift his head to see the road ahead of him. His legs and his will were still strong, so I rode in front of him to be his eyes and we had a great conversation through several checkpoints. He finished.

- I came upon a PBP bike with four riders that I think were a crew team. They followed a wiry, grey-haired French coach with a whistle who would direct traffic as they passed through small towns. He would ride in front, ride behind, chat with the team and cheerfully greet other riders nearby...and still keep up with the quad on the flats. They would go 30 mph on some straight, flat

stretches. He would also sprint ahead, pull a camera out of his jersey pocket, face backwards and snap pictures.

- I got lost at night on the return route from Brest. The return arrows that mark the route have been known to disappear and become souvenirs. I knew I was in trouble when I rode into a small, dark town and asked some teenagers if they had seen any other cyclists, to which they replied “no...and they didn't know which way to point me.” So, it was a clear night and I kept the North Star on my left as I headed out of town. After about 10 miles, I found a town on the route and I found other riders. Now I always carry a compass.

- I followed a group of older European riders out in the countryside as we went up and over a hill and down a fast descent. I heard the sound of brakes and everyone turned into a small, non-descript building...so I followed them. All of the guys stepped up to the counter and ordered various “beverages,” some in shot glasses. We were all out the door in 5 minutes.

- I've seen French riders sit down to dinner at the checkpoints with candlelight, a linen tablecloth, glasses of wine and fine food, right by the side of the road. Their family and friends meet them with a trailer and have everything ready ahead of time.

9. What weather conditions should first-time riders expect? Expect everything, but snow. I've seen hot, cold, rainy and windy during PBP.

10. Would you describe the course as hilly? Yes, and I recommend hilly rides for training and qualifying.

11. If you've done other 1200Ks, how did that experience compare to PBP? I'm an unabashed fan of both Boston and Paris. Boston and Paris are wonderful places to be with friends, eat hearty and start and finish an epic adventure. I think both BMB and PBP are fantastic rides. BMB has hills with a little more bite in them and fewer riders to share the road with. Middlebury Gap is “killer,” but rewarding in both directions.

GARY SMITH

1. What was your most memorable year? Why?

Each PBP is memorable in its own unique way presenting its own challenges and rewards. Probably the first PBP I did in 1987 was the most memorable because of what went on before it. Living in Dallas, TX, I had the great opportunity to ride and train with Scott Dickson. He sparked my interest in PBP but I did not consider doing it at the time. Then on July, 30, 1986, at 8 p.m. a lady ran a red light while I was coming

through the intersection. She plowed into me at over 40 mph. I separated from the bike, rolled on to hood, windshield, roof, and then onto the pavement. I was a mess. Aside from the scrapes and cuts, I had three broken bones in my right foot and my right knee cap was broken in at least 8 pieces. On my 34th birthday, I had a crotch-to-ankle cast on leg and an “appliance” (it wasn't a toaster) on my foot. At the time, I did not know if I would be able to walk normally much less ride a bike. One year later, on my 35th birthday, I was boarding the plane to take me to France and my first PBP. My leg and foot had healed and going to PBP had become my goal to help me rehabilitate myself. I didn't really know what I was getting myself into but I knew that I would finish. If I could come back from an accident like that I knew I could do PBP.

2. Which year was the hardest? Why? My fourth PBP in 1999, I started with the 84-hour group. I felt I was back racing with the USCF in a Cat 2/3 race. We roared out of the Paris suburbs setting the road on fire. We reached Villaines la Juhuel, the first checkpoint at 100 miles out in just over 5 1/2 hours. I had had my chain really jerked but that wasn't going to compare with what followed: I got

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5 going on 6 (continued)

sick. I had some kind of intestinal bug. I was alternating between constipation and diarrhea. I forged ahead and developed an appreciation for the pros that ride even when they are sick. My wife, Cathy, who was running support for me, found all kinds of medicines to get me through my problems. I kept pressing on and she kept getting meds for me. It's really hard to ride when your guts are in an uproar.

Slowly the meds took effect and I started to ride better. By the end, I was making better time between checkpoints than I did going out. I made that one thanks to French OTC meds, Cathy and determination.

3. What's your fastest finish time? Your slowest?

For my first PBP in 1987, I had no real idea how to train and just rode miles. By PBP I had just over 6,000 miles in the bag. After that one, I knew more miles would be required to better my time at the next one.

In 1991, I came to the starting line with over 9,000 miles in training and I cut four hours off my time from 1987 going from 82 hours to 78 hours. In 1995, I targeted my training, concentrating on climbing. I came to that one with just over 9,000 miles but I was ready to climb. As one of my riding buddies said, "you may not be a good descender but you ascend like an angel."

I did that one in 72



Gary Smith

'There are times in PBP you are going to hurt. There is just no way to escape that. Usually, after running on adrenaline overload on the first day, you wake up on the second day and think to yourself, "My God, what have I gotten myself into?" But you forge ahead and whatever was hurting quits hurting or you see something so incredibly beautiful out there that you completely forget whatever it was that was bothering you.'

hours taking six hours off my 1991 time. The lesson from that is the better you can climb the better you will do at PBP. My slowest time was in 2003. Being a long distance cyclist means that you stretch yourself to the limits of your endurance.

In 2003 I stretched not only my body training for PBP but also my studying for a computer security certification. I was up until 2 a.m. studying and riding like a demon. I took the certification exam the morning of the day I left for PBP. I passed the certification and I went on to complete that PBP in 86 hours. I was beyond being tired going

into PBP; I was exhausted. The lesson from this is don't let your love of challenges get the better of you and take on too many of them at the same time.

4. What's the closest you ever came to a DNF on PBP? That would have to be one I described earlier in 1999.

I wasn't able to drink my energy drink, the pain in my stomach was hard to ignore and food wasn't the least bit appealing. But, thanks to Cathy's canvassing for pills, poultices, and preparations and just pressing on, I made it in to finish in 86 hours. There are times in PBP you are going to

hurt. There is just no way to escape that. Usually, after running on adrenaline overload on the first day, you wake up on the second day and think to yourself, "My God, what have I gotten myself into?" But you forge ahead and whatever was hurting quits hurting or you see something so incredibly beautiful out there that you completely forget whatever it was that was bothering you. Maybe you get in a good group of riders and you motor with them into the next check point. The lesson on this is to continue forging ahead. If you're not on the bike going forward, you're not making progress.

5. Have you had any mechanical difficulties during the ride? I've had surprisingly few mechanical problems throughout the five PBPs; even flats have been few and far between. The worst mechanical problem I had was in 1999. I was leaving Brest and I must have been really putting a lot of torque on the rear wheel because as I was climbing out of Brest, I heard "TWANG!" It was the death scream of a spoke. One of the spokes on the rear wheel (on the drive side, of course) had snapped.

I decided to press on to Carhaix rather than go back into Brest and get help. When I got to Carhaix, I saw that a local bike shop

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5 going on 6 (continued)

had set up shop there at the checkpoint. After checking in, I took the bike over to the mini-shop. The guy there spoke excellent English and said he could replace the spoke and true the wheel for me. I was using wheels with bladed spokes that year. He said he did not have any bladed spokes; he would have to use a round spoke and would that be OK.

I said it would be OK and went to get a bite to eat. I came back 30 minutes later and the wheel and bike were ready to go. I asked him how much and he wagged his head around a bit calculating the cost. he said, “15 Francs.” That was about \$5 at the time. I would have paid him any amount he would have asked for. I paid him the 15 Francs, shook his hand, thanked him profusely, and rode off with no more problems. If I had it to do over again, I would have paid him more than the 15 Francs he asked for. Usually, at the major checkpoints, somebody has set up a bike shop with supplies, parts, and a mechanic. If you need something special, you can ask an official of the checkpoint for help. And they will help you.

6. What foods have you eaten while riding?

Coming from Texas, I have found there is one mandatory piece of equipment you need to survive long distance riding: a Camelbak. I’ve used quite a few go-juice preparations over the

years—Carbo Fuel, Hydra Fuel, Cytomax, Extran, Endurance. The other nice thing about a Camelbak is it gives you a place to carry food. I’ve tried any number of energy bars and after about the third day, you get tired of them. Especially tiring are those that take a lot of chewing.

Fortunately, the checkpoints have lots of food choices. Some places have had complete meals for a fixed price, everything from salad to dessert. Others have had lots of other entree choices. I believe the food at Villaines is the best food. It comes straight off the farm. I had an omelet there that had to have had six eggs in it. Of course, one food item that is hard to escape on PBP is the jambon or ham sandwich. Usually, it’s thinly sliced ham in between French bread spread with butter (yes, butter).

They vary lengths and prices as you go across the course of PBP. I’ve written a song about them called “Randonneur Jambon Blues.” Maybe I’ll send it in.

7. How much sleep do you typically get? First of all, sleep is vastly overrated. French coffee in quantity can make up for any sleep deficit.

You stomach on the other hand may not survive. The French use leftover coffee to strip paint and as a rust remover. So use it carefully.

I’ve used different sleep

strategies on PBPs. The best one technique is to sleep for at least in hour in darkness. This gives the body and mind a chance to unwind, relax and recharge. For just alleviating the sleepiness, a “power nap” of about 10 to 15 minutes can get you by until you can stop for a real sleep.

8. Any funny stories along the way? PBP wouldn’t be PBP without funny stories. There are lots of funny and exciting things that happen during the time you are out on the road and in the checkpoints. Here’s a selection:

- From 1987: I was on the way back to Paris and was in need of some coffee to break the wet chill and help me navigate through the night. After checking in at the checkpoint in Carhaix, I wandered around it in search of coffee. The makeshift cafeteria had hot coffee and was dispensing it, hot and steaming, in large bowls. After getting a bowl of café, I started looking for a cup to drink the coffee out of. I finally found a cup, sat down at a long table, poured some coffee from bowl to cup, and drank in the rich blackness. Across the table from me, a rider with a mellow Londoner accent said, “You realize, of course, what you’ve done?” Looking up from the coffee, I said, “I have the foggiest notion what I’ve done.” The rider say, “You’ve distinguished yourself as a snooty Parisian because only a

Parisian would never stoop to drink coffee from a bowl and have to have it from a cup.” Great, now I’m a Parisian and didn’t know it.

- From 1991: I was headed out towards Brest on the road to Loudeac. It was mid-afternoon and it was getting a bit warm by France standards, maybe 83F, 85F tops.

Being a Texan, I was loving the “cool” riding conditions. I came across a rider up the road and bridged the gap to him. He was a French rider and he was sweating like a deputy sheriff in front of a grand jury. The sweat was pouring off of him. He looked over at me and said, “Oh, tres chaud, tres chaud (very hot, very hot).” I turned to him and said, “C’est ne pas chaud; je suis Texan (It’s not hot; I’m from Texas).”

The French rider lowered his head and shook it back and forth saying, “Oh Texan, Texan.”

- From 1995: Funny stuff doesn’t just happen at checkpoints and on the road. Sometimes, it happens at the start. I was in the starting line waiting to go out in the 10PM start. I was decked out in my USA/American flag jersey. Ahead of me was a group of French riders queued up to go, probably a riding club.

One of them sees my USA/American flag jersey and points at me saying,

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5 going on 6 (continued)

“Greg Lemond?” I said, “Je voule, je voule (I wish, I wish).” We all laughed at this. I decided I could have some fun, too. I take the rear wheel of the rider that asked me if I was Greg Lemond and give it a wiggle to get his attention. I pointed to him and said, “Bernard Hinault?” His fellow club riders laughed and I laughed at this.

- From 2003: While this is not a funny story per se, it touched me a great deal. As I was finishing up PBP in 2003; the sun had not been up for long. It was the start of a new day and it was all fresh and sparkling.

I had less than 20 miles to go and it was just an easy pedal from here on in. As I was cresting a hill from one side, a local rider on his morning training ride was cresting it from the other. When he saw me and realized I was a PBP rider, he stood up and clapped for me. This indicates how much the French really love cycling in general and PBP, specifically.

9. What weather conditions should first-time riders expect? The best advice I can give about weather for PBP is “Plan for the worst and expect the best.” I have been on five PBPs and there have

been only two of them that have been without rain (1991 and 2003). The likelihood you will encounter rain at sometime on PBP is pretty good. Some kind of full body weather gear like Gore Tex or FrogTogs is highly recommended. Also consider some kind of protection for your feet as well. Another thing about riding around the French countryside: just because it’s August doesn’t mean it’s not going to get cold. On PBP 2003, I passed through one little town that had a digital thermometer in the town center. It read 9C. I quickly converted that to Fahrenheit and came up with 45F. Great Day! That’s cold. And it’s going to be even colder out there in the countryside. So cold weather gear of some kind is also a definite must. Usually, there is a breeze blowing from west to east and you have a tailwind to take you back to Paris. This was not the case in PBP 1991. There was a real Texas quality wind blowing from East to West that year. It was a real Texas Panhandle quality wind. It was so strong that you had to pedal to go downhill. If you did not pedal, the wind was strong enough to reduce your speed to zero. Depending on where you

are from, you might think it gets hot on PBP. I’ve seen it in the 85F range out there. That’s a fall day in Texas so I didn’t think anything about the heat. If you’re from Finland, you might not agree.

10. Would you describe the course as hilly? Is water wet? Is fire hot? Do elephants like peanuts?

Yes, PBP is hilly. Think about this. Some estimates put the elevation gain in PBP at about 35,000 to 36,000 feet. The transcontinental jet that takes you to France cruises at about 33,000 feet. Another way to think about this: Mount Everest, the highest mountain in the world is only 29,000 feet. Think about that for moment: that’s an average of a 50-foot rise every mile, or about the height of a five story building. Some people claim that there is a climb every kilometer. I think that is a bit of an exaggeration. Some parts of PBP are not as hilly as others. The terrain form Fougères to Tinténiac seems almost flat, but that is only because it is less hilly than anything up to that point. A French chef I used to know said the region west of Loudeac was known as “La Petite Alpes.” On the road from

Carhaix to Brest, you go over one of the highest points in northern France. There is a gigantic antenna there and you swear that you can see Brest from the top. Yes, PBP is hilly and if you can do anything to improve your hill climbing ability, it will pay big dividends.

11. If you’ve done other 1200Ks, how did that experience compare to PBP? I did Boston-Montreal-Boston in 1989 as a warm up and testing ground for PBP in 1991. I thought BMB was easier than PBP for several reasons. One is there is no real language barrier. (The New Englanders speak a dialect of English similar to what is spoken in other parts of the U.S. except for way R’s are handled.)

Another reason is all the familiar products you are used to in the U.S. are available on BMB. Well, that’s not exactly true. On the last part of BMB, I was riding with fellow Texan, Kurt Arnold, and he was out of snuff. So, we stopped in a small store along the route on the way back. We asked the proprietor if he had any snuff after scouring the shelves. He said that he did not know what we were talking about. Oh well.

www.rusa.org

RUSA Members At PBP!

RUSA #	LAST NAME	FIRST NAME	GENDER	AGE	TOWN	STATE
2237	AAKER	Thomas	M	45	Lusaka	
3921	AARON	Daniel	M	53	Long Beach	NY
1936	ABERNATHY	Stacy	F	43	Ft Collins	CO
4180	ABRAMS	Gary	M	63	Ann Arbor	MI
2163	ACUFF	Jan	F	52	Seattle	WA
4373	ADAMS	Cecilie	F	26	Philadelphia	PA
4207	ADAMS	Chip	M	52	Severna Park	MD
3689	ADLER	Audrey	F	48	Los Angeles	CA
3548	AELING	Michael	M	49	Winona	MN
3567	AELING	Mark	M	53	Prescott	WI
3667	AHLVIN	Eric	M	50	Corvallis	OR
1472	AKARD	Andrew	M	51	Atlanta	GA
4500	AKBARIAN	Hamid	M	46	Boca Raton	FL
902	ALCORN	William	M	40	State College	PA
3376	ALLEN	James	M	46	Lexington	KY
2966	ANDERSEN	Erik	M	35	Everett	WA
4424	ANDERSON	Michael	M	42	Mansfield	MA
1512	ANDRE	Philippe	M	49	Portland	OR
1803	ANDREAUS	Steven	M	49	Raleigh	NC
2130	ARCIERI	William	M	56	Rockville	MD
3909	ARION	Teri Ann	F	44	Anchorage	AK
1297	ARNOLD	Joseph	M	51	Bonifay	FL
2460	ASHURST	Stephen	M	34	Burtonsville	MD
696	ASTRUE	Elaine	F	41	Mountain View	CA
3359	ATKINS	Stephen	M	48	Tempe	AZ
2920	ATKINS	Caroline	F	45	Mars Hill	NC
4184	AUSTIN	Hunter	M	39	Springfield	MO
4471	AZZARELLO	Lee	M	29	Brooklyn	NY
472	BACHO	Paul	M	52	Aurora	OH
4120	BADILLO	Pedro	M	38	Moca	PR
2674	BAILEY	Allison	F	39	Seattle	WA
559	BAKER	Tom	M	52	Tempe	AZ
2600	BAKER	Wade	M	52	Atascadero	CA
4381	BAKER	Dustin	M	35	No Chelmsford	MA
1514	BALKOVETZ	Shane	M	40	Bothell	WA
4405	BANKS	Debra	F	50	Boulder	CO
410	BARANCZYK	Merle	M	60	Salida	CO
4491	BARBASCH	Dan	M	56	Ithaca	NY
2045	BARDAUSKAS	Tomas	M	43	Florence	SC
818	BARDAY	Robert	M	63	Golden	CO
2734	BARKLEY	Gregory	M	47	New Brighton	MN
2362	BARNELL	Brenda	F	42	Dallas	TX
2673	BAROCAN	Thomas	M	67	Tacoma	WA
2878	BAUER	David	M	46	Cottontown	TN
1368	BAUER	Jeff	M	47	Nashville	TN
1480	BAYER	Michael	M	40	Cupertino	CA
4269	BEATO	Keith	M	43	Alameda	CA
3446	BECK	William	M	55	Woodbine	MD
3695	BECKE	Alan	M	56	Holland	MI
2367	BECKER	Ritaann	F	52	Havana	FL
3435	BEEBE	Ward	M	50	Oak Harbour	WA
3650	BEELER	Leon	M	53	Cocoa Beach	FL
1476	BEESON	Peter	M	39	Seattle	WA
887	BEHNING	Mark	M	48	Alameda	CA
4523	BEIERGROHSLEIN	Mike	M	31	Eagle River	AK
2293	BELL	Carol	F	46	Baltimore	MD
604	BENNETT	Don	M	47	Palo Alto	CA

American Randonneur

RUSA at PBP (continued)

RUSA #	LAST NAME	FIRST NAME	GENDER	AGE	TOWN	STATE
1349	BERG	Bruce	M	60	Berkeley	CA
4289	BERGAMINI	Laura	F	44	Arlington	MA
1160	BERGIN	Barb	F	49	Gainesville	FI
4415	BERK	Jonathan	M	45	Berkeley	CA
4428	BERNHARDT	Carole	F	53	Olympia	WA
3673	BERRIOS	Ramon	M	45	Guaynabo	PR
80	BERRY	Brian	M	47	Mnt Tremper	NY
2	BERTRAND	Johnny	M	51	Georgetown	KY
1454	BERUBE	Thomas	M	42	Chicago	IL
356	BILLINGSLEY	Ken	M	50	Billings	MT
571	BLACK	Paul	M	58	Des Moines	IA
2806	BLACKER	D Rick	M	56	Olympia	WA
4072	BLOOMFIELD	Michael	M	46	San Francisco	CA
1009	BOL	Timothy	M	32	Maitland	FL
2074	BOLES	Mark	M	49	Roseville	CA
2684	BONE	Ellen	F	44	Norwich	CT
3691	BOTT	Linda	F	50	Ventura	CA
4006	BOUTET	Jacques	M	51	Anchorage	AK
3036	BOWER	John	M	52	No Plainfield	NJ
345	BRADBURY	James	M	48	San Francisco	CA
4091	BRADY	John	M	40	St Louis	MO
1617	BRANE	Tom	M	33	Cincinnati	OH
1693	BREKKE	Dan	M	53	Berkeley	CA
3331	BRIER	Bill	M	45	Fremont	CA
772	BRIGHAM	Dale	M	51	Columbia	MO
4285	BROCKWAY	Jared	M	36	Alameda	CA
3421	BRONSON	James	M	36	Austin	TX
4193	BROOKE	Justin	M	34	Cambridge	MA
1821	BROWDER	Chris	M	49	Sacramento	CA
1547	BROWN	Cheri	F	57	Arlington	TX
3760	BROWN	Joe	M	52	Fleetwood	PA
1515	BRUDVIK	Robert	M	51	Edmonds	WA
1818	BRULL	Harold	M	58	St Paul	MN
1015	BUELL	Chet	M	43	Raleigh	NC
2931	BULL	Nicholas	M	48	Arlington	VA
3342	BURKE	Mark	M	47	Redwood City	CA
1291	BURKHARDT	Chris	M	46	Woodbine	MD
2141	BURNETT	Peter	M	44	Chicago Park	CA
2000	BURNS	David	M	57	Granite Bay	CA
191	BURNS	Robert	M	66	Blue Springs	MO
1352	BURTON	Henry Lee	M	51	Montgomery	TX
2665	BUSCHMAN	Robert	M	56	Portland	OR
1117	BUTKUS	Lisa	F	47	Orlando	FL
2833	BUTLER	Mike	M	64	Houston	TX
4479	BUTT	Clyde	M	52	Morgan Hill	CA
14	BUZZEE	David	M	65	Dublin	OH
2615	CAMERON	Norman	M	55	Brooklyn	NY
783	CAMP	Joe	M	51	Eureka	IL
4236	CANDIELLO	Chris	M	34	Maynard	MA
3959	CARILLO	Rodolfo	M	45	Dunnellon	FL
4015	CARPENTER	Richard	M	49	Reading	PA
3346	CARROLL	Timothy	M	48	Cleveland Heights	OH
592	CARTER	Ken	M	51	Marysville	WA
4160	CARTWRIGHT	Donald	M	51	Berkeley	CA
678	CASCIATO	Robert	M	55	Chester Springs	PA
3813	CASSON	Thomas	M	60	Naperville	IL
4092	CASTILLO	Justin	M	43	Washington	DC

American Randonneur

RUSA at PBP (continued)

RUSA #	LAST NAME	FIRST NAME	GENDER	AGE	TOWN	STATE
4238	CERENZIA	Michael	M	46	State College	PA
2072	CHAPIN	John	M	42	Leesburg	VA
3789	"CHELLINO, JR"	Dominick	M	49	Channahom	IL
3977	CHERRY	Lori	F	49	Fresno	CA
4308	CHOU	James	M	35	San Jose	CA
1416	CLARK	Lynn	M	55	Hudson	OH
4110	COFRESI	Milton	M	40	Guaynabo	PR
2271	COLDWELL	Charles	M	38	Somerville	MA
1702	COLLINS	Sam	M	52	Brooklyn	NY
3425	CONCEPCION	Cristino	M	32	Watertown	MA
3846	CONDERACCI	Greg	M	58	Baltimore	MD
4257	COOPER	Lara	F	33	Boulder	CO
4035	COURTIER	Patrice	M	56	Santa Clara	CA
208	COX	Gregory	M	42	Kent	WA
2690	CRAMER	Dave	M	45	Greenfield	MA
2503	CRAWLEY	Mary	F	49	Villanova	PA
3501	CREAMER	Timothy	M	48	Athens	OH
1287	CREEL	Philip	M	52	Columbia	SC
1618	CROSSLAND	Ann	F	46	Glenwood Springs	CO
2053	CRUZ JR	Arturo	M	57	Tres Pinos	CA
3116	CURD	John	M	50	San Bruno	CA
4085	DAILEY	Ben	M	33	Brooklyn	NY
2212	DALTON	Matthew	M	55	Ferndale	WA
543	DANCE	Glenn	M	50	Great Falls	VA
1609	DAYTON	Michael	M	51	Raleigh	NC
2783	DEGER	Mark	M	41	Gilroy	CA
3937	DELGADO	Piero	M	45	San Juan	PR
1146	D'ELIA	John	M	45	Middletown	CT
440	DeSAUSSURE	Hal	M	50	Hudson	OH
3345	DEWOLF	Bill	M	52	Vallejo	CA
4026	DICUS	Clark	M	53	Orange	CA
961	DINKELMANN	Robert	M	50	New York	NY
4298	DOBYNS	Peter	M	47	Duxbury	MA
2844	DODGE	Timothy	M	46	Denver	CO
3071	DOMINGUEZ-SCHUGT	Vincent	M	41	St Paul	MN
546	DONALDSON	Paul	M	47	Richmond	VA
3410	DOPFEL	Alan	M	57	Framingham	MA
4060	DOUGHERTY	Patricia	F	52	Los Gatos	CA
2601	DRAKE	Isabelle	F	53	Laguna Beach	CA
390	DRISCOLL	Dan	M	51	Arlington	TX
3807	DuBOIS	Jeffrey	M	50	Sacramento	CA
3207	DUFFY	Timothy	M	42	Glenview	IL
1343	DULIEU	Michelle	F	36	Webster	NY
1338	DUNLAP	Wayne	M	45	Austin	TX
4066	DUREN	Paul	M	48	San Jose	CA
25	DUSEL	Peter	M	54	Ontario	NY
137	DUSSLER	William	M	54	Burien	WA
3676	DYER	Dion	M	64	San Diego	CA
4517	ECKHARDT	Jessica	F	25	Cambridge	MA
316	EICHSTAEDT	Ken	M	45	Olema	CA
153	ELLIS	John Lee	M	54	Louisville	CO
1367	ELMITT	Garry	M	69	Solana Beach	CA
1484	ENDE	John	M	42	Asheville	NC
2205	ERICKSON	Jeff	M	42	Arlington	VA
217	FAHJE	Martin	M	54	Chatfield	MN
796	FARNSWORTH	Rex	M	67	Highlands Ranch	CO
2289	FEIRSTEIN	Michael	M	46	Chicago	IL

American Randonneur

RUSA at PBP (continued)

RUSA #	LAST NAME	FIRST NAME	GENDER	AGE	TOWN	STATE
527	FELKER	Edward	M	45	Arlington	VA
4253	FERRARI	Matthew	M	32	State College	PA
3852	FERRERO	José	M	46	Toa Baja	PR
2847	FILLIP	Joseph	M	48	Swarthmore	PA
3386	FINGERT	John	M	38	Iowa City	IA
2434	FLANIGAN	John	M	49	Denver	CO
2103	FLENNER	Jennifer	F	32	Ridgecrest	CA
2102	FLENNER	Arjuna	M	33	Ridgecrest	CA
1212	FLICKNER	Brad	M	40	Mansfield	TX
78	FLITCROFT	Ian	M	46	Williamson	GA
3875	FLOOD	Joel	M	30	Philadelphia	PA
3335	FOLEY	Kevin	M	49	Mill Valley	CA
1471	FOLEY	Paul	M	39	Golden	CO
3290	FOX	Michael	M	31	Cedar Falls	IA
908	FOX	Mike	M	60	Lakewood	CO
187	FRANK	Mark	M	48	Victor	NY
740	FREEMAN	Roseanna	F	46	Carrollton	TX
3312	FRINK	Spencer	M	54	Santa Clara	CA
2480	FRITZ	Joseph	M	52	Panama City Beach	FL
3432	FULTON	Kent	M	57	Westwood	KS
471	FULTON	Michael	M	41	Lakewood	CO
1186	FUOCO	John	M	51	Lewistown	PA
2421	FUOCO	Art	M	54	Palm Bay	FL
2225	GAFFNEY	Patrick	M	32	Philadelphia	PA
3992	GARCIA	Francisco	M	47	Guaynabo	PR
4411	GARDINER	Keith	M	46	Trinity	NC
3952	GAUDETTE	Linda	F	44	Falls Church	VA
3035	GAUDETTE	David	M	49	Falls Church	VA
3685	GAUDETTE	Cindy	F	52	Lauderhill	FL
3535	GAUGHAN	Christopher	M	51	Centerville	OH
4175	GAUTHO	Manuel	M	42	Los Gatos	CA
246	GEE	Thomas	M	55	Paris	TN
805	GERBLICH	Adi	M	62	Shaker Hgts	OH
3712	GILBERT	Anthony	M	48	San Mateo	CA
4318	GILMORE	John	M	43	Palo Alto	CA
3792	GIVENS	Steve	M	52	Clive	IA
86	GLASS	Bill	M	54	Nashville	TN
3247	GODBER	Dennis	M	38	Brandon	FL
3945	GONNERMAN	Benjamin	M	24	West Des Moines	IA
60	GOODE	Gerald	M	67	Tucson	AZ
1828	GOODMAN	Carole	F	37	Astoria	NY
3878	GOODWIN	David	M	42	Falls Church	VA
4410	GORE	Joseph	M	31	State College	PA
2156	GOTTHARDT	Jeffrey	M	51	Hudson	OH
3301	GOURSOLLE	Kitty	F	52	San Ramon	CA
185	GRABIAK	Larry	M	59	Fort Myers	FL
846	GRAHAM	Woody	M	65	Columbia	SC
3933	GRANT	Jaime	M	39	Oakland	CA
2693	GRAY	Steven	M	51	Ft Worth	TX
2552	GREEN	Margaret	F	44	Stamford	CT
2551	GREEN	Monty	M	47	Stamford	CT
1839	GREGORIO	George	M	59	Farmingdale	NJ
3810	GROGAN	John	M	61	Crestwood	NY
2816	GROSS	Joe	M	35	San Francisco	CA
3526	GRUBBS	Lowell	M	53	Springfield	VA
371	GRUNZKE	John	M	51	Pettigrew	AR
3217	GUILFOYLE	Fran	F	39	Houston	TX
1138	GUNTHER	Mark	M	56	San Francisco	CA

American Randonneur

RUSA at PBP (continued)

RUSA #	LAST NAME	FIRST NAME	GENDER	AGE	TOWN	STATE
933	GUTH	Nancy	F	56	Stafford	VA
787	GUTH	John	M	53	Stafford	VA
1379	GUTTENBERG	Paul	M	49	Davis	CA
1749	HAIGHT	Rick	M	59	Maple Valley	WA
3980	HALAMA	William	M	47	Birmingham	AL
2894	HALL	Melissa	F	50	Scottsburg	IN
2450	HAMEISTER	Steven	M	53	Glacier	WA
4323	HAMILTON	Ryan	M	46	Seattle	WA
2171	HAND	Judson	M	50	E Brunswick	NJ
1229	HANDS	Adrian	M	43	Raleigh	NC
2796	HANSON	Christopher	M	51	Redondo Beach	CA
4057	HARIHARA	Mani	M	46	Cupertino	CA
1222	HARMAN	Amy	F	40	Seattle	WA
1347	HARMANSON	Todd	M	48	Atlanta	GA
2786	HARRIS	Bob	M	43	Westerville	OH
2632	HARRIS	Daniel	M	46	West Chester	OH
2879	HASTINGS	Geoffrey	M	48	San Francisco	CA
2515	HAWKS	Robert	M	50	Richmond	CA
1359	HAYS	Rick	M	52	Asheville	NC
3300	HEAD	Michael	M	36	Oakland	CA
858	HEATH	Robert	M	54	Winona	MN
2035	HEATHER	Robert	M	50	Sunnyvale	CA
136	HEINE	Jan	M	39	Seattle	WA
1718	HEISELMAN	Frederick	M	48	Cincinnati	OH
6	HENDERSON	Charlie	M	71	Littleton	CO
3638	HENNIGHAUSEN	Lothar	M	54	Chevy Chase	MD
3379	HERMAN	Dan	M	34	West Chester	PA
3648	HERRING	James D	M	59	Cocoa Beach	FL
1844	HEWITT	Peter	M	42	Sacramento	CA
2502	HIGHSMITH	Dwayne	M	48	Vacaville	CA
1330	HILLAS	Roger	M	53	Washington	DC
4240	HILLIARD	John	M	50	La Mirada	CA
2510	HIMSTEDT	Glenn	M	53	Bristol	VA
2835	HO	Li-ching	F	34	Burtonsville	MD
529	HODGE	Kevin	M	45	Santa Rosa	CA
4080	HOFFMAN	Charles	M	43	Bellevue	WA
4385	HOFFMAN	Garth	M	47	Duxbury	MA
3043	HOFSTEDE	Jeff	M	36	Coon Rapids	MN
542	HOLLOWAY	Kenneth	M	54	San Jose	CA
3002	HOLMES	Kenneth	M	61	Lee's Summit	MO
1625	HOLMGREN	John	M	54	Oakland	CA
1425	HOLZWORTH	Ray	M	22	San Jose	CA
2769	HONDA	Nicole	F	40	San Mateo	CA
4047	HOSNER	Charles	M	37	Ann Arbor	MI
2082	HOUCK	Timothy	M	57	Pleasanton	CA
3512	HOWES	Noel	M	51	Seattle	WA
3970	HRAST	Michael	M	52	Davenville	CA
715	HSU	John	M	45	Short Hills	NJ
3397	HUBER	Michael	M	52	Snohomish	WA
4096	HUGHES	Mark	M	48	La Jolla	CA
1092	HUMPHREYS	Kevin	M	39	Redmond	WA
3947	INGALLS	David	M	56	Ashland	OR
3067	INGOLD	John	M	48	Anchorage	AK
3316	JACKEL	Jonas	M	29	Berkeley	CA
203	JACOBSEN	Susan	F	55	Oakland	CA
3558	JAMESON	Elaine	F	53	Shoreline	WA
484	JAMESON	Don	M	54	Shoreline	WA
2791	JARKOW	Marc	M	58	Lady Lake	FL

American Randonneur

RUSA at PBP (continued)

RUSA #	LAST NAME	FIRST NAME	GENDER	AGE	TOWN	STATE
3096	JENSEN	Franklin C	M	66	Cedar City	UT
3179	JENSEN	Ann	F	51	Snohomish	WA
2536	JENSEN	James	M	53	Snohomish	WA
3986	JESSEN	Elizabeth	F	42	Palo Alto	CA
4430	JILKA	Mark	M	42	Shawnee Mission	KS
1290	JOHNSON	Bryan	M	41	Windham	NH
3095	JOHNSON	Wes	M	28	Chapel Hill	NC
2208	JOHNSON	William	M	47	Maplewood	MN
1168	JOHNSON	Paul	M	58	Oakville	WA
4299	JOHNSON	Cheryl	F	50	Auburn	CA
1721	JONAS	Charles	M	57	San Francisco	CA
2794	JONES	Greg	M	46	Moorpark	CA
2795	JONES	Lisa	F	49	Moorpark	CA
1599	KAISER	Kevin	M	39	Evans	GA
1742	KAISER	Christopher	M	42	McDonough	GA
4155	KAMM	Christopher	M	51	Asheville	NC
4156	KAMM	Annette	F	43	Asheville	NC
22	KAMP	David	M	59	Sunnyvale	CA
4220	KAPLAN	Frank	M	49	Seattle	WA
1615	KAPLAN	Marty	M	57	Oakland	CA
4211	KARLOVEC	James	M	41	Shaker Hgts	OH
3598	KASSEN	Jonathan	M	26	Medford	MA
358	KATANO	Lynn	F	48	Monterey Park	CA
84	KERRIGAN	Michael	M	48	Salem	NH
3752	KIMBALL	Branson	M	39	Durham	NC
3390	KING	David	M	35	Louisville	KY
232	KING	Donn	M	60	Sebastopol	CA
876	KIRBY	Douglas	M	47	Charlotte	NC
865	KITE-POWELL	Hauke	M	44	Duxbury	MA
1989	KLAASSEN	Spencer	M	42	St Joseph	MO
901	KLUCK	Lawrence	M	58	Eureka	CA
4218	KNAPP	Dan	M	41	Los Angeles	CA
3555	KNOBLAUCH	Tom	M	49	Aurora	CO
1131	KNUTSON	Kenneth	M	57	Tracy	CA
1373	KOCH	Goon	M	35	Schwenksville	PA
1245	KOEGEL	Jim	M	59	Cincinnati	OH
3600	KOENIG	Gary	M	60	Broomfield	CO
2726	KONG	Albert	M	48	El Dorado Hills	CA
1571	KOWALLIS	Reid	M	55	Burlingame	CA
3260	KRAL	Bernd	M	63	Westminster	MD
2691	KRAMER	Paul	M	49	Upper Montclair	NJ
1795	KRAMER	John	M	51	White Salmon	WA
1243	KREPS	James	M	44	Chicago	IL
497	KRICHMAN	Kenneth	M	64	Seattle	WA
3441	KRISHNAMOORTHY	Narayan	M	35	Kirkland	WA
1094	KRISTENSEN	Ed	M	54	Escondido	CA
4434	KROSS	Ed	M	48	Framingham	MA
3617	LACEY	Dan	M	38	Hollywood	FL
4344	LAINO	Joel	M	37	Beverly	MA
1628	LANDRY	Ernest	M	54	Leominster	MA
793	LAPHAM	John	M	54	Manhattan Beach	CA
1050	LAPINSKI	Ted	M	34	Northfield	MA
3242	LASETER	Tim	M	48	Charlottesville	VA
4337	LAUFFER	Ferdinand	M	54	Enosburg Falls	VT
3202	LEE	Geoffrey	M	53	Miami Shores	FL
4001	LEE	Peter	M	49	Brentwood	TN
2363	LEFEVRE	Bernard	M	67	Norfolk	VA
3087	LEHMAN	Roger	M	46	Evanston	IL

American Randonneur

RUSA at PBP (continued)

RUSA #	LAST NAME	FIRST NAME	GENDER	AGE	TOWN	STATE
2708	LEINHART	Lawrence	M	50	Fort Collins	CO
3451	LEVITT	Jonathan	M	44	Bronx	NY
4239	LEVITT	James	M	55	Millersville	MD
3439	LLONA	Joe	M	52	Lynnwood	WA
4433	LOFLIN	Sandra	F	42	Boulder	CO
3730	LOGAN	James	M	48	Pittsburgh	PA
3740	LONDRES	Jonathan	M	33	Chicago	IL
3853	LOPEZ	Ignacio	M	41	San Juan	PR
1965	LUCE	Peter	M	34	New Orleans	LA
2896	LUNDIN	Robert T.	M	52	Portland	OR
3523	LYNCH	Theresa	F	41	Palo Alto	CA
79	LYON	Melinda	F	44	Boxford	MA
4393	LYONS	Fintan	M	31	Anchorage	AK
4389	MacDONALD	Bruce	M	58	Bridgewater	MA
498	MacLEOD	Robert	M	53	Atlanta	GA
756	MADISON	Brian	M	46	Dallas	TX
752	MAGYAR	Robert	M	49	Seattle	WA
50	MAIN	Kevin	M	55	San Luis Obispo	CA
4031	MALTZMAN	Cris	M	49	Orinda	CA
1679	MANGIN	L. John	M	34	Loveland	CO
1888	MANTARING	Eddy	M	43	Greenwich	CT
4270	MARTIN	Thomas	M	56	Seattle	WA
3010	MARTIN	Michael	M	48	Parkville	MD
4185	MASON	Aron	M	28	San Mateo	CA
1843	MASON	Tim	M	46	Davis	CA
2620	MATNEY	Andrea	F	38	Glen Echo	MD
2638	MAURER	Joseph	M	61	Mountain View	CA
3102	MAURER	Sebastian	M	32	New York	NY
331	MAXON	Ellen Max	F	40	Seattle	WA
3775	McBRIDE	Russ	M	39	Albany	CA
2133	McCAW	Richard	M	55	San Jose	CA
4191	McCLAIN	Ken	M	62	Houston	TX
1606	McFALL	Raymond	M	51	Kent	WA
3665	McGUIRE	Michael	M	62	Santa Rosa	CA
2323	McHENRY	Thomas	M	52	Pasadena	CA
1673	McINTOSH	Scott	M	37	Chicago	IL
797	McKAY	Peter	M	46	Seattle	WA
3794	McKEE	James	M	38	Seattle	WA
1638	McKENNA	Michael	M	55	San Mateo	CA
844	McLERRAN	Douglas	M	48	Naperville	IL
1681	MEADE	Alexander	M	48	Lexington	KY
1928	MEDINA	William	M	42	San Juan	PR
3436	MEERSCHIEDT	Albert	M	51	Federal Way	WA
2295	MENTO	Chris	M	57	Glen Burnie	MD
3741	MERRITT	Marlene	F	40	Austin	TX
1589	METCALFE	Mark	M	48	Duncanville	TX
1796	METZ	Joel	M	36	Portland	OR
102	MEYER	Lew	M	72	Berwyn	PA
693	MIDURA	Lawrence	M	53	E Syracuse	NY
3627	MILLER	Alex	M	51	New Market	TN
2754	MILLER	David	M	40	Columbia	OH
3093	MILLER	Michael	M	55	Augusta	GA
4045	MILLON	Lee	M	47	Winters	CA
2664	MILTON	Tom	M	54	Fairfield	CA
4167	MOHLER	Robert	M	31	Chicago	IL
2052	MOON	Richard	M	49	Folsom	CA
4158	MORRIS	Phillip	M	45	Oakland	CA

American Randonneur

RUSA at PBP (continued)

RUSA #	LAST NAME	FIRST NAME	GENDER	AGE	TOWN	STATE
1899	MORRISSEY	Peter	M	43	Oakland	CA
621	MORTON	Byron	M	35	Raleigh	NC
4431	MOURI	Randy	M	47	Fairfax	VA
4157	MOWRY	William	M	40	St Paul	MN
1082	MUELLNER	Jon	M	46	Port Townsend	WA
3426	MULLENBERG	Mike	M	57	Walnut Creek	CA
4042	MURRAY	Michael	M	47	Ann Arbor	MI
4245	NEEL	Maile	F	45	University Park	MD
1768	NEFF	David	M	59	Fair Oaks	CA
3854	NEGRON	Raul	M	39	San Juan	PR
4209	NELSON	Daniel	M	49	Edina	MN
1918	NEMOTO	Toshiyuki	M	41	Loveland	OH
2505	NEVIN	Willy	M	47	Pacifica	CA
2861	NEWMAN	Christine	F	44	Skillman	NJ
3097	NGUYEN	Thai	M	32	Bothell	WA
2683	NIXON-HEIBEL	Catherine	F	50	Charleston	SC
2670	NOLAN	Patrick	M	48	McKinney	TX
1140	NORIS	Peter	M	56	Gainesville	FL
2874	NORMAN	Michael	M	50	Mountlake Terrace	WA
3971	NORRIS	Eric	M	47	Davis	CA
4090	NUNEZ	Braulio	M	32	Col Tenamaztle Tonalá	Jalisco
2886	NUSSBAUM	Ralph	M	59	Seattle	WA
2887	NUSSBAUM	Carol	F	59	Seattle	WA
2817	OATES	Brannon	M	31	Pasadena	TX
4443	OBERTON	Will	M	49	Winona	MN
3597	O'BRIEN	Emily	F	25	Medford	MA
4206	O'CONNELL	Michael	M	59	El Dorado Hills	CA
2560	OHLEMEIER	Brian	M	45	Renton	WA
3318	OLMSTEAD	Greg	M	45	San Diego	CA
2443	OLSEN	Robert	M	45	Annandale	NY
2860	OLSEN	Mark	M	52	Rochester	MN
2813	OLSEN	William	M	51	Califon	NJ
3816	OLSON	Katie	F	38	San Francisco	CA
4459	O'ROURKE	Thomas	M	34	Chicago	IL
3832	ORTEGA	Salvador	M	53	Salem	OR
4065	ORTIZ	Arturo	M	52	San Lorenzo Huipulco	Tlalpan
3717	PAGAN LAJARA	Jose	M	57	Dorado	PR
980	PAGE	Walter	M	62	Lincoln	MA
3243	PALMER	Paul	M	55	Columbia	SC
3571	PANDIAN	Verson	M	55	Bend	OR
4483	PANEPINTO	Wayne	M	49	Rochester	NY
478	PATTERSON	Douglas	M	47	Orange	CA
4037	PAVlicHEK	James	M	35	Davis	CA
3751	PAVLIDES	Paul	M	41	Wake Forest	NC
2798	PEEK	Robbins	M	45	San Francisco	CA
4396	PEELEN	Ted	M	49	West Des Moines	IA
1716	PENEGAR	David	M	39	Knoxville	TN
3851	PEREZ-ZABALA	Oscar	M	48	Guaynabo	PR
3997	PERRY	Elaine	F	50	Lakeside	CA
1627	PERZANOWSKI	Dale	M	48	Hartford	VT
3726	PESKETT	Roger	M	51	Tucson	AZ
2812	PETERSON	Eric	M	53	Naperville	IL
3525	PHELPS	Jerry	M	48	Chapel Hill	NC
3579	PHILLIPS	Jennie	F	45	Danville	CA
1685	PIEPER	Robin	M	45	Renton	WA
3636	PINEDA	Althea Grace	F	50	New York	NY
2506	POLETTI	Massimiliano	M	34	Davis	CA
1737	POMPEANI	Robert	M	46	Oakland	CA

American Randonneur

RUSA at PBP (continued)

RUSA #	LAST NAME	FIRST NAME	GENDER	AGE	TOWN	STATE
2991	POWERS	Larry	M	50	Wethersfield	CT
2375	PRESTON	John	M	46	Plantation	FL
765	PROLA	Max	M	62	Columbia	MD
3594	PROVENZA	Clint	M	53	Millersville	MD
4363	PURCELL	Stephen	M	55	Mountain View	CA
2350	PYLE	David	M	47	Ft Lauderdale	FL
3954	PYLES	Mike	M	48	Orlando	FL
4212	RABIAH	Susie	F	40	Shaker Hgts	OH
813	RAFFERTY	Amy	F	44	Woodland	CA
1468	RAPP	Brian	M	51	Littleton	CO
4506	REDELSPERGER	Steven	M	44	Minneapolis	MN
2202	REED	Glen	M	52	Medway	MA
3719	REED	Leslie	F	48	Anchorage	AK
2176	REEDER	William Thomas	M	56	Alexandria	VA
3994	REILLY	Becky	F	40	Dallas	TX
614	REX	Steve	M	45	Sacramento	CA
613	REX	Peggy	F	46	Sacramento	CA
1552	RICE	Steven	M	42	Shelbyville	KY
1646	RICHARDS	Owen	M	52	Seattle	WA
2029	RIDGWAY	Forrest	M	50	West Des Moines	IA
3859	RIDGWAY	Laura	F	47	West Des Moines	IA
2739	RIGGS	Robert	M	51	Houston	TX
4210	RIGOULOT	Keith	M	47	Crystal River	FL
3399	ROBERTS	Mark	M	51	Seattle	WA
151	ROBERTSON	Craig	M	49	Los Altos	CA
3734	ROBERTSON	Jason	M	44	Erie	PA
2282	ROBINSON	Edward	M	43	San Benito	TX
4408	RODGERS	Rick	M	40	Excelsior	MN
1956	RODRIGUEZ	Eduardo	M	57	Miami	FL
4062	RODRIGUEZ	Magdiel	M	31	Moca	PR
2099	RONSSSE	LeAnn	F	53	Anchorage	AK
2100	RONSSSE	Dennis	M	54	Anchorage	AK
4052	ROSA	Rick	M	37	Springfield	VA
4068	ROSEMAN	Thomas	M	58	Ridgecrest	CA
4503	ROSENBLUM	David	M	41	Chicago	IL
4307	ROTEN	Randy	M	55	Rocklin	CA
268	ROYSE	Stephen	M	56	Versailles	KY
2955	ROZELLE	Paul	M	34	Bexley	OH
3982	RUSCIGNO	Matt	M	28	Los Angeles	CA
3491	RUSSELL	Thomas	M	58	Alamo	CA
2435	RUSSELL	John	M	61	Santa Rosa	CA
1776	RYAN	Jim	M	46	Sammamish	WA
1814	SACKS	Kenneth	M	59	Barrington	RI
2777	SALYER	Kevin	M	52	Lafayette	CA
2846	SAMMONS	Jeff	M	50	Brentwood	TN
4401	SANDERS	James	M	46	Bainbridge Island	WA
932	SCHILD	Gregory	M	38	Katonah	NY
3743	SCHMIDT	William	M	53	Humble	TX
1211	SCHMIT	Michael	M	42	Norman	OK
3216	SCHNEIDER	Bengt-Olaf	M	45	Yorktown Hgts	NY
2547	SCHOENFELD	Mitchel	M	53	Fall City	WA
2365	SCHROEDER	Henrik	M	53	Lighthouse Point	FL
586	SCHWARZ	Bill	M	62	Kinderhook	NY
2782	SCORNAVACCA	Jeffrey	M	44	Bellingham	MA
1020	SEATON	Russell	M	38	Johnston	IA
855	SETTLE	Matthew	M	50	Strasburg	VA
3955	SEVERSON	Meryl	M	36	Coraville	IA
4019	SHAFER	Cynthia	F	46	Maitland	FL

American Randonneur

RUSA at PBP (continued)

RUSA #	LAST NAME	FIRST NAME	GENDER	AGE	TOWN	STATE
2583	SHAPIRO	Paul	M	48	Princeton Jct	NJ
264	SHEA	Patrick	M	46	Mill Valley	CA
707	SHEEHAN	Mark	M	59	Elmira	NY
1256	SHELDON	Bob	M	56	Takoma Park	MD
3108	SHENK	Catherine	F	48	Boulder	CO
1907	SHOEMAKER	Ken	M	48	Los Altos Hills	CA
4380	SHOEMAKER	David	M	37	Avon by the Sea	NJ
236	SIKORSKI	Vincent	M	56	Bend	OR
3782	SIMMONS	Charles Warren	M	44	St Lawrence Jersey	UK
3866	SIMPSON	Jeff	M	57	Concord	NC
886	SLACK	Doug	M	58	Green Oaks	IL
2184	SLATER	Glen	M	59	Phoenixville	PA
3756	SMITH	John M	M	53	Ft Mitchell	KY
883	SMITH	Gary	M	54	Richland	WA
3819	SMITH	Rickey	M	54	Aloha	OR
3016	SMITH	Robert	M	54	Valdez	AK
3321	SMITH	Ron	M	39	Chula Vista	CA
3659	SMITH	Briant	M	49	Santa Rosa	CA
95	SMITH	Paul	M	56	Charlotte	NC
4012	SMITH	Karen	F	47	Tucson	AZ
1496	SMITH	Donald	M	55	Everett	WA
1842	SMITH	Vernon	M	49	Colorado Springs	CO
41	SOLANICK	James	M	58	Lake Worth	FL
4310	SORENSEN	Andrew	M	48	Anchorage	AK
4168	SPENCE	Jeanine	F	42	Fresno	CA
1823	SPRAGUE	James	M	49	Seattle	WA
8	SPRINGSTEEN	Lois	F	55	Santa Cruz	CA
2928	STANLEY	Keith	M	52	Orlando	FL
3153	STAUFFER	John	M	55	San Francisco	CA
3869	STEFKE	Elmar	M	43	Berkeley	CA
3530	STEIN	Bruce	M	40	Winter Park	FL
3204	STEVENS	Robert	M	49	Dunnellon	FL
2714	STEVENS	Danny	M	53	Dunnellon	FL
3215	STEVENS JR	Danny	M	29	Dunnellon	FL
1532	STEWART	Jon David	M	41	Burlington	NC
2752	STILES	Ann	F	47	Houston	TX
4159	STONE	Mark	M	51	Greenville	SC
2246	STRASSBERG	Matt	M	47	Moretown	VT
4476	STROETHOFF	Karel	M	49	Missoula	MT
1847	STURGILL	Michael	M	48	Phoenix	AZ
28	SULLIVAN	Timothy	M	53	Coronado	CA
3391	SULLIVAN	Lara	F	39	Ely	MN
3976	SWEET	Thomas	M	48	Sausalito	CA
2936	TANKOVICH	William	M	39	Ft Collins	CO
229	TANNER	Brad	M	49	Henniker	NH
1596	TAVEIRNE	Edmond	M	51	Fenton	MI
1858	TAYLOR	Bruce	M	57	Alta Loma	CA
227	TEACHOUT	Todd	M	49	Hercules	CA
4469	TETMEYER	Andy	M	40	St Paul	MN
64	THOMAS	Mark	M	46	Redmond	WA
3013	THOMPSON	Jon	M	53	Wood River Jct	RI
3390	THORNE	Steven	M	45	State College	PA
204	TIGGES	Michael	M	58	Oakland	CA
2808	TILDEN	Kevin	M	38	San Diego	CA
1280	TILDEN	Jeff	M	51	Mercer Island	WA
1304	TILDEN	Brad	M	46	Issaquah	WA
1856	TOLBERT	Jim	M	62	Winter Park	FL
4292	TOLONEN	Andrew	M	30	Boston	MA

American Randonneur

RUSA at PBP (continued)

RUSA #	LAST NAME	FIRST NAME	GENDER	AGE	TOWN	STATE
3884	TORRES	Alejandro	M	31	Rio Piedras, San Juan	PR
4188	TORRES	Gilbert	M	39	West Chester	PA
4331	TOSH	Ron	M	45	Frederick	MD
3255	TOSOLINI	Andrea	M	44	Gainesville	FL
4332	TREMBLAY	David	M	43	Moretown	VT
3152	TUNUCCI	Veronica	F	45	Carte Madera	CA
2166	TURNER	Daniel	M	46	Bellingham	WA
608	VAN DER WIELE	Cynthia	F	45	Raleigh	NC
929	VARGA	Leroy	M	80	Dover	NJ
3791	VESPER	LynnAnne	F	36	Ely	MN
2942	VIGOREN	Eric	M	40	Bremerton	WA
2958	VINCENT	John	M	55	Rochester	WA
108	VLASVELD	Paul	M	48	San Jose	CA
1774	VOELZ	Joel	M	54	San Francisco	CA
1261	WADDELL	Robert	M	52	Columbus	OH
1510	WAINWRIGHT	Laurie	F	46	Cameron Park	CA
1509	WAINWRIGHT	Douglas	M	50	Cameron Park	CA
1085	WALDEN	Reid	M	56	San Francisco	CA
1555	WALLACE	Dan	M	49	Winter Park	FL
3983	WALLACE	Michael	M	42	Alburnett	IA
4104	WALLACK	Roy	M	51	Irvine	CA
2307	WALSH	Bryce	M	36	Chicago	IL
4074	WASHINGTON	Avery	M	51	Brooklyn	NY
462	WEIBLE	Jeffrey	M	50	Wildwood	MO
3737	WELSH	Robert	M	56	Apple Valley	MN
3330	WENNSTROM	Jason	M	38	Tacoma	WA
341	WERNER	Glen	M	47	Englewood	CO
878	WETMORE	Paul	M	50	Santa Monica	CA
2182	WILCOX	Leigh	M	56	Gold Canyon	AZ
63	WILLIAMS	Todd	M	47	Cincinnati	OH
1392	WILLIAMS	James	M	38	Clemmons	NC
1097	WILLIAMS	Raymond	M	57	Riverside	CA
970	WILSON	Jim	M	60	Gainesville	FL
3910	WILSON	Clay	M	45	Dallas	TX
3319	WINKERT	George	M	49	Highland	MD
819	WINTER	Jeff	M	48	Kansas City	MO
2993	WISS	Dick	M	58	Boulder	CO
4011	WOLCOTT	Dennis	M	48	Salem	OR
3519	WOLFE	Michael	M	32	Portland	OR
3100	WOLFF	Lonnie	M	49	Cedar City	UT
469	WOLFF	Mark	M	49	Jacksonville	FL
4336	WONG	Jeffrey	M	42	Fremont	CA
295	WOODSIDE	Wayne	M	60	Mather	CA
690	WOOLDRIDGE	Mark	M	46	Sugar Land	TX
3568	WORSTER	Thomas	M	41	Boston	MA
1570	WOUDENBERG	Timothy	M	49	Moss Beach	CA
3205	WRIGHT	Pamela	F	44	Arlington	TX
442	WRIGHT	Duane	M	55	Seattle	WA
3347	YEE	James	M	57	Fair Oaks	CA
3297	ZAWODNIAK	Leonard	M	51	Wall	NJ
3640	ZECHER	Clare	F	33	Redding	CT
3774	ZIMMERMAN	Joe	M	54	San Rafael	CA
2678	JAFFE	Ellen	F	58	New York	NY
3871	DORVEL	Christine	F	52	Concord	MA
3467	SARTORI	Philip	M	47	Concord	MA
3369	CORNETT	Grant	M	31	Brooklyn	NY

Memories: PBP 1987

BY CLAIRE GOLDTHWAITE

It's over now, only memories remain (and a lingering ache or two), but the memories are still vivid. I remember:

—The mounting tension at the FIAPAD in Paris, where two days before the start hysteria focused on the equipment inspection, and I dreamed of not being able to ride because I'd forgotten to install a bell and reflector.

—Waking at 1 AM before the 4 AM start, seeing the rain and regretting the extra warm clothes I'd already sent out to the 230-mile mark in a drop bag. It's been hot and humid for a week; who expected cold rain?

—Leaving Paris, seeing a world filled with red taillights in front, white headlights behind; and the lights coalescing into giant packs flowing through the night.

—Rain, cold, and headwinds, knowing that this was the easy part, much worse to come; and realizing that the only way to finish was to grab onto any wheel I could catch.

—Riding into Tinténiac (235 miles) for the night, finding warm clothes, and asking the checkpoint workers to wake me in two hours.

—Hills and more hills; a knight in shining armor in a jersey from Chartres wordlessly offering me a wheel for a pull off Roc Trevezel. (Chivalry lives!)

—The skills of the European riders, riding in packs because I didn't want to get lost. (I drew the line at fast downhill in the dark in the rain.)

—Coming into Brest, waving at everybody coming and going; not telling those still coming about the nasty, short, steep hills ahead.

—The little towns, with about ten

houses, and five people out at dusk, cheering. The small boy who handed me a bouquet of flowers, which I wore in my helmet until they wilted.

—Coming into an intersection at a town in the dark, trying to see the arrows on the road; and hearing a voice from the night calling "à droit", and knowing the voice had been there for hours, watching for lost cyclists.

—Blasting down Roc Trevezel in a pack in the dark, feeling the bike shimmy with the load, and discovering a slow leak in the rear tire, and no streetlights. Riding painfully slowly, inflating the tire again and again until I found a streetlight; getting the tube out and having the streetlight go off for the night before I could fix the puncture. Fixing the tire and remounting it with only a flashlight, and a snail for company. The stars were lovely.

—Sleeping on the floor on a piece of cardboard at Carhaix (428 miles) for two-and-a-half hours, and grateful for it.

—Rain again, drafting a French team of two men and a woman until they disintegrated on a hill; paying the debt by pulling the tired woman up to the front of her team, and when she didn't want to drop off, pulling her ahead to the next checkpoint.

—Tearing up a space blanket, putting a piece in my helmet and more in my vest to keep warm.

—Riding into Villaines-la-Juhel at night, first uphill, then worse, downhill, in a pack in the dark. Helping out with my bright halogen light, and discovering the pack was British, they spoke English! Voices only, I never saw them.

—Entering Villaines-la-Juhel (608 miles); the kindness of the checkpoint workers, who found me a room with straw on the floor, poked around the sleeping bodies until they found a space

and put me in it, and woke me up in two-and-a-half hours.

—Seeing Steve Bauman and other Americans at breakfast; hearing the news about all of us, and riding off alone into the dark.

—As the sun came up, riding through an *allée* of poplars, with mist on both sides and a row of red taillights drawing me through the center, on to Paris.

—Forty miles from the finish, falling asleep on the bike, waking up when it swerved into the oncoming lane and seeing a car coming at me!

—Stopping at the side of the road, leaning against a bridge and sleeping until a passing French rider yelled at me to sleep in Paris and watch out for the dogs! (Farm dogs barking in the distance.)

—Ten miles from Paris, thinking that even if I got hit by a truck, I'd done it! Indulging in a victory sprint, dropping everyone around me because I felt wonderful, and I didn't have to save anything now.

—Finishing at the stadium, thinking, not how do I get off the bike, but how do I get the bike off me, it's part of me now.

—The next morning, lying in bed with my feet against the wall, massaging my legs; reminiscing with one of my roommates, also with her feet against the wall and massaging her legs; and feeling deeply satisfied.

—In the next few days, talking to people about what we'd done wrong and what we'd done right, and realizing that we were planning how we were going to ride again in 1991.

And if I can, I will

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