

AMERICAN RANDONNEUR

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Message From the President

Our sport has a lot of French words and phrases, owing to its beginnings there over a hundred years ago. American *randonneurs* and *randonneuses* are familiar with *brevets*, *flèches*, *contrôles*, and the like. If you have read old French cycling magazines, or Audax Club Parisien *plaquettes* following each Paris-Brest-Paris *Randonneurs*, one phrase used to be seen a lot—*la Petite Reine*.

The Little Queen? It is a term of affection for “Her Majesty”, the bicycle. Americans who have done PBP know firsthand how the French love their cycling. They line the road and enthusiastically offer encouragement, assistance, and sustenance to hardy cyclists making their quadrennial pilgrimage to Brest and back, just as they cheer on racing cyclists speeding past, such as during the Tour de France each July. Or they give a friendly hello to a neighbor cycling by with her family’s fresh bread for the day, still warm from the baker’s oven. In some areas they eagerly await the day’s mail from a cycling postal worker; others use a bike as their daily transportation. These folks know the bicycle is no mere machine. No, it is an essential part of their social fabric. In France, the bicycle is not often an annoyance in the path of motorists, the way too many Americans view it. In French clubs, people of all social classes come together and ride and socialize, united in their affection for Her Majesty and where she can take them. In some cases, such as during PBP, it takes one to special places, both within and without, sort of like a magic carpet. Why else would someone of modest means spend so much of their year’s salary on a piece of sports equipment?

These days in France, however, cycling is not so popular as both a spectator and participation sport, not to mention as daily transportation. In the former case, the dark specter of widespread drug use and sporting fraud has tarnished its former appeal. And like in other modern nations, the general populace is growing more sedentary while private automobile use is growing. Even the phrase Little Queen is dying out. Lately it has lost favor with the younger generation of French cyclists who tend to like English terms more, owing to the invasion of mountain biking (and probably just to be different from their parents.)

All this, however, doesn’t diminish the high esteem in which we *randonneurs* hold our beloved bicycles. Whether we ride a regular bike, recumbent, tandem, mountain bike, or fixed-gear machine, riding *brevets* has to be one of life’s great pleasures. Whether struggling through summer heat, winter snow, dark of night, on rough roads, against headwinds, climbing steep hills, or simply being lost, our bikes let us conquer time and distance, and more importantly, ourselves. Randonneuring’s varied challenges offer the profound satisfaction of plumbing the depths of our willpower and perseverance. That we can do it with friends makes a sport that is easy to enjoy at a variety of levels. The rewards more than offset the struggles.

Many of our 2004 *randonneur* events have now been run, but there are still some late-summer and autumn *brevets* on offer in various regions, not to mention many permanent routes. With Boston-Montreal-Boston just around the corner, and the Last Chance not far behind, there is still some tough *randonneuring* to be had this year. No matter the type of machine they pedal, best wishes to those RUSA members with another *brevet* on their plate, whether it is 200 or 1200 kilometers in length. All Hail the Queen!



BILL BRYANT

Bill Bryant

RUSA Welcomes Its New Members!

RUSA#	First Name	Last Name	City	State	RUSA#	First Name	Last Name	City	State
2607	Tom	Pettus	Minneapolis	MN	2648	Edward	Coad	Chatham	NJ
2608	Steve	Matney	Glen Echo	MD	2649	Christopher	Haddakin	Hemet	CA
2609	Martin	Knowles	Seattle	WA	2650	Santos	Ramos	Saginav	TX
2610	Jason	Manke	Boulder	CO	2651	Donna	Stidolph	Santa Cruz	CA
2611	Janet L	Goldstein	Baltimore	MD	2652	Fred	Drewe	Austin	TX
2612	Glenn A	Sampson	Windsor	CT	2653	Robin	Harness	Carmel Valley	CA
2613	Matthew	Callahan	Ipswich	MA	2654	Dennis	Ryll	Las Vegas	NV
2614	Paul	Links	Snellville	GA	2655	Noah G	Lehmann	Weare	NH
2615	Norman W	Cameron	Brooklyn	NY	2656	M Max	Del Real	Chico	CA
2616	Alan	Martin	Columbus	OH	2657	Christopher	OKeefe	Mountain View	CA
2617	Kathy	Martin	Columbus	OH	2658	Jean Luc	Friang	Austin	TX
2618	Joe Ray	Hollingsworth	Chapel Hill	NC	2659	Sterling	Hada	El Sobrante	CA
2619	Bob	Counts	Fairfax	VA	2660	Joslyn	Seefeldt	Milton	WI
2620	Andrea	Matney	Glen Echo	MD	2661	Jeff	Evans	Olympia	WA
2621	Jeff	Gottesman	New York	NY	2662	William R	Furry	Lilburn	GA
2622	Daniel	Holte	Novinger	MO	2663	Charles	Pailthorp	Olympia	WA
2623	David B	George	Fredericksburg	VA	2664	Tom	Milton	Fairfield	CA
2624	William	Haas	Lakewood	CO					
2625	Jack	Crowley	Cambridge	MA					
2626	Jim	Crowley	Cambridge	MA					
2627	Jon	Hill	Albion	ME					
2628	Ronald	Leclair	Yalesville	CT					
2629	Matt	Lemay	Cambridge	MA					
2630	Rob	Simms	Cohasset	MA					
2631	Gilbert	Cole	Northboro	MA					
2632	Daniel	Harris	West Chester	OH					
2633	John L	Miles	St Louis	MO					
2634	Fred	Mulder	Seattle	WA					
2635	Saunders N	Whittlesey	Deerfield	MA					
2636	John	Fessenden	Horseheads	NY					
2637	Dan	Ries	Houston	TX					
2638	Joesph	Maurer	Mountain View	CA					
2639	Steve	Jordan	Los Altos Hills	CA					
2640	Josh	Reddeman-Beach	Redmond	WA					
2641	Chris	Ragsdale	Seattle	WA					
2642	Glenn	Armstrong	Brookdale	CA					
2643	Felix	Gallo	Boulder	CO					
2644	Aaron C	Cook	Melrose	MA					
2645	Chuck	Millen	Blue Springs	MO					
2646	Steve	Schult	Omro	WI					
2647	Phil	Cohen	Augusta	GA					



RUSA Board Okays Two New Awards

Ultrarandonneur, R-12 Join List Of Honors

BY BILL BRYANT

The RUSA Board of Directors has recently authorized two new distance awards for RUSA members to earn.

The first is the ULTRA RANDONNEUR AWARD. It is earned by riding the standard Super Randonneur series (200k, 300k, 400k, 600k) of brevets over 10 seasons. They need not be consecutive seasons, nor is there a time limit on how long it takes to compile the 10 seasons of SR series.

Either ACP or RUSA-sanctioned brevets would be the counting events. Permanent rides do not count, only regularly scheduled brevets.

Riders would apply for this award using (1) old brevet cards or SR medals from from the International Randonneurs organization, or (2) use the RUSA database of

brevets since 1999. Or, if foreign events were ridden, such as in Canada, a combination of the two could work for verification. A longer event could take the place of a shorter event, such as a 230 km RUSA brevet standing for the ACP 200k distance, or a 400k working as a 300k. In this example, the rider would have brevets of 200k, 400k, 400k, and 600k.

The other new honorific is the R-12 AWARD for riding a 200k (or longer) event for 12 consecutive months. The counting event sequence can commence during any month of the year. Counting events would be ACP and RUSA-sanctioned brevets and 24-hour team events, RM-sanctioned 1200k events, as well as RUSA Permanents.

For more details, check the Awards page on the RUSA web site. In the meantime, save those old brevet cards!

All the Fleches

USA events have been ridden for 2004 and the results are on their way to Paris. We had 142 finishers on 34 teams who earned their ACP certificates. Awful spring weather caused a few DNFs in a several regions, but this is still the largest ever turnout for American Flèche events. Congratulations to all those hardy randonneurs who stepped up to the plate, and thank you to the event organizers who made it happen at 11 sites around the country. Bravo!

Web Additions

The RUSA web site (www.rusa.org) has some new additions. Look at the "menu" and you'll see new sections for Team Events, Permanents, and at the bottom in green, "Announcements." From time to time HQ has news or information that can't wait for the quarterly newsletter and it will be posted there. The Awards page has also been updated.

Permanents List Expanding

The list of Permanents is continuously growing. If you want to ride one of these events, check out the Permanents section on the web site and do a ride search for an event that interests you.

The Webmaster Sez!

BY DONN KING



Many of you are waiting for your brevet cards to be returned to you with authorization numbers from Paris, so that you can complete your applications for North American 1200K events, such as Boston-Montreal-Boston, RM 1200, and Last Chance.

The good news is that you don't have to wait! You can use the RUSA website to obtain those numbers. It is very easy. Go to the RUSA Homepage and from the menu on the left, click on Results. Here is the address to go directly to the Results page: http://www.rusa.org/results_search.html

Type in your last name and first name and click on "Search." The results will display, among other things, your "Cert No." This is the number that you need to supply on your application, to prove that you have fulfilled the required brevet qualifiers.

The actual brevet card that will be returned to you from the RBA in due course is simply a souvenir. It will have a sticker attached with the identical "Cert No.," and this sticker has actually come from Paris, routed via Lois Springsteen, and on to your RBA, who has stuck it to your brevet card, and sent it back to you. This process is cumbersome and not necessarily timely. Therefore, it will be useful to you to use the RUSA website to complete your applications.

Bon Route, and best of luck as you move forward to your 1200K's!

Visit Randonneurs USA online!

www.rusa.org

The ACP Turns 100!

BY BILL BRYANT

The Audax Club Parisien, creator of our style of randonneuring, celebrates its hundredth anniversary during 2004. It is one of the oldest cycling clubs in France, and the oldest in Paris. Randonneurs USA sends warm birthday congratulations to our French colleagues and good wishes for another century of offering cycling challenges to randonneurs in France and around the world.

When you think about all the social, political, and technological changes that have taken place over the past century, it is astonishing to think of a bicycle club holding its monthly meetings during all that time. Let your mind wander back to an era when the bicycle, automobile, airplane, modern medicine and science, electric lights, indoor plumbing, public education, and women's suffrage were all new ideas. Most roads of the day were rutted dirt and were alternately dusty or muddy, while bumpy cobblestones were laid in towns and cities. Given the rough roads of the day, it is surprising that cycling took root at all.

In November of 1904 Henri Desgranges, fresh off organizing the first two Tour de France races and the second Paris-Brest-Paris race in 1901, wanted to spread cycling participation beyond the racing crowd. He felt this new two-wheeled invention was the key to a healthy life and if riding one's bicycle a short distance was good, riding long distances was even better.

With some other pioneering cycle-touring enthusiasts, Desgranges began the Audax Club Parisien (ACP) to promote a challenging new type of timed touring rides. They took the term *audax* from Latin for "daring or audacious" and it was a good fit. Emulating a rugged type of cycling first seen in Italy a decade before, the new club wanted to ride long-distance *randonnées*, and awarded a numbered certificate, or *brevet* for successful completion. The standard was to ride 200

kilometers between dawn and dusk, always as a group and with a team captain who maintained an average speed of 18 kph between the *controls*, or checkpoints.

These team rides became quite popular during the next ten years. By the eve of World War I the ACP was overseeing other cycling clubs' audax activities throughout France. Trophies were awarded at season's end, not for racing to arrive first, but for the clubs with the most participants who successfully met the challenge. In time 300 and 400-kilometer brevets were added to the slate of events, as were hiking activities. This last addition spurred great discontent among the cycling adherents who wanted their club to remain "pure".

After the war, more trouble came to the ACP and it was nearly fatal. A sizeable faction wanted to be "set free" and ride the brevets at their own pace without a group captain barking directions at them. Eventually, in 1921, there was a painful split and the audax riders stormed off and formed their own club, the Union des Audax Cyclistes Parisiens (UAP). Since then the ACP has been an *allure libre* club, which means its members can ride at their own speed within the overall time limits of each brevet. That the ACP left the word

"audax" in their name has obviously led to some confusion over the years since it does not practice audax-style cycling anymore.

In-between the World Wars, with



An illustration for the 1991 PBP.

the advent of the 40-hour work week, recreational bicycling grew even more popular in France and the ACP benefited from this. Its free-pace brevets continued to grow across France (though the audax formula was usually more popular in general). In 1931 the ACP organized its first *Paris-Brest-Paris*

■Continued on next page

ACP Turns 100 (continued)

Randonneurs after the professional race organizers dropped the “unglamorous” category of amateur *tourisites-routiers*. By the eve of World War II, the ACP had about 300 members who were organizing and riding many different types of challenging cycling events. In addition to their long-distance brevets, some ACP competitions looked rather like racing events with winners and losers.

After World War II, the ACP never recovered its prewar vitality. It still organized many events, but its membership continued to shrink, reflecting the general decline in recreational cycling in France. By the 1960s the ACP was in dire straits. A telling example, the two PBP Randonneur events of that decade had less than 180 starters. Luckily, there was another Paris club in similar trouble, the Vélo Club de Courbevoie Asnières (VCCA), and they joined forces with the ACP in 1964.

Among the VCCA members joining the revitalized ACP was a certain young fellow named Robert Lepertel and things took off from there. Much of the subsequent growth of the “new” ACP resulted from Bob and Suzanne Lepertel’s indefatigable energy to spread the randonneuring movement both in France and abroad. Bob brought with him the *Flèches des France*, a series of 20 “permanent” brevets he created in the 1950s. These were a great success, and remain so today with hundreds being ridden by individual French randonneurs each year. By the 1970s, with the Lepertels firmly at the helm, the PBP Randonneurs began to grow into an international event with thousands of entrants. The ACP began the *Randonneurs European* to facilitate entry into PBP, such was the increasing foreign interest in this legendary event. (It kept growing and would soon become the *Randonneurs Mondiaux* in 1983; it now has 25 member countries.)

Nowadays the ACP remains an active club with a large slate of events, but its membership (less than 200) is not as large

as you might expect from what it offers. Obviously the ACP still organizes the Paris-Brest-Paris Randonneurs every four years (with over 2,000 volunteers in 2003), but they have many other fine events too. Along with their familiar randonneuring brevets and local club rides, each year the ACP organizes the:

- *Flèches de France*; 20 different “permanent” brevets that can be ridden alone or in a group; the routes connect the major cities of France to Paris.

- *Tour de Corse*; a set of permanent brevets that traverse the challenging terrain of the Mediterranean island of Corsica.

- 24-hour *Flèche Vélocio* team randonnées. Scores of teams with three to five randonneurs follow their own route to the big French cycle-touring rally in Provence each Easter weekend. A minimum of 360 kilometers must be covered.

- *Traces Vélocio* for young riders, a “Little League” version of the mighty *Flèche Vélocio* for riders under 18. There are shorter distances during the day and no night riding.

- 12-hour *Fléchette Vélocio* team randonnées for new riders. Each team is lead by a seasoned veteran over shortened distances and face only one hour of night riding.

- *Gentlemen Parisiens* time-trials held each autumn for teams of two. Young and old riders are usually grouped together in order to

level the entry field and to transfer the love and lore of the sport.

During 2004, hundreds of randonneurs and randonneuses from different French cycling clubs will ride as many kilometers of these ACP events possible in order to contribute to a year-long total for their local club. The winning club will earn a special award named the *Challenge du Centenaire*. The impressive trophy—a beautiful sculpture of a cyclist in full flight—was created years ago by the famed, late illustrator (and PBP *ancien*) Daniel Rebour. It is a fitting contest for clubs of determined, self-sufficient amateurs who ride only for the love of seeing how far they can go. What a great way to celebrate the ACP’s hundredth birthday! *Long live the Audax Club Parisien!*

In the February issue of *American Randonneur*, RUSA member Jan Heine wrote

The 'Magic' of the FRENCH BIKES

BY MICHAEL DAYTON

*about his remarkable 2003 Paris Brest Paris ride. In an age of indexed-shifting and titanium or carbon fiber frames, Heine and his riding partner Jaye Haworth completed the event on a 1948 steel-framed Rene Herse tandem. In an email interview, Heine, the editor of *Vintage Bike Quarterly* and an expert on classic French bikes, explained why that bike was a natural choice. He also offered his opinion on what today's framebuilders and riders can learn from the bikes of randonneuring's illustrious past. Following are his comments.*

American Randonneur: You chose to ride PBP on a 1948 Rene Herse tandem. Explain that choice. Given the history of the event, was your machine a "style" consideration or something else?

Heine: Being the editor of *Vintage Bicycle Quarterly*, obviously people will assume I ride older bikes for reasons of nostalgia. Even today, PBP still is infused by the spirit of the great days of randonneuring in the late 1940s and early 1950s. But beyond nostalgia, we were looking for the fastest machine for the event. Over the years, I have ridden at least a dozen tandems, old and

new. We settled on the Herse because it offered a combination of comfort, speed and reliability unmatched by anything else. Being a true randonneur machine, it is the only tandem I know that was designed specifically for riding long distances fast.

American Randonneur: Would your time of 52 hours, 45 minutes, impressive by any standard, been any better on a modern frame — say a titanium one with brake-lever shifters?

Heine: I wish! Until Mortagne (km 151), we rode with a large group of modern tandems, with no problems whatsoever due to the age of our machine, the antiquated derailleurs, or anything else that could be perceived as a limitation. Then, we lost most of the other teams, because they took time to find their support cars (we did not have one). As the event progressed, comfort really became

important, as we could limit our stops to the essential: control card, bathroom, fill up water bottles and go.

The only tandem faster than ours also wasn't what you'd call state of the art: an approximately 20-year-old Follis, ridden by two strong men.

American Randonneur: How do tandems like the one you rode compare, ride-wise and geometry-wise, with the modern tandems being produced by Santana, Co-Motion and others?

Heine: Many modern tandems have single-bike geometries. They react to leaning, so the stoker has to be careful not to move around too much, as the tandem will veer off course. On a long ride, constantly correcting for the stoker's movement, even if it is done subconsciously, is very tiring for the captain. The best of the old French tandems (and some British ones) have a tandem-specific geometry that is extremely stable—on the Herse, I can ride no hands without even alerting the stoker. Yet they are very good at cornering—we always lost all the single bikes on our tail when we went through roundabouts at the entrances to

■ Continued on next page



Jan Heine's 1948 tandem ready for PBP 2003

The ‘Magic’ of the French Bikes (continued)

villages. And for comfort, the fat 35 mm tires are hard to beat. Unlike cheaper tandems, the Herse already featured oversize tubing, wide hub spacing, even an oversize headset, in 1948. Some of the perceived limitations of older tandems, like a relatively short rear top tube or fewer gears really aren't a big issue. I wrote about that in a recent issue of my magazine.

American Randonneur: Tell us whether the vintage parts on your bike handicapped you or helped you. Having ridden PBP on a vintage machine, are there any parts you would have switched?

Heine: We updated the tandem a bit before PBP: We used a modern lighting system, with a Schmidt hub and light. Back then, most of the fast guys used battery lights, but who wants to worry about when your batteries will run out, when modern generator-powered lights offer negligible resistance and no worries? We also used clipless pedals.

Beyond that, the old components may have helped, rather than handicapped us. The front derailleur is operated by a lever behind the seat tube. So I had to do “gymnastics” every time I shifted. It's not hard, and becomes second nature with a little practice. But I believe the “gymnastics” are the reason why my back, shoulders and arms weren't bothering me at all during the 52-hour ride. Only my left hand, which rarely left the handlebars, hurt toward the end.

We had a minor problem with the rear derailleur, which cost us maybe 5 minutes. It was stuck in a gear. You have to remember that the components were 55 years old, and already had countless miles on them. That would not have happened when the derailleur was new. If I were to do it again, I would try to find a “new old stock” unused 50-year old derailleur and mount that instead.

American Randonneur: If you want

to do a fast time in a brevet, why wouldn't you choose the fastest bike, i.e., a racing bike?

Heine: The definition of the fastest bike depends on the event, even in racing: For a 1 km track sprint, you pick a different bike than for a mountain stage in the Tour de France. Racing bikes work very well at their intended speed and distance. Comfort is not an issue when you push so hard on the pedals that you hardly touch the seat and handlebars. But even the longest Tour stage lasts no more than 6 hours. As randonneurs, we ride much longer. This means comfort becomes an overriding concern, because you can put out power only if you are comfortable. Also, a comfortable bike allows you to limit your time at stops. Our PBP time mostly was due to short stops, not super-fast speed on the road.

Also, we ride at much lower speeds than racers—even the fastest times in PBP average to only 18 mph. Bikes become more stable at higher speeds. My racing bike is wonderful once I get above 22 mph, but its lack of stability is very tiresome at 16 mph.

I wouldn't race on a randonneur bike, but I also wouldn't ride a brevet on a racing bike!

American Randonneur: Is there anything “magic” about the French brevet bikes? If so, what makes them special? What have they figured out that other framemakers or bike companies haven't?

Heine: The old French randonneur bikes really are magic. I think there are wonderful bikes available today. But unfortunately, randonneuring has been pushed to the fringes of cycling, and few people make randonneur bikes. Even fewer bike makers are randonneurs themselves. And it is hard to appreciate our needs if the longest a bike maker rides is 100 miles.

Back then, these machines were made for our sport, and it shows. The makers were randonneurs first and bike builders

later. So they set out to make a complete bike, ready for riding for days at moderate speeds. The lights, racks and fenders were integrated parts of the bike, not haphazardly mounted “accessories,” that rattle or break after only a few hundred kilometers on rough roads.

The old French builders specialized in randonneur bikes and made little else. They and their customers rode the bikes in long events, and quickly found out what worked and what didn't. Today, I often see randonneurs whose racks break, whose fenders crack or whose lights rotate around their clamps. But nobody in the industry feels responsible. The bicycle makers never envisioned their bikes to be outfitted with these accessories anyhow, and the makers of the accessories have no control over how their parts are mounted. By providing an integrated bike, where the “accessories” are part of the original design, the builder has control over the entire bike, and thus can improve these crucial features.

There also was a certain culture among randonneurs. They were educated, many were engineers, and they demanded the best bikes. They would not accept compromises.

Beyond that, the geometries of the best old French machines combined comfort, stability and great cornering in a way that rarely has been equalled and never surpassed. Consistently, my best times in brevets are on my older bikes.

American Randonneur: Isn't a randonneur bike with all those racks and fenders heavier and thus slower than a racing bike?

Heine: Most people who are proud of their 17 lb. racing bike do not consider the weight of lights and other “accessories,” which easily add 5 lbs. to the bike. A good randonneur bike may weigh 23-24 lbs., but that includes all those parts. And

■Continued on next page

The 'Magic' of the French Bikes (continued)

when you consider that a single full water-bottle weighs 2 lbs., and that most bikes with their riders easily top 200 lbs., you realize that a pound or two doesn't make much of a difference.

American Randonneur: Are there any vintage parts, such as racks, stems, etc., that would make sense to mass produce for today's randonneurs?

Heine: I think the mass production approach to parts does not work well for a randonneur bike. For example, the French racks were custom-made for the frame, so there were no clamps or joints that could break. It is lighter that way, too: A Singer front rack only weighs about 120 grams. That said, I would like to see hubs again where you can replace the all spokes (even on the rear driveside) on the road, without removing the cassette/freewheel. The old Maxi-Car hubs had keyhole spoke holes, so you could insert a spoke head instead of threading the spoke through the hole. They also featured double labyrinth seals, oversize axles and adjustable cartridge bearings. Many of these hubs still spin smoothly, without play, after 50 years without an overhaul. That might be a good product to resurrect!

Another are handlebars that offer more reach and thus more hand positions. Most modern handlebars drop also too much early in the curve, making the "brake hood" position too low. If you want to be low, there are the drops, and it's nice to be able to sit a bit more upright for the long distances.

That said, a lot of great products still

are available. The Berthoud handlebar bags are waterproof, beautiful and easy to access while riding. When supported by a front rack mounted as low above the wheel as possible, they don't sway or affect the handling in any way. With the

As you may know, Chris Kostman and I are working on technical trials in 2005, where bikes (not riders!) will compete to establish the best designs for a modern randonneur bike.



A 2003 Alex Singer randonneur

cue sheet visible at all times and food and clothing accessible while riding, there hardly is a need to stop outside controls any more.

American Randonneur: What are your thoughts about an apparently new trend among some U.S. builders to build bikes for randonneurs?

Heine: I think it is wonderful that you can order a well-conceived bike that is ready for randonneuring, instead of having to adapt a racing bike. I firmly believe that randonneur bikes are the perfect machines for 90 percent of the cycling population—all of us who don't race. Whether for a century, a sag-supported tour or just going for a ride on the weekend, you need a fast, fun and reliable bike that isn't daunted by a rainshower, that allows you to bring extra clothing in case the weather changes, and that has lights in case you get caught in the dark.

American Randonneur: Do you see a growth in the sport of randonneuring?

Heine: Lots of it! I meet so many people, racers and others, who love to ride. Randonneuring is unique in that it offers something for everybody. The distances vary — you can do only 200 km brevets and still consider yourself a randonneur. You can go fast, even be a little competitive, or you can

enjoy the ride and stop for dinner along the way. Randonneuring truly is a big tent, and the friendships formed between randonneurs are legendary.

American Randonneur: Tell us about your magazine, *Vintage Bicycle Quarterly*. Is it only about old bikes?

Heine: The name is a bit misleading: I like to think of "vintage" in the sense of "quality," in the sense of a wine's vintage. The magazine covers what I'd call classic bikes old and new, with a strong focus on randonneuring. It explores the history of randonneuring, reports of brevets in past and present, and a lot of other stuff you won't find in mainstream cycling publications. For example, the next issue will include a test of the new Heron Randonneur.

[Ed.'s note: to learn more, see www.mindspring.com/~heine/bikesite/bikesite/]

Peter Weigle

THE ART OF THE FRAMEBUILDER

BY MICHAEL DAYTON

Jan Heine is not the only person with this eye on French bikes. As randonneuring steadily grows in the U.S., more and more American framemakers are building bikes specifically for our sport. One of those builders is Peter Weigle of Connecticut. Drawing inspiration from the classic French machines of Rene Herse and Alex Singer, Weigle is turning out elegant frames as renowned for their form as their function. Weigle works in a traditional or "neoclassic" style using steel tubing. His custom randonneur frames have won the People's Choice award for two years running at the Cirque du Cyclisme, an annual bike show in Greensboro, N.C. Weigle has also begun making custom racks. American Randonneur caught up with Weigle by phone to discuss his framebuilding and the new emphasis on randonné bikes.

American Randonneur: Where did you learn your craft?

Weigle: In England. In a nutshell, I had a chance to go to England in the early 1970s and serve as an apprentice in the Witcomb framebuilding

shop. I did very little complete bike building in England, and what I did was only right at the very end, and always with a lot of supervision. Basically, in England at the time the bikes were fairly basic and not that well finished, but it was all anybody expected. The builders had a good understanding of what goes in to it, but there was not much science to it at that point. A lot of it was just passed on from builder to builder. It wasn't until I came back here to the States that things started becoming more and more refined. One guy would do a better job than somebody else. So it became like competitive riding. You'd see something that was better than what you had done, and you'd be spurred on to do something a little bit better. That has brought us to the point where American builders are doing such fine work, with a bunch of small shops turning out really exquisite work.

American Randonneur: How did you get involved in

building bikes for randonneuring?

Weigle: I took a left-hand turn somewhere. I don't quite understand it myself, because, not only in the bicycling arena but in motorcycles and cars, I've always had a high-performance or racing interest. Somehow I ended up buying some fenders some time ago and put them away—I almost had a fender fetish, if you will, and I

began to look a lot at that style of bikes. I remember seeing a Rene Herse demountable at a bike show back in the late 1970s or early 1980s and thinking what a contraption it was. It was all chrome-plated, and I just passed by it without paying attention. Now, I would absolutely understand what I was looking at, but at the time I had no real appreciation for

what it was.

For my own building, a couple of things happened. The stainless fenders—the Honjos and the Berthouds—were starting to become available, and all of a sudden Kirk Pacenti, one of the lugmakers, came out with a very interesting set of lugs that each person could carve and cut up a little bit differently, to personalize and make them his own. All of that came together at the same time, and the bike that

■ Continued on next page



Peter Weigle pictured with one of his frames.

Weigle: The Art of the Framebuilder (continued)

won at the Cirque last year had a prototype lug that Kirk made. Now, most of the bikes I have orders for are that randonnée style. It's been quite an education and a humbling experience. A lot of guys like to think they're self-professed experts in this, and that they reinvent the wheel whenever they light a torch or bring out a file. And there was a time when I thought I was on top of my game and knew everything there was. Then a book comes out with some of the old line drawings of French bikes from the 1940s and 1950s and the 1960s. You start looking in there and you realize everything has been done before. So these days, I walk around with my hat in my hand, and I go over the Rene Herse book with a magnifying glass. I look at all the details on the bike, trying to see how the racks were made, how the lights were mounted, how the fenders were attached. I've worked really hard to understand that style.

I'm not making antique bikes or nostalgia bikes. What I'm trying to do is to think of it in terms of: what if Rene Herse were alive today, or if a builder like that were around, and wanted that whole style to progress. I've tried to

go in that direction, and realize back then when they were building the frames they also had to build a lot of the components because the pieces that were built back then by others weren't necessarily that good and wouldn't stand the technical trials. So they would take it upon themselves to modify or make the pieces. These days, with the great components made by Campagnolo or Shimano, and others, there's almost no need to do most of those pieces now. They're already there. And I'm not like Ernest Csuka, where, carrying on an age-old tradition, a new bike he's building right now is not going to be a whole lot different than one he built in the 1960s—the components will be the same, the materials in the frame, and its execution, are almost identical to what he's been doing for years. It's a static display, if you will, and the bikes are true to what they were a long time ago. I don't wish to make that style of bike. I'm trying to bring some of the stuff a little bit forward. I don't want to hang old parts on the bikes or make replica French randonnée or touring bikes. I want to build a bike that uses the new components,

certainly pays respect and homage to what went before, and yet takes advantage of the new parts that are available and get everything to work within that. When I make my own handmade racks, I looked in the books and tried to be very faithful

The proportions are so elegant, they're so beautiful to look at, they're functional, they hold the lights the way they're supposed to. I wanted to be faithful to those and build the bikes somewhat in the spirit that went before, and yet take advantage of all

American Randonneur: What makes for a good randonneuring bike?

Weigle: That's very subjective. There is a lot of debate and controversy about that. Folks are riding PBP on titanium bikes, on carbon fiber bikes, on every



Photo shows detail from the Weigle frame that won the People's Choice award at the Cirque du Cyclisme, an annual vintage bike show in Greensboro, N.C.

to the rackbuilders of the old days, but I had to make sure they would fit around a dual caliper or dual pivot brake which they weren't using back then. So there are some changes that had to be implemented within that, but they really had them down well.

the technology that's available today. But never would I say that I'm reinventing the wheel or setting the world on fire. I'm just trying to do a good job and learn as much as I can as I go along.

kind of bike, and any of them will do the job. To me, with my knee problems. I'll never do PBP or BMB. But I'm fascinated with the allure and epic nature of those rides. When you talk to Jan Heine or any of the

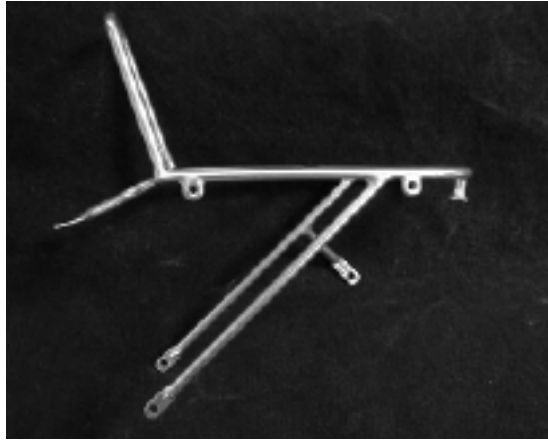
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Weigle: The Art of the Framebuilder (continued)

other riders that do those rides, what they feel makes a good bike is all over the lot. I've built touring bikes in the past, I've built sport touring bikes in the past that if you put another name on them could have been called randonné bikes in the old days. Most of the riders that come into my shop aren't going to do PBP or any of these really long rides, but a lot of them might do some brevets or other qualifiers, or a bunch of centuries. They might see my bike sitting there with the fenders and Schmidt SON hub and lights. These bikes are basically a hot rod in sheep's clothing. Yes, they have a little bit longer wheelbase, and the angles are a little slacker than I would build for myself in a road racing frame. The size changes a lot in my mind, and that becomes important in the fit and comfort over a long period of time on the bike.

American Randonneur: These frames are typically bigger than racing frames?

Weigle: I spec the seat tube length quite a bit bigger and I always have to pull out the Rene Herse book and show these ex-racing guys that the bikes were



One of Weigle's custom racks. Notice the fittings for lights and fenders.

usually built bigger with a low bottom bracket height, and you'd minimize standover height by making the bike taller so that the bars are in a better position. Also, I usually lengthen the toptube and shorten the stem a corresponding amount. Part of that's for fender or toe clip clearance. I also lengthen the chainstays a little bit. You could still take the fenders off and road race one of these frames. These frames in a way aren't a whole lot different from the geometries that were used in the late 1960s and early 1970s. The Frejus bikes, or the Cinellis, came with fender eyelets and longer wheelbases. Again, we're not trying to set the world on fire here, we're just trying to refine all of the elements and make them specific to the rider, take advantage of the new thin tubing that is available right now, the

oversize thinwall which makes a very comfortable and great ride. I'm open to suggestions from the rider's point of view. The way these bikes handle is very subjective. The guys that are never going to do a long-distance ride may want the bike to be a little bit snappier-feeling than the bike where you can sit up, take your jersey off and change it as you're riding. Some folks want the bike to be straight dead ahead, others want it to be a bit more nimble. I can work with that a little bit.

American Randonneur: You're building your own racks now. Are there any parts like that that would make sense to mass produce?

Weigle: Yes and no. Just to make a rack and have it fit lots of bikes—there are people that are doing that right now. You can buy a

Berthoud rack for around \$100. They're wonderful, they do a great job for mounting lights and being bag supports. They're fully adjustable, you can fit them to almost anything. And no disrespect, but in the end when I see those, I realize it would fulfill all the elements that a racks need to do, but it is terribly industrial looking, and it's also heavy. To me, taking the time to build a beautiful frame with a fluid lug style, then put this square rack on it, just doesn't work with the rest of the bike. I decided I had to start making my own racks because I'd looked at these long enough and wanted them to look as pretty as the bikes were. I made my own bender to do this. The whole thing was a learning experience. I love making racks. They're quite fun.

American Randonneur: Do you see yourself as part of a trend to build randonné bikes.

Weigle: That's an interesting thing. My frames have won at Cirque to years in a row, but what's wrong with that picture is that I was slightly embarrassed this year when I won again because there are so many great vintage bikes on the floor that are

absolutely breathtaking, and yet somehow frames like mine have struck a chord. I know Rivendell just had a full page in Vintage Bike Quarterly and they're on the bandwagon. Mariposa has done this style of bike and Michael Barry up in Canada has done this style of bike for an awfully long time. He's probably scratching his head and saying, "It's about time people figured out what great bikes these are." I think there will be a lot more to follow, quite frankly. People who have five racing bikes hanging in the garage see these bikes and say, "That looks great, with lights you can ride at night, the fenders look elegant." A lot of them decide it's different from what they have, and they come to appreciate the elegance and the stature and the presence these bikes seem to have.

As Jan Heine said, when you're sitting on the bike for that long, you have to like the color, you have to like everything about it. You want it to encourage you to keep going, to do the miles, you want to be loving it and have it be part of the whole experience.

[Editor's note: Weigle can be reached at 860-434-0700.]

Permanents News

BY ROBERT FRY



RUSA members are taking advantage of the new Permanents program, and a number of rides have already been validated. Organizer Dan Driscoll takes the kudos for hosting the first one, which took place in Texas, March 27. See May 2004 American Randonneur for an account of this ride.

In a bid to encourage new Permanent organizers to step forward, the Board has voted for RUSA to cover the cost for liability insurance. Coverage is automatic under RUSA's policy, and there is no paperwork to fill out. (However, you must inform the Permanents Coordinator if a rider is DNF on a Permanent ride.)

Free-Route Permanents: A new option is available to organizers interested in submitting a long Permanent route, especially of the point-to-point variety. Instead of a detailed cue sheet, only a series of two or more points, 200-1200km apart, need be specified. This type of route has been given the designation of Free-Route Permanent. More information is given on the RUSA web site, detailing how Free-Route Permanents will work.

The following new routes have been added to the database:

<u>Distance</u>	<u>Location</u>	<u>Available</u>	<u>Contact</u>
205km	Mineral Wells, TX	12 months	Dan Driscoll (817) 460-5734
379km	Grand Prairie, TX	12 months	Dan Driscoll
782km	Des Moines, IA / Pierre, SD	May – September	Robert Fry (319) 226-5436
423km	Des Moines, IA / St. Paul, MN	May – September	Robert Fry
492km	Des Moines, IA / Madison, WI	May – September	Robert Fry
469km	Des Moines, IA / Springfield, IL	May – September	Robert Fry
448km	Des Moines, IA / Jefferson City, MO	May – September	Robert Fry
334km	Des Moines, IA / Lincoln, NE	April – October	Robert Fry
187km	Des Moines, IA / Iowa City, IA	March – October	Robert Fry

Organizers Wanted: You can see that six of the above routes have a theme, joining Iowa's state capital, Des Moines, to the capitals of its adjoining states. These routes are all Free-Route Permanents. If you are interested in hosting similar routes for your own state, please contact Permanents Coordinator Robert Fry, (319) 226-5436, cvbrevet@mchsi.com. Other theme ideas are also extremely welcome, as are routes of the more usual cue sheet variety.

Looking to add some more kilometers this year for one of RUSA's Randonneur awards? Ride a Permanent – they count!

2004 RUSA Event Schedule

Region	200 km	300 km	400 km	600 km	1000 km	1200 km	Other *
AZ: Southern							(200 km): 11/13
CA: San Francisco					9/18		
CO: Boulder	9/19	8/7 8/21				9/13	(125 km): 9/11 (124 km): 10/2
FL: Central/South	8/7	9/4					
IA: Cedar Valley	8/28						
LA: New Orleans							(200 km): 9/18 (300 km): 11/20
MA: Boston-Montreal-Boston	8/22				8/19	8/19	
MA: Westfield							(100 km): 10/2 (170 km): 10/3
NJ: Princeton							(115 km): 10/2 (200 km): 10/23 (300 km): 10/23
NY: Western		8/28					
TX: Dallas	9/11 10/2						(100 km): 8/8 (160 km): 8/21, 9/25
WA: Seattle		8/14	9/4	9/25			(100 km) 9/19

* The column marked with an asterisk indicates domestically sanctioned brevets.

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prior to publication

Camera-ready art or electronic ad files are due
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Mixed Nuts Conquer Niagara Falls

BY SCOTT CHISHOLM & PETER DUSEL

The “Mixed Nuts,” as we called ourselves, was a Flèche team assembled by Jennifer Barber. We had all met while staying at the Hotel Grille Campanille last August during PBP 2003. “Jenn” decided quite some time ago that she would like to participate in a “Flèche.” She was able to get one willing local member from RUSA, Pete, but that was it. Jenn needed more to form a Flèche team. She immediately turned her attention north of the border where she knew the pickins would be plentiful. In late January Lori and Scott received an e-mail from her stating she had this dream and needed a couple more riders to fulfill it. Lori and Scott quickly agreed to help her out. In a casual exchange of messages between Toronto and Victoria, it did not take Jaye long to decide that the Flèche would be a great opportunity to come back east to see family and friends. Adding Michelle made six, one over the Flèche team limit. So Pete and Jenn decided it would be a tandem ride for them, making a legal Flèche team, six riders and five machines.

With a team assembled, we turned our attention to route selection. We are fortunate in this area to be surrounded by many wonderful attractions. The Great Lakes, Niagara Falls, New York’s Finger Lakes region, home of the dreaded Quadzilla, the Thousand

Islands at the east end of Lake Ontario and, of course the foreign country next door, to name a few. We decided to start the Flèche about midway between the participants, on May 22, and planned a contrôle at Scott’s home northwest of Toronto. Scott quickly put a route together for us, starting at Howard-Johnson’s in Fort Erie, Canada. To add interest, the route followed the Niagara River past Niagara Falls, and then along the shoreline of Lake Ontario towards Hamilton and Toronto, at the last turning north to avoid the heavy congestion surrounding Toronto.

Saturday morning began with overcast skies and temperatures around 12 degrees C, with no winds to speak of, perfect cycling conditions! Off we headed on our Flèche. After about 2km we were starting to warm up, when Lori had the first, and luckily only, flat of the ride. After a quick repair, we were off again.

The route on the Niagara Parkway to Niagara Falls is absolutely beautiful! Amazingly, Niagara Falls is very easy and pleasant to cycle to on the Canadian side. The Niagara Parkway, a two lane road with homes on the west and the Niagara River on the east, runs the length of the river, including under the Peace Bridge and past Niagara Falls. With the exception of the immediate area of the Falls, we had the road virtually to ourselves. After stopping at

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“Mixed Nuts” fleche team, left to right: Pete Dusel, Jennifer Barber, Lori Mathews (in front), Jaye Haworth, Michelle Dulieu and Scott Chisholm. Half Canadian, half American, one left coast, five east coast, two-thirds female, one third male, five singles, one tandem, a mixed group of nuts!

Mixed Nuts (continued)

the Falls for pictures, we followed the road north for yet more picturesque views looking down the Niagara River Gorge to Niagara on The Lake. At the north end of the Niagara river we took a left to the west on Lakeshore Road and followed the shoreline of Lake Ontario, crossing the Welland Canal, which ocean going ships use to transit between Lakes Ontario and Erie, providing us some nice views of ocean freighters, through Lakeport and onto Port Dalhousie, our first control. Where we enjoyed a quick snack at the Tim Horton's, a popular donut/bagel/sandwich chain in Canada, as we were entertained by a nearby festival on the waterfront of "Dixieland" live entertainment, quite enjoyable!

We went around the west end of Lake Ontario, on this section we could see downtown Toronto, 50km away across the water. Near Burlington we turned our backs to the lake and started heading north into the rural areas around the major urban areas of Mississauga and Toronto.

Much of the rest of the day's ride was the usual riding of *contrôle* to *contrôle*, with most of the *contrôles* being Tim Horton's, this is Canada! Burlington, Erin Mills and Belfountain all passed by. The only surprise was a secret *contrôle* by Phil Pilch who had decided, while out for a leisurely Saturday ride from Toronto, that he would

meet us along the route.

During the evening we encountered our first of many localized rain storms, lasting only about five or ten minutes. After these we were soon on dry roads again. Pete and Jenn spent some time discussing how close the lightning needed to be to get off the aluminum tandem, and seek a low profile. A little rain doesn't bother them, but lightning, that's another story! For a time the rain was so hard our visibility was restricted to a few car lengths, but traffic being very light, it was decided to push on and continue riding to stay warm. The rain continued until the next water stop, in Orangeville. As we mounted our bikes to leave, Pete and Jenn stopped wondering when they heard thunder a fraction of a second after the lightning flash, and an instant mutual decision to stay under the roof at the store was reached!

After a trip east through the lovely Hockley Valley we were at Scott's home in Tottenham, just after dark and at 246km. By pushing hard through the day, we had built up a "bank" of kilometers. To make the Flèche official, we only needed to ride another 114km, and we *had* to take all night to do it! In a rare treat on a rainy ride, everyone had a chance to dry their clothes, get a nice hot shower and take a short nap while Scott worked away in the kitchen preparing a dinner of chicken and steak!

All too soon, mindful of the rules governing stops on a Flèche, we were reluctantly rolling again, with the rain gone and the temperature around 10C the evening seemed quite cycling friendly as we pushed on from *contrôle* to *contrôle* through the night, stopping at each for a little head down time and a bite.

By the time we reached Burlington, at 357km and just shy of

■Continued on next page



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.

Mixed Nuts (continued)

the 22 hour mark, the rain had started again, and this time looked like it was here to stay. We delayed as long as we could, and with about one hour and forty minutes before our 24 hour time limit was to expire, we had to leave so we could satisfy the 25km in the last two hours flèche rule.

During this section, so close to the finish, Pete and Jenn made a potentially fatal error, choosing to ride across a wet steel deck bridge. It was a scary time as the back wheel danced at least 20cm side to side!

At about 9:00AM, 23:30 and 395km into the ride, the team found itself in front of the Kittling Ridge Winery and Hotel with the trucks over 100km away and raining. Scott went into the hotel and spoke with the front desk manager, Chad, and asked him if he could call us a cab. Chad was inquisitive, as were many along the journey, as to what we were doing riding bicycles in the cold and wet so early on a Sunday morning. After explaining, as best one ever can, he asked Chad if they had a "hospitality suite" that we could rent for a few hours, Kittling Ridge not looking like the type of establishment that rents rooms by the hour, or if they had a room that hadn't been cleaned that we could use for hot showers. Chad's answer was "I can do better than that for you, the spa isn't open yet, I'll give you guys clean dry towels and get someone to let you in." Upon learning of this very kind gesture, the women all of a sudden had a very radiant glow about them as they stood between the two front doors of the Inn, in a pool of water formed by their drippings.

The cab arrived, Pete and Scott jumped in and off they went

to Fort Erie to get the trucks. They arrived back at the Kittling Ridge Inn around 11:00 am and carrying the women's baggage, into the Inn they went. Chad directed them down to the "spa" area. They found the lady's locker room, knocked, and after a pause, the door opened to reveal four very lovely, warm, dry, slightly giggly, young ladies wrapped from neck to toe in white towels, almost mummified! Scott took the opportunity to get a shower, in the men's room of course, Pete declined saying "he had had enough water for the day, he was warm and dry and preferred to stay that way."

All clean, dry and warm we sat upstairs in the restaurant and enjoyed a nice lunch as we recounted the adventure, before, all too soon, we had to part again.

The team completed 394.6 kms of the scheduled 428km and, as always, it was a joy to be in the company of good friends.

Chad's kindness and caring reassured us that there still is a world with wonderful people out there.

Scott may be reached at scott.chisholm@sympatico.ca, Pete at pdusek@sprintmail.com.

Note: Pete is establishing a set of brevet routes using the Finger Lakes and Lake Ontario as backdrops. On the RUSA calendar, these are listed under "Western NY" This year in July and August he ran 200km and 300km brevets. Next year may see the addition of cross border 400km and 600km rides. In addition, the Randonneurs Ontario are a very pleasant group to ride with and run a more than full brevet schedule, including two annual 1000km rides. (<http://www.randonneursontario.ca>)

1 of a Kind 5 on 2 Oklahoma 200K Brevet

BY NANCY MYERS

Soon after the brevet began we were following a route near the Illinois River. A screaming tail wind (which later became a screaming head wind) blew us passed blooming dogwood trees, waterfalls, a chapel tucked neatly in the tree covered hillside, and bridges, some old, some new. A beaver scurried from the side of the road toward the water. We viewed some bluffs from the top and others from

riverside looking up as we followed the up and down route of scenic Highway 10. The scent of wild flowers filled the air. Later as we left the river route for hills, lakes and farmland the fragrance was tainted by the stench of "dairy air", poultry houses and ripe road kill: deer and armadillo. In the distance was a large cross on a hill bringing back

memories of PBP.

Although this was the Northeastern Oklahoma Brevet Series we skirted the Illinois River, passed through Kansas, OK, touched the Arkansas border and turned around near the Missouri border. Some of these things are common on many other brevets and some are not so common, but none of the above made this

brevet one of a kind. What made this brevet like no other? There were five cyclists who started and completed the ride and only two bicycles. One bicycle was a triple powered by Frank Keller, Jerry Neville, and Pete Bajema. The other bicycle was a tandem powered by Mike and Nancy Myers.

Many Oklahoma residents enjoyed the entertainment of our unusual bicycles that Saturday. What a beautiful world we live in!



RUSA Board Member Nominations

It is time again for our annual elections. These RUSA members have been nominated by their peers 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 Page 23 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.



John Lee Ellis

"I've been pleased to serve on the RUSA Board as Secretary and now as Vice President. It's an exciting time for RUSA. Back home, I organize the Colorado Brevets—a bustling series with a fine bunch of riders—and the Last Chance 1200km

Randonnée. I'm also involved with the UltraMarathon Cycling Association (administering the Mileage Challenge) and Race Across America. What about actual cycling? Brevets since 1991, a couple of PBBs, a couple of BMBs (including the inaugural one), RAAM '91, touring, and lots of solo doubles and other long rides—a perverse way to preserve sanity!"

Terry Zmrhal

I've been a cyclist since 1984 and randonneuring since 1991. In that time I've met wonderful, friendly people all over the U.S. and had amazing experiences and memories—all because of cycling. In that time I've also accumulated a breadth of experience to support me as a RUSA board member both on the bike and off. This includes completion of PBP, BMB, BAM, and many other events; serving on the SIR board for many years including the past two as Treasurer; serving with the UMCA for the past 8 years; and organizing at least 20 events in that time. RUSA has had an amazing first 5 years and I would hope to bring my experience and my passion for cycling to the RUSA board to help RUSA fulfill its purposes of promoting randonneuring and serving its members.



Tim Sullivan

I have been an active bicyclist since 1980.

I started randonneuring in 1994. That was the first time that I rode Boston-Montreal-Boston. Since then I have ridden BMB in 1996, 1998 and 2002. I hope to complete it once again this year. I have also ridden Paris-Brest-Paris in 1995, 1999, and 2003. I have been riding brevets in each year since 1994.

I was not satisfied with the support that we were receiving from International Randonneurs. When I learned that Randonneurs USA was formed in 1998, I immediately joined RUSA. Having ridden BMB and having used her for travel arrangements for PBP in 1995 I was impressed by the enthusiasm and organizational skills of Jennifer Wise.

In 1999 Jennifer put in a request for legal assistance to finalize the formation of RUSA. Since I am an attorney, I contacted Jennifer and volunteered to help with various issues. This included the incorporation in the state of Rhode Island and obtaining tax-exempt status for the corporation.

I subsequently served on the committee that revised the Rules for Riders and the Rules for Organizers.

I was elected to the Board of Directors in 2000 for a one-year term. I was then elected for a three-year term in 2001.

Since 2002 I have served as the Treasurer for RUSA handling the duties that one would expect for that position.

I have enjoyed my experience as a Board member, working with each of the other members and the many volunteers who have made RUSA a success in its first 6 years; success that is evidenced by the growth in membership and rides sanctioned by RUSA. There is great camaraderie among the volunteers who are promoting our sport and it is a pleasure to be working with them.

If elected for an additional term I will continue to seek to foster the growth of randonneuring in the USA for the benefit of our members.

Personally, I am married with 3 children; one who is now beating me on climbs as we are starting to do rides together. I have been an attorney in San Diego, California since 1978.





Jennifer Barber—RBA Liaison

Jennifer Barber became a serious cyclist seven seasons ago when her current fiancée took her out to see if she'd like it. He accidentally created a monster and will have to do the dishes and take care of the animals forever hence since Jenn will be out on her bike.

In the intervening period she became active in her local club assisting with the club's race every year and serving in various positions on her club's board for the last 4 years. She enjoys promoting all forms of cycling in her community and was the driving force behind her club's sponsorship of a stunt bike team at this year's Balloon Festival in Syracuse, NY. She discovered the joys of distance cycling due to an evil, evil dare in 2001 and took up the oft-heard mantra — "PBP 2003" (which she came up with later than, but independent of others). She became an RBA in 2002

in an effort to make it easier to qualify for PBP without having to drive very far and discovered the joys of organizing. She also discovered that she still had to drive to ride.

Jennifer served this past year as the RBA Liaison. She would like to continue in this position for 2005. During the 2005 season she would like to conduct a survey of the existing and past RBAs to better understand their needs and desires. In the mean time, she's heading out for a ride.

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: Tim Sullivan
- Candidate #2: John Lee Ellis
- Candidate #3: Terry Zmrhal

Your Name: _____ RUSA #: _____

This section is to be filled out by RBAs only.

- Candidate: Jennifer Barber (running unopposed)

Your Name: _____ RUSA #: _____

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

All ballots are due to the RUSA secretary by September 1.

David Holmes: 1961-2004

Former RUSA RBA Killed in Iowa Accident

ELDRIDGE, Iowa—Former RUSA RBA David Holmes of Eldridge died July 14 when he was hit by a semi-trailer on a rural Scott County road, according to a report in the *Quad Cities Times*.

The accident occurred while Holmes, 43, was biking from Eldridge to Long Grove to work on the house he and his wife, Tammy, have had under construction since April, a family member said.

“He found the lot they were building on by riding,” said Kay Solbrig, Holmes’ mother-in-law.

An avid bicyclist, Holmes served as a RUSA RBA from 1999 through 2003.

Holmes was a member of the Quad-City Bicycle Club. He had a long-time involvement with the Ultra Marathon Cycling Association and had directed its 24-hour time trial championship in Eldridge for the past 15 years.

Holmes was also a Race Across America official in 1998. He was a PBP Ancien from 1991, completing the event in 63 hours. He also competed in the Criterion races in Rock Island and many others.

The crash occurred at 8:27 a.m. on a section of St. Ann’s Road east of U.S. 61 where a construction zone narrows the road to one lane, the Scott County Sheriff’s Department said.

Investigators said Holmes was westbound when he was passed from behind by a car leading traffic through the work zone. According to the sheriff’s department, Holmes lost control as the semi attempted to pass and was run over by the rear wheels of the trailer.

At press time, the department’s Accident Investigation Team was continuing efforts to determine how the accident happened.

Holmes rode his bike on rural Scott County roads for years and years, Solbrig said.

“He biked every day,” she said, adding that he always wore reflectors and other safety equipment. “He’s very careful.”

Sgt. Charlie Muhs of the sheriff’s department said rural Scott County roads are popular with bicyclists, but they often have narrow shoulders.

“It’s amazing there haven’t been more accidents,” he added.

The vice president of the Quad-City Bicycle Club said every bicyclist has a story about a car that narrowly missed them while passing. One member of the club got hit last year by a woman trying to pass a group of riders, Errol



DAVID HOLMES

McCollum said.

“A bicycle is a vehicle,” he said, referring to traffic laws. “You don’t pass when you don’t have room.”

Muhs said cars and bicycles often come into conflict on hills where a biker slows down on the way up and visibility dictates that the road should be a “no passing” zone.

While the law says bikers have access to the entire lane of traffic just like cars, automobile drivers might try to pass as closely as safety allows, he said.

“A lot of drivers will just come over the center line” while passing a bicycle, he added.

More bicyclists were killed in urban areas—68 percent—than rural areas during 2002, according to the most recent available statistics from the Insurance Institute for Highway Safety. Collisions with motor vehicles killed 660 bicyclists in the United States that year, according to the institute.

A motor vehicle driver overtaking a bicyclist was involved in 8.6 percent of all vehicle and bicycle accidents, according to a summary of a government study on the Pedestrian and Bicycle Information Center’s Web site.

Of these instances, 23 percent appeared to involve a motor vehicle driver who misjudged the space required to safely pass the bicyclist, the center’s summary said.

Holmes’ Family Background

Holmes was born Sept. 6, 1961, to Donald and Deanna (Lange) Holmes in Davenport. He married Tamara L. Solbrig on April 1, 2004, in Davenport.

He was employed as a journeyman electrician through IBEW Local 145 in Rock Island.

Survivors include his wife, Tamara; his parents, Donald and Deanna Holmes, of Davenport; three children, Brittni, Courtney, and David, all at home; two stepsons, Cory Reeves, stationed at the Davis-Monthan AFB, Tucson, Ariz., and Kyle Reeves, of Davenport.

Editor’s note: Portions of this story appeared in the July 14 edition of the Quad Cities Times and were written by reporter Todd Ruger. Those portions are reprinted with permission. Todd Ruger can be contacted at (563) 383-2493 or truger@qctimes.com.