

# AMERICAN RANDONNEUR



Volume Nine Issue #2

May 2006

## Message From the President

Another great American randonneuring year is blooming as this newsletter reaches your mailbox. Like the birds of spring, brevets are leaving their winter homes in the southern states and spreading northward. By the end of April, over 100 brevets and populaires have already emerged from the fullest annual calendar of randonneur events ever offered in the US. And in perhaps the surest sign of spring, teams of randonneurs and randonneuses all over the land have designed their own routes and participated in one of our Flèches USA. As always, the events generate great stories, a few of which grace the pages of this issue.



MARK THOMAS

As he mentioned in the February issue, Bill Bryant has stepped aside as President of Randonneurs USA. It is with a sense of honor and humility that I take on that role this year. I completed my first brevet in 1998, the year that Bill, Jennifer Wise, Johnny Bertrand, John Wagner and others created RUSA and breathed new life into randonneuring in this country. So I have grown up with RUSA and am proud to be associated with the great organization that it has become.

The growth of Randonneurs USA and the success of the sport in the US owe a great debt to range of dedicated volunteers—from the founders of RUSA to the volunteer checking riders in at the end of a brevet so the RBA can ride. In between, we can thank Jim Kuehn and Lois Springsteen for their efforts to streamline results processing, Don and Phyllis Hamilton for processing memberships for our ever growing ranks, Mike Dayton for producing this newsletter, Bill and Lois for producing the outstanding RUSA Handbook and PBP yearbooks, Jennifer Wise for manning the RUSA store, Tim Sullivan for his stewardship of RUSA's finances (see his report in this issue), Robert Fry for conceiving, building and managing our ever-growing Permanents program, Jenn Barber for her work on the national routes database, Don Bennett for maintaining the RUSA website, and the other board members and volunteers who work day in and day out on behalf of us, the riders. I'd like to encourage all members to consider what time and talent they can offer to help RUSA.

All the great volunteers at our national organization would have nothing to do, however, if not for all the work that takes place at the local level to organize events. Led by our 41 dedicated Regional Brevet Administrators, local volunteers schedule events, develop routes, organize brevets, and submit results. You can help. Much more than this goes in to a successful series of events. Our strongest local randonneuring communities are those where many riders (and non-riders) chip in to help. To those helping, a hearty thank you! I witnessed the power of the volunteer

■Continued on page 6

Contents	Page
Message from the President	1
Welcome New Members	3-4
RUSA News	6
Treasurer's Report	8
American Randonneur Award	10
AmR Interview: Ed Pavelka	12
Finally, A Good BMB	15
2006 RUSA Event Schedule	18-19
Ride Reports	20
What We Ride	28
Poetry Corner	31
RUSA Souvenirs	32-33
Roadside Attraction	34

### RUSA Executive Committee

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

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

American Randonneur is a publication of  
Randonneurs USA Inc.  
13543 160th Ave NE  
Redmond, WA 98052  
Website: [www.rusa.org](http://www.rusa.org)

e-mail: [president2006@rusa.org](mailto:president2006@rusa.org)  
Phone: 206-612-4700 Fax: 425-702-8881  
All rights reserved.©

## American Randonneur

**RUSA Welcomes Its New Members!**

#	Name	City	State	#	Name	City	State		
3306	Erik	Katzmaier	Laguna Beach	CA	3361	Thomas K	Barnett	Springfield	MO
3307	Jim	Verheul	Westlake Village	CA	3362	Ed	Boehmer	Beaverton	OR
3308	Patsy	Cook	North Richland Hills	CA	3363	Donovan	Jenkins	Saint Ignatius	MT
3309	Jeremy	Davis	Haltom City	TX	3364	Steve	Foote	League City	TX
3310	Kristen	Davis	Haltom City	TX	3365	James	Manou	Menlo Park	CA
3311	Sam	Richards	Georgetown	FL	3366	Ton	Van Daelen	San Diego	CA
3312	Spencer	Frink	Santa Clara	CA	3367	Steve	Lund	Cary	NC
3313	Ryan C	Nute	Seattle	WA	3368	Samuel	Diaz	Houston	TX
3314	Gavin	Krusor	San Francisco	CA	3369	Grant	Cornett	Brooklyn	NY
3315	Anthony U	Simpson	Port Townsend	WA	3370	Robert	Gilson	Bellevue	WA
3316	Jonas	Jackel	Berkeley	CA	3371	John M	Carroll	New Canaan	CT
3317	Lisa	Lestishock	San Francisco	CA	3372	Byron	Rushing	Decatur	GA
3318	Greg	Olmstead	San Diego	CA	3373	Thomas	Hampton	Purcellville	VA
3319	George	Winkert	Highland	MD	3374	Phillip	Magallanes	Santa Cruz	CA
3320	Joseph Andrew	McAllister	San Diego	CA	3375	Kent	Kersten	Nashville	TN
3321	Ron	Smith	Chula Vista	CA	3376	James George	Allen	Lexington	KY
3322	Don	Williams	Salt Lake City	UT	3377	Mark	Raaka	Ellensburg	WA
3323	Ralph	Reed	University Place	WA	3378	Robert C	Steele	Cincinnati	OH
3324	Jake	Lansche	Bellevue	WA	3379	Dan	Herman	West Chester	PA
3325	Patti	Moran	Spartanburg	SC	3380	Edward Scott	Thompson	St Louis	MO
3326	Tom	Moran	Spartanburg	SC	3381	Lisa Susan	McPhate	Oakland	CA
3327	Scott R	Burger	Chapel Hill	NC	3382	Jason	McPhate	Oakland	CA
3328	David	Peashock	Tucson	AZ	3383	James Eric	Jarvis	Huntingtown	MD
3329	John	Hoff	LaGrange	GA	3384	J S	Mares	Decatur	GA
3330	Jason	Wennstrom	Tacoma	WA	3385	Mike L	Hughes	Utica	NE
3331	Bill	Brier	Fremont	CA	3386	John	Fingert	Iowa City	IA
3333	Richard E	Becker	Madison	WI	3387	Mark	Jacox	Seattle	WA
3334	Douglas	Brennecke	Encinitas	CA	3388	Troy	Timmons	McDonough	GA
3335	Kevin	Foley	Mill Valley	CA	3389	Ed	Clark	Peachtree City	GA
3336	David T	Turbyfill	Pensacola	FL	3390	David	King	Louisville	KY
3337	Sam	Huffman	Banks	OR	3391	Lara	Sullivan	Ely	MN
3338	Mark	Ingalls	Rapid City	SD	3392	Matt	Ransford	Brooklyn	NY
3339	John E	Rohland	Rumford	RI	3393	Larry C	Larson	Omaha	NE
3340	John	Schlitter	Saint Petersburg	FL	3394	Philip	Baker	Baton Rouge	LA
3341	Nanci	LeVake	Alachua	FL	3395	Kenneth	Mandell	Dunstable	MA
3342	Mark	Burke	Redwood City	CA	3396	Alan Dale	Everett	Scottsboro	AL
3343	Travis H	Smith	Cary	NC	3397	Michael	Huber	Snohomish	WA
3344	Dan	Davis	Othello	CA	3398	Ron	Snyder	East Wenatchee	WA
3345	Bill	DeWolf	Vallejo	CA	3399	Mark	Roberts	Seattle	WA
3346	Timothy R	Carroll	Cleveland Heights	OH	3400	Steve	Grasser	Bainbridge Island	WA
3347	James	Yee	Fair Oaks	CA	3401	Jacob	Isleib	Ashville	NC
3348	Thersa	Roberts	Fair Oaks	CA	3402	Steve	Loneragan	Victoria	BC, CAN
3349	John	Monnig	Katy	TX	3403	Dana	Rouleau	Willimantic	CT
3350	Mary Margaret	Williams	Salt Lake City	UT	3404	William	Hill	Roswell	GA
3351	Pete	Masiel	Atlanta	GA	3405	William	Johnson	Cincinnati	OH
3352	Wendy	Gardiner	Atlanta	GA	3406	Joleen	Pavelka	Kutztown	PA
3353	Larry	Siegrist	Rockaway	NJ	3407	Richard	Day	Wichita Falls	TX
3354	Gary L	Creason	Bedford	MA	3408	Ray	Torrey	Flower Mound	TX
3355	Noah	Gerhard	Easthampton	MA	3409	Terry	Hildebrant	New York City	NY
3356	Tom	Haggerty	San Francisco	CA	3410	Alan	Dopfel	Framingham	MA
3357	Alayne	Haggerty	San Francisco	CA	3411	William B	Evans	Due West	SC
3358	Greg	Courtney	Ames	IA	3412	Doug	Rogers	Charlestown	MA
3359	Stephen W	Atkins	Tempe	AZ	3413	Martin	Moran	San Diego	CA
3360	Robert L	Coldwell	Gainesville	FL					

■ Continued on next page

## American Randonneur

# RUSA Welcomes Its New Members!

#	Name	City	State	#	Name	City	State		
3414	Marion	Howard	Burleson	TX	3470	Douglas	Havnaer	New Paltz	NY
3415	John	Sanders	Albuquerque	NM	3471	Wayne	Cernak	Westhampton	MA
3416	Joe	Kratovil	Hillsborough	NJ	3472	Michael P	Reilly	Omaha	NE
3417	Daniel	Moffat	Columbus	OH	3473	David N	Rost	West Plains	MO
3418	John	Wallace	Nashville	TN	3474	Mary Esther	Rost	West Plains	MO
3419	Eric	Sayers	Gainesville	FL	3475	Lawrence	Beck	Hemlock	NY
3420	Susan K	James	Carlisle	IA	3476	Danny	Sherrod	Arlington	TX
3421	James P	Bronson	Austin	TX	3477	Robert	Hargett	Raleigh	NC
3422	Earl	Pfeffer	Upper Monclair	NJ	3478	Gretchen	Harbin	Newman	GA
3423	Bridget	Dultra	Carnation	WA	3479	Michael	Heiberger	Grass Valley	CA
3424	Mark	Cronander	San Francisco	CA	3480	William	Padove	Chicago	IL
3425	Cris	Concepcion	Watertown	MA	3481	Scott	Peterson	Bend	OR
3426	M V	Mullenberg	Walnut Creek	CA	3482	Michael E	Taylor	Sharpsburg	GA
3427	Marc Paul	Lee	Evanston	IL	3483	Jon	Batek	Batavia	IL
3428	John	Lapham	Palm Beach Gardens	FL	3484	Maurice	Tierney	Pittsburgh	PA
3429	Ken	Mattina	Portland	OR	3485	Anthony	Funderburk	Salisbury	NC
3430	Mark	Roberts	City Island	NY	3486	Jeff	Belote	Madison	AL
3431	Tim G	Hinman	Fletcher	NC	3487	Jim	Hoyt	Richardson	TX
3432	Kent	Fulton	Westwood	KS	3488	John	Shelso	Cordova	TN
3433	Greg	Lester	Cazadero	CA	3489	Davis Wayne	Jordan	Kenosha	WI
3434	David	Harper	Seattle	WA	3490	Rachel	Boudin	Seattle	WA
3435	Ward	Beebe	Oak Harbor	WA	3491	Thomas R	Russell	Alamo	CA
3436	Albert	Meerscheidt	Federal Way	WA	3492	George	Droke	Nashville	TN
3437	Michael L	Reed	Seattle	WA	3493	Debbie	Bennett	Winnemucca	NV
3438	Galvin	Chow	Renton	WA	3494	Patric	Lassiter	Winnemucca	NV
3439	Joe	Llona	Lynnwood	WA	3495	Brian	Kornegay	Everett	WA
3440	J Kentner	Cottingham	Seattle	WA	3496	John	Morris	Renton	WA
3441	Narayan	Krishnamoorthy	Bellevue	WA	3497	Matthew	Newlin	Seattle	WA
3442	Dorian B	Curry	Poulsbo	WA	3498	Craig	Still	Wenatchee	WA
3443	Karen	Curry	Poulsbo	WA	3499	Mauricio Gonzalez	de la Fuente	Redmond	WA
3449	Brad	Asay	Kennewick	WA	3500	Paul	Fleming	Burien	WA
3450	Timothy D	Melton	Ea13st Alton	IL	3501	Tim	Creamer	Athens	OH
3451	Jonathan	Levitt	Bronx	NY	3502	Sarah	Burke	Mill Valley	CA
3452	Mike	Birck	Cincinnati	OH	3503	Timothy	Picard	Mystic	CT
3444	Kelly	Smith	Fairfax	VA	3504	Charles	Murry	Stockbridge	MA
3445	Jeff	Loomis	Arlington	MA	3505	Rick	Higgins	Spartanburg	SC
3446	William	Beck	Woodbine	MD	3506	William	Flanagan	Greenville	SC
3447	Richard	Waugh	Cleveland Heights	OH	3507	Kevin	Warren	Hopkinsville	KY
3448	Kay	Gunn	Jersey City	NJ	3508	James	Moore Jr	Linden	NJ
3455	Chip	Buttner	San Diego	CA	3509	Tim D	Martin	Owensboro	KY
3456	Chris	Austin	Redlands	CA	3510	Paul	Tabaka	Leawood	KS
3457	Douglas	Keith	Garner	NC	3511	John	Sigg	Ithaca	NY
3458	Thomas F	Florian	Lumberton	NC	3512	Noel	Howes	Seattle	WA
3459	Mary J	Florian	Lumberton	NC	3513	Jim	Sproull	Kirkland	WA
3460	Jon	Beilby	Corvallis	OR	3514	John R	Broadrick	Sun Prairie	WI
3461	Christopher J	Hill	Crowley	TX	3515	David	Miller	Redmond	WA
3462	C J	Hill Jr	Crowley	TX	3516	Anthony	Mennona	Montpelier	VT
3463	Burt	Prokop	Mongomery	MA	3517	Scott	Zaro	Snohomish	WA
3464	Arlys K	Minear	St Joseph	MO	3518	Barbara	Larrain	Portland	OR
3465	Michael	Sarino	Vancouver	WA	3519	Michael	Wolfe	Portland	OR
3466	Don	Carpenter	Fayette	IA	3520	Craig J	Basler	Ballwin	MO
3467	Philip	Sartori	Concord	MA	3521	Stan	Snaveley	Beverly	MA
3468	Ronnie	Puzon	Malden	MA	3522	William	Hammonds	Iowa City	IA
3469	Joseph	Abrahams	Boaz	AL	3523	Theresa	Lynch	Palo Alto	CA

## Free 3M Scotchlite Tape Now Available To RUSA Members

Randonneurs USA members are required by RUSA rules of participation to wear reflective vests or sashes and ankle bands in any RUSA brevet that involves night riding. To facilitate this, RUSA has introduced a Safety in Cycling Program, that started with making Sayre RUSA imprinted reflective body sashes and ankle bands available to members at wholesale prices by visiting the RUSA website at [www.rusa.org](http://www.rusa.org).

Now RUSA extends the program, by offering members free 3M Scotchlite Reflective Adhesive Material. 3M has donated a generous supply of Scotchlite Reflective Adhesive Material to RUSA to *literally* increase the visibility of cyclists on the road at night, and to increase awareness of the availability of its extensive Scotchlite line of reflective products.

The 3M 8850 Scotchlite Reflective Adhesive Material is weatherproof, durable and will stick to helmets, shoes, fenders, and hydration packs. A fabric version of this product is sewn into the back of every RUSA cycling jersey for added visibility and safety of long-distance cyclists out after dark. When



Scotchlite is caught in car headlights, it illuminates with intensity making cyclists particularly visible at night.

To get your two free 9-inch strips of the 3M Scotchlite material, simply send a self-addressed, 39-cents stamped, #10 envelope to: RUSA – Free 3M Scotchlite, 10 Bliss Mine Road, Middletown, RI 02842. You must be a current RUSA member number and include your RUSA member number along with your request.

RUSA brevet participation is increasing every year. More and more cyclists are out on the roads at night; commuting, training and participating in organized events. While there is safety in numbers, there is also an abundance of 3M Scotchlite consumer products available to increase the visibility and safety of cyclists while riding at night and sharing the roads with vehicular traffic.

To learn more about the many variations of the versatile 3M Scotchlite product, visit their website located at [www.3m.com/scotchlite](http://www.3m.com/scotchlite).

## President's Message (continued from page 1)

force last summer when I joined 80 other riders on the Cascade 1200. The work of over forty volunteers enhanced the experience (and made it possible).

If you are new to it, you may wonder what you can do. In a word: "lots"! You can assist your RBA by running one of the brevets. You can think of ways to publicize your events and reach out to other local cyclists. You can design and order jerseys or other gear that build community. You can maintain a website or mailing list or write articles for a local newsletter. You can man a

control after the last convenience store clerk goes home—offering food, drink and encouragement to the riders. You can organize training rides before and during the brevet season. You can ferry bags to an overnight stop on a long brevet. You can join the RBA on a scouting trip or an organizers' pre-ride. Or you can just say thank you to the folks that are doing all these things. You can help—and randonneuring will be that much stronger in the US for all that you do. Thanks.

—Mark Thomas



## *Don't Forget...*

### *...To renew your RUSA membership!*

Memberships run from January through December.

Use the convenient form in the inside back cover or download the form at [www.RUSA.org](http://www.RUSA.org).



American Randonneur

---

# Treasurer's Report

---

By TIM SULLIVAN

---

## 2005 RUSA Treasurer's Report

In 2005 RUSA maintained its policy of retaining a strong financial base while also increasing the services to the members.

The 2005 Profit and Loss Statement that accompanies this report shows that the gross income for the year was \$64,060.23. The largest source of income was the



\$36,013.37 received in membership dues. The membership fees received increased over 2004 due to the continued growth in our organization. The next largest source was comprised of medal sales totaling \$15,304.74. But this included medal sales that occurred in 2004 with the money received in 2005.

■ Continued on next page

## American Randonneur

### Treasurer's Report (continued)

Expenses totaled \$51,905.48. The two largest items were for the American Randonneur newsletter and then for ACP-related expenses for either medal purchases or to process brevet results. The newsletter expense was actually lower per production considering the increase in membership and hence larger print runs and more mailings. There was also an extra production with the publishing of a separate results issue in addition to the quarterly newsletter. The newsletter editor has been able to lower costs by obtaining a non-profit postal permit and by watching the printing costs. RUSA purchases the medals sold to members from the Audax Club Parisien. In addition the ACP charges a fee to process all brevet results. Other expenses have been minimized due to the fact that RUSA is entirely a volunteer organization.

In 2005, RUSA implemented a new safety program by subsidizing the sale of reflective Sam Browne belts and leg bands at a reduced cost to members.

The net result of this is in 2005 RUSA had net income of \$12,154.75. This compared to a net loss of \$11,826.38 in 2004. One of the reasons for the change was the increase in the medal sales income. At the end of the year RUSA had \$65,640.42 in its bank accounts. RUSA has no liabilities.

For 2006, the RUSA Board has approved expanding the RBA reimbursement program. In the past the Board has budgeted \$5,000.00 to reimburse RBAs for expenses incurred in organizing their brevets. The budget for this program has been increased to \$7,500.00. The Board will continue subsidizing the safety program and is examining other ways of promoting safety to our members.

If you have any ideas for promoting randonneuring, increasing benefits to the members, or implementing other safety programs, then please contact a Board member with your idea and thoughts.

Tim Sullivan, RUSA Treasurer

### Randonneurs USA Profit and Loss January through December 2005

	Jan - Dec '05
<b>Income</b>	
Advertising	3,763.50
Awards and Medals	
BRM Medals	8,881.74
Rusa medals	6,423.00
<b>Total Awards and Medals</b>	15,304.74
Insurance reimbursement	2,716.00
Membership	36,013.37
RBA income	
Polo Shirts	364.00
<b>Total RBA income</b>	364.00
Souvenir sales	5,898.62
<b>Total Income</b>	64,060.23
<b>Expense</b>	
ACP Expenses	
ACP Medal Purchases	8,511.60
Brevet Processing	1,647.12
Fleche Processing	182.95
RM 1200 KM Medals	1,131.99
Rondnneurs Mondiaux Dues	40.36
<b>Total ACP Expenses</b>	11,514.02
Administration	
Administration Supplies	161.60
Postage	1,494.71
Software	307.61
Teleconference expenses	1,318.40
Website	201.40
<b>Total Administration</b>	3,483.72
Bank charges	
Returned checks	122.00
Bank charges - Other	142.96
<b>Total Bank charges</b>	264.96
Handbook expense	
Handbook mailing	753.97
Handbook printing	6,753.72
<b>Total Handbook expense</b>	7,507.69
Insurance	
Director's & Officer's Insuranc	1,000.00
Liability Insurance	3,239.60
<b>Total Insurance</b>	4,239.60
Medals and Awards	
Awards	163.00
Medals shipping	223.54
<b>Total Medals and Awards</b>	386.54
Membership expenses	2,008.95
Newsletter expenses	
Newsletter mailing	3,164.42
Newsletter printing	10,850.82
<b>Total Newsletter expenses</b>	14,015.24
Permanents expenses	30.61
RBA Expenses	
RBA liason expenses	10.21
RBA Reimbursement	2,553.25
Supplies	325.00
<b>Total RBA Expenses</b>	2,888.46

## American Randonneur

### 2005 AMERICAN RANDONNEUR AWARD

# Daryn Dodge

BY BILL BRYANT

Northern California's Davis Bike Club is renowned for its history of organizing long bicycle rides. Their famous Davis Double Century was begun in May of 1970 and remains an annual West Coast favorite, while its Foxy Fall Century in October is the traditional season-ending event in the nation's busiest cycling region. All the club's events are known for their strong rider support. This ethos was carried over to the first Davis brevets in 1990, organized by Gerry Petersen. The DBC brevets were not the first randonneuring events in northern California, but they quickly became the most popular due to their high level of organization and rider support. Participation grew and grew so that before long the DBC brevets were by far the most popular randonneuring events in the entire United States. It wasn't uncommon to see entrants travel a long way to do the DBC brevets, they were that good. When it came time for Gerry to take a well-deserved break after organizing the 1995 Paris-Brest-Paris qualifiers, everyone wondered who would take over?

Happily, it was Daryn Dodge.

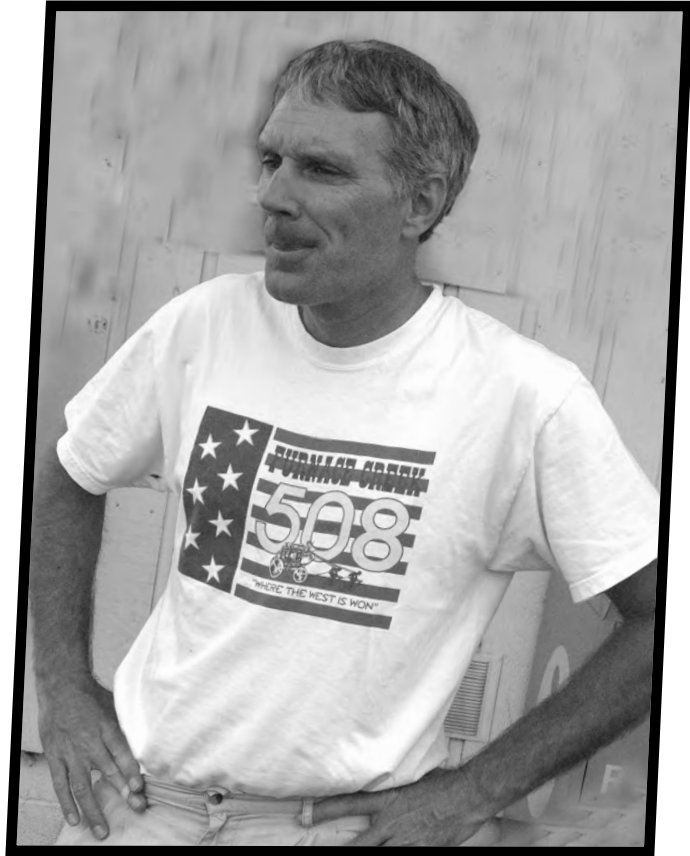
Beginning in 1997, and working

closely with Dan Shadoan and other club members, Daryn toiled like a Trojan to make the DBC brevets even better. Before long the word "Davis" became an iconic word among domestic and foreign randonneurs. It stood for challenging courses, excellent rider support, and unusually large participation that meant you were rarely alone on the road—no small thing at 3 AM on a Sunday morning with 450 hilly kilometers in your legs, but with 150 more still to go. At a time when most American brevets were lucky to have 20 or 30 riders, the size of the Davis brevets was astonishing. By the late 1990s, it wasn't uncommon to have upwards of 175-200 riders on the 200k brevet, and 80 or more on the longer events. All sorts of long-distance riders entered the shorter DBC brevets because they knew a fine day of cycling lay in store. The hardcore randonneurs looked forward to the 400k and 600k events due to the care lavished upon the riders at the checkpoints, plus they were well looked after in-between by the roving sag support team headed up by Lee Mitchell. Bob

Lepertel, the legendary leader of the Audax Club Parisien in France once said the Davis Bike Club was the best club in America and others should follow their example. Indeed, from 1997 to 2003, the DBC was among the very best randonneuring clubs in the world. The club sent 80+ riders to the 1999 and 2003 Paris-Brest-Paris events and came home with trophies for largest regional club entry, most women finishers, and most tandem finishers, and a very good finishing rate that showed the class of the riders. And their leader was Daryn Dodge.

The DBC has put on many randonnées from 200k to 1000k—there's hardly a place in northern California that they haven't visited. The club also hosted several 24-hour *flèche* team rides at Easter, and twice, in 2001 and 2005, the club organized the epic Gold Rush Randonnée. And there was Daryn Dodge at the helm, making it all happen. But a list of "what" the

■ Continued on next page



## American Randonneur

### Daryn Dodge (continued)

club did in those halcyon days isn't the whole story—more importantly, it is also about “how” Daryn did it. It might be stating the obvious, but the rides are a difficult test of cycling ability and personal fortitude, and there are a lot of regulations that need to be followed in order to ensure each brevet finisher's diploma is earned correctly. But behind all the paperwork, checkpoints, and time allowances, randonneuring is essentially a simple story of personal struggle against time and distance. Sometimes riders try their hardest but fail, and it hurts to not make the cut after so much energy has been spent before and during the brevet to do otherwise. Daryn always looked after these riders as well as anyone could. Along with arranging for motorized transportation so that they wouldn't be stranded far from Davis, he had genuine sympathy for the unsuccessful randonneurs and provided heartfelt encouragement afterward to dust themselves off and try again. Even though he is legendary for his cycling prowess, Daryn cared for all the riders, not just the fast ones he usually saw at the very front of the pack. How often did the “back of the packers” see Daryn speeding back to Davis from the turnaround alone ahead of the others, while they still had a long way to even reach the halfway point. Then, somewhere on the return leg, they would see Daryn again, but this time in street clothes manning a checkpoint in the wee hours of the morning. Or, when they finally pulled into Davis many hours after having started, there he was with his clipboard—and a knowing smile and earnest words of congratulation. He understood what they had gone through to reach the finish line and he was proud of them all—fast, slow, or in-between.

**Not only is Daryn a very fast randonneur with four PBPs, a BMB, and a Randonneur-5000 medal on his resumé, but more importantly, he is an indefatigable worker who does his utmost to ensure each and every rider gets the same attention the front-runners do.**

Not only is Daryn a very fast randonneur with four PBPs, a BMB, and a Randonneur-5000 medal on his resumé, but more importantly, he is an indefatigable worker who does his utmost to ensure each and every rider gets the same attention the front-runners do. None of that racing hierarchy for him—no, Daryn truly believes in the randonneuring ethos which means that anyone who finishes inside the time allowance is a winner, not just the first person back to the finish (which was usually Daryn.)

In addition, there was so much others didn't see him doing before and after each event. The words “many hours of work” don't even begin to relate how much time he has given to our sport. Yes, he was part of a hardworking team of DBC volunteers, but more often than not, he did a lot of it himself. Whether it was scouting new routes, painting directional arrows, shopping for rest stop food, arranging for the use of checkpoint facilities, making route sheets and brevet cards, processing results, mailing out rider packets before the event, or returning completed brevet cards and medals afterward, Daryn put in countless hours to our sport. A lot of people don't know that he also worked quietly behind the scenes to encourage the growth of randonneuring in regions outside Davis. In particular, he also supported the birth and subsequent growth of Randonneurs USA in order to spread the BRM randon-

neuring movement across America, and he backed this up with monetary donations generated from Davis brevet entry fees. Whether we hail from Davis, or elsewhere, the list of what Daryn did for us all was... well, *stupendous*.

And Daryn did it for no other reason than because he loves our sport and the participants. No doubt he would have had many more hours to spend with his

family or on personal pursuits, but year after year he worked to make Davis randonneuring the success it was. Daryn is a shy and modest fellow and *bates* being in the spotlight. He'd be the first to say he was merely the leader of a good group of volunteers. But every successful team needs a captain and everyone is fortunate Davis had Daryn Dodge—what a classy guy. In the end, we are all the richer for it.

But times change and now Daryn is stepping aside for a well-deserved rest, just like his predecessor. But before he leaves, all of us should salute an unsung sporting hero. Not so much for how he turned the pedals—though he was without peer there too—but for how he worked tirelessly for others so that they could know the satisfaction that comes from riding a bicycle a long way in a short amount of time. The challenge of randonneuring is timeless and will live on, but it needs guys like Daryn Dodge, and clubs like the Davis Bike Club, to organize the events that make it all possible. When, we all must wonder, will another person like Daryn come along?

The Board of Directors of Randonneurs USA sends Daryn Dodge, the American Randonneur of 2005, very best wishes for tailwinds whenever he rides, and a full moon to help see the pot-holes hidden in the dark. His contributions to our sport won't soon be forgotten. *Bonne Route!*





Photo by Mike Dayton

# Road Bike Writer

## AmR Interview

**Who is Ed Pavelka, and why is he good for our sport? This Thursday, he might tell 50,000 cyclists about randonneuring.**

---

### BY MIKE DAYTON

---

If you subscribe to roadbikerider.com, a weekly electronic newsletter for road cyclists, you've seen randonneuring spotlighted in several recent editions:

- One newsletter featured a letter from RUSA president Mark Thomas.
- Another listed several spring

brevets on the East Coast.

• Yet another described 200Ks in the Carolinas and praised High Point, N.C. RBA Richard Lawrence, 79, as "one of the nicest people in cycling and proof that this truly is a lifetime sport."

You can thank longtime RUSA member Ed Pavelka for that good press.

A former editor at VeloNews and Bicycling, Pavelka is now the president and

self-described "chief poohbah" of roadbikerider.com.

Pavelka's e-newsletter, mailed free to subscribers every Thursday, has a broad sweep, covering all aspects of road cycling—from "how-to" pointers to bike fit, nutrition and training.

Pavelka, a dedicated long-distance

■Continued on next page

## American Randonneur

### Ed Pavelka Interview (continued)

cyclist with an estimated 50 brevets under his belt, including three PBPs, is not shy about using his weekly platform to promote randonneuring.

“I’ll never pass up a chance to advocate for the kind of riding that we do,” he says.

So in any given week as many as 50,000 riders may acquire a new vocabulary that includes brevets or BMB.

American Randonneur caught up with Pavelka at the March 25 200K in Spartanburg, S.C. for a pre-ride interview.

**AmR:** What got you started in randonneuring?

**Pavelka:** I started in 1991. At the time I was executive editor of *Bicycling Magazine*. In the fall of 1990, we’d been talking about bicycle commuting, but we hadn’t paid much attention to that. We thought one way to do that would be to have one editor stop driving to work, forsake the car for an entire month and, come hell or high water, commute. I thought about doing it, but of course knew it wouldn’t work for me. But I volunteered to do it. It turned into the story, “Me, the Bicycle Commuter.” I started on Nov. 15, 1990, and by Christmas, when the month was over, you couldn’t have stopped me with a 12-gauge shotgun. I continued commuting. The shortest way was about 24 miles round trip, but I always took a longer route in or out, so some days it was in the 30s or 40s.

Part 2 of the story was that after doing all those miles, the centennial of PBP was coming up in August 1991. Here it was the world’s oldest cycling event, it was the 100th anniversary and I just started thinking that would be a good story.

But 750 miles? The longest I’d ever ridden was 127 miles when I got lost on a century. And I’d had three operations on one knee. I thought, “I’d love to do something like that but I don’t think I can do it.” I’d heard of PBP, but I thought it

was the craziest thing I’d ever heard of. I mean, are you kidding me—750 miles in 90 hours? You’d have to be insane to do something like that. It was the typical reaction.

But by midwinter, I was thinking, “wouldn’t it be a trip to see whether I could do it and bring back a story for the magazine?” Back then, the rule through International Randonneur [the U.S. organization that preceded RUSA] was that you also had to do the series in the preceding year or, if you were qualifying in just one year, a 1000K with the rest of the series. So there I was facing 620 miles, and I decided to give it a shot to see what would happen, and I pulled it off. But for that series, every event was a new personal PR, a new adventure.

I remember finishing the 300K and I asked Dennis DeLong, out of Rochester, NY, who was a PBP veteran: “How the hell does anyone go up to the next notch, and after that to 600K?” He said, “After 200 miles, everything stays the same. So just get to that point and you’re home free.”

**AmR:** In a recent newsletter, you listed 10 of the shorter brevets on your schedule this season. How did you select those?

**Pavelka:** I’m doing shorter brevets this year because they are within a drive on different weekends, and my wife wants to do some 200Ks on a tandem. But this is all with an eye toward next year.

The brevets get you out of our backyard routine of riding the same roads a lot. It gives you a chance to go out and see some new courses. It’s a lot of fun.

**AmR:** Do you think the broader cycling community knows about randonneuring?

**Pavelka:** I was a little astounded when I went to get my wife a RUSA membership for the rides we’re doing on the tandem. I’m No. 73. She gets her card

back and she’s 3,400 and something. I was blown away by that. I thought it’d be down in the 1,000-2,000 range. It’s still a small number, but definitely something is happening.

**AmR:** Are you seeing a growing interest in long distance cycling?

**Pavelka:** Yes. We did a survey of our subscribers about a year ago and we asked people how they would define themselves as a cyclist. One of the choices was “long distance enthusiast.” Out of our subscriber base, I think the number was 14 percent. To me that’s your PBP person.

**AmR:** Are you seeing any equipment development stemming from that growth?

**Pavelka:** I wouldn’t say specifically you can say that. Lighting systems are all better, and if you want good bags they’re out there. All the big companies are making a bike or two that would probably work for randonneuring without really being called a randonneuring bike. They have longer wheelbases and more clearance and rack bosses. If you’re interested in this side of the sport, you can get good stuff mainstream without having to go crazy looking for it in some small outfit in the back of a shop in England, like the old days. Even Brooks saddles are still around.

**AmR:** You mentioned you’ve done about 50 brevets. Have you ever abandoned or gotten close to that point on a ride?

**Pavelka:** No. Brevets get hard at times, but if you do the right things out there mentally—shooting for the next control stop or some kind of intermediate goal is one technique. You know you’ll get a chance to get off and stretch and when you get back on you’ll feel so much better. You know in another 10

■Continued on next page

## American Randonneur

### Ed Pavelka Interview (continued)

miles you'll be able to take a break and that's good mentally.

**AmR:** What tips would you offer newcomers to randonneuring?

**Pavelka:** The best advice I give to people who are new to the sport is to keep eating and drinking. If you put the fuel and put the hydration in and keep the pedals turning you'll make it. Even if you're not having a wonderful time because of difficulties, whether it is rain or wind or whatever else is causing difficulty out there, just keep putting fuel in and go to the next checkpoint and you'll get there. The time limits are so generous that you shouldn't give up; you can make it. If you're physically incapacitated that is something else. But if you're not, you'll make it and then you'll remember the best parts.

**AmR:** Your Web site often features articles about the proper bike fit. While riding on brevets, do you see any common "set-up" mistakes?

**Pavelka:** Yes. A lot. You see a lot of people in what is obviously not a refined position. You can look at them and tell they've probably never been through a professional set-up with the bike shop or a

### Want to subscribe?

Go to [www.roadbikerider.com](http://www.roadbikerider.com) to sign up for the free weekly e-newsletter.

coach. These are the people that will have the most physical hardships because they're not in the right relationship with the bike. Some people look right on the bike. Others are too upright, they're too stretched out or they have the handlebars way too low for randonneuring. And you see people with some very odd positions on the pedals which could be corrected by someone with a fitting system. Of course this is an amazing sport because it can accommodate a lot of that. But it is worth it to invest the \$50 in a fitting, given how many miles you're going to ride with the bike in that position. It can make a huge difference in your comfort and efficiency and enjoyment and also limit any physical problems, like your neck going out.

**AmR:** It appears road cycling has really grown in the past few years. Is that your take on it?

**Pavelka:** Yes. Everything is in a cycle. Mountain bikes were so big that they real-

ly suppressed road bikes throughout most of the 1990s. The genesis of RBR was that nobody was paying attention to road cyclists anymore.

The growth is partly a result of the "Lance" factor. The tour started getting all the attention on OLN with the daily coverage. All of a sudden, road cycling was very visible, and not only that—it was cool. Bikes were neat; the guys were cool, they were personalities and people knew their names now.

So a lot of the credit goes to Lance and US Postal and the publicity that the tour got—and the fact that a lot of the people who came into the sport on mountain bikes realized that they didn't have the right tool for the job. Mountain bikes were fun to ride but they were slow and had a lot of other limitations when you wanted to ride the road. So road cycling had to come back, but the amount that it has come back has surprised everybody.

### Rando-Guy: Mark Behning

Some of our RUSA members can't get enough of randonneuring and ride a lot of brevets each season. One of them, Mark Behning of San Leandro, California, has been doing this for more years than we can remember. Mark is a two-time Randonneur-5000 laureate and a finisher of four Paris-Brest-Paris rides 1991-2003, with his most recent being done on a fixed-gear bike! Mark is also a finisher of two Gold Rush Randonnées. In addition to riding brevets, Mark is frequently seen helping various randonneuring clubs in northern California by driving sag and looking after riders in need of assistance. With his classic 1960s Citroen DS ambulance, he does it in style. More than one weary rider has seen "Bib" approaching on the top of the Citroen and always gives wave and a smile to the Mark and his little pal. Mark is a great guy and a pleasure to ride with. Look for him out on the road at a brevet near you, or at the next PBP.



# Finally, a Good BMB

BY SUSAN PLONSKY

**M**y goal last year for Boston Montreal Boston was to enjoy the event as it unfolded. I've ridden (read: suffered through) BMB three times before and I was miserable during most of it. I'm sure I'm not the only one. We like the idea of challenging ourselves and pushing our limits. We enjoy training hard and talking (actually bragging) about it afterwards. The sticky point seems to be in the middle—while riding the event. After all that planning and anticipation, the only thing I want to do during a long ride is get it over with.

Last year I decided I had had enough of that. If I could climb the Middlebury Gap after riding for more than 15 hours, I could certainly take control of my moods. Here's what I learned in my search for a better BMB.

## 1. Start the ride with an intention.

We create our own reality every moment, whether we're aware of it or not. Setting an intention before the event is the first step to staying positive and having a good ride.

For example, your intention may be:

- I intend to set a personal record: ride faster, stop less, and for shorter periods of time.
- I intend to enjoy the ride, no matter what happens. I'm going to take in my surroundings and look forward to whatever adventures life has planned for me that day.
- I intend to deal successfully with whatever comes along. I have a wonderful sense of humor that serves me well.
- I'm going to find people to ride with. I'm going to visit on the bike with old friends and make new friends.

**2. Stay focused on the present moment.** Be in the here and now. Fear and anxiety happen when you start creating a dismal future in your mind. Regret happens when you dwell on the past and wish that events had happened differently. All these negative emotions require a mind that's in the past or in the future. They cannot survive in a mind that is focused on the present moment.

One last word about staying in the present: I often hear these comments from other riders:

"I'm never doing this ride again," or "I'm not doing these 1200K randonnées any more."

I know this is just exhaustion talking, because one month later, I'll see them at the Last Chance Randonnée. My advice is don't make any decisions about future events while you're riding. How can you be in the present if you're planning for next year? Tell that grumpy part of yourself, "Thank you for that suggestion. We'll talk about it in a couple weeks."

**3. Go to Plan B, or Plan C, if need be.** Sometimes what gets us down is our insistence that everything be the way we imagine or expect it to be. Some riders don't expect the climbs on BMB to be so long or so steep. BMB is like a play that unfolds with no set script. The ride is what it is. It will be easier for you to be flexible than to get Mt. Terrible to move aside.

When the unexpected shows up, the first thing to do is to come to acceptance



of where you are without resentments or wishing it were otherwise. Then adjust your plans. Example: "This hurricane through Lake Champlain is creating a flood up to my bottom bracket. Maybe I should sleep at Middlebury instead of going on to Ludlow like I had planned."

Clue: If you're saying to yourself, "I should be at the next checkpoint by now," then you haven't come to acceptance yet. Accepting life as it happens doesn't mean you shouldn't plan or not have expectations. I start with an outline, but adjust my course and speed as often as a sail boat rounding Cape Horn in a squall.

Here's a meditation you can do during the year to put yourself in the mind set you want to achieve while riding. The intention is to gain a more calm, clear, and non-reactive state of mind:

Sit outside and observe the

■ Continued on next page

## American Randonneur

### A Good BMB (continued)

world around you without judgment—just observe. Listen to the birds or the traffic. Smell the dust or the damp earth. Do not make any conclusions, or decide if you like it or not. Don't wonder where the birds came from or what kind they are. Do not classify, label, analyze, or judge—merely let your senses take in the world.

#### 4. Letting go. Letting it happen.

You're at the big event. The training is over. Now it's time to trust yourself, your abilities, your training, everything you put into the sport. Believe that whatever you have in you will come out at the right time. I've heard body builders say the same thing. When they arrive at the arena, they feel a sense of relief. All the hard work is done. The only thing left is to enjoy the experience and perform the way they've done in practice.

**5. Expect that there will be emotional low points.** Believe that they will pass. Think back on all your brevets and identify your low points. What was going on at that time? Head wind? Mountains? Rain? For me, the end of the first day of BMB is always a low point. That last 40 miles to my bed seems to go on forever. Riding alone for long periods of time also gets me down.

**6. Make an emotional drop bag.** Just like you provide a drop bag with extra tools for emergencies, create a mental bag of tricks you can use to refocus yourself and bring your spirits up. Sometimes all you need is a phrase to turn yourself around. "If it's not raining, it's not training," reminds me that rain is not a catastrophe, but an expected event.

And if you're prone to introspection and asking yourself, "Why is this happening to me?", consider this: In this Universe, the lesson that you get is not the lesson that you want, but the lesson that you need.

#### Same Route, Different Ride

It's one of those paradoxes of BMB that everyone on the ride travels the same

'You're at the big event. The training is over. Now it's time to trust yourself, your abilities, your training, everything you put into the sport. Believe that whatever you have in you will come out at the right time.... The only thing left is to enjoy the experience and perform the way they've done in practice.'

route, but gets a different ride. For some riders, the challenge will be self doubt. For others, it will be flat tires and mechanical failures. Other riders will experience pain in their knees, achilles heel, or butt.

Over the course of four days, riders can get so spread out that they experience different weather in the same place. It was evening when Bernie Amero and I reached Rouses Point, New York as we headed south. We wondered if we should stay the night or cross Lake Champlain and ride through to Williston, Vermont. The wind was picking up but it wasn't raining—yet. There is often stormy weather

around the lake. Jenny, the check point lady in Rouses Point, removed any doubts from our minds when she said, "The devil that you know is better than the devil that you don't know."

She was right. We had an uneventful ride that night, but the next day around noon when we reached Middlebury, Vermont, we heard stories of gusting winds and torrential rain on Lake Champlain the previous night. While Bernie and I were sleeping in Williston, our fellow riders were sloggng through Lake Champlain. Yeah, same route, different ride.

## Attention Members

The RUSA newsletter is mailed via third class mail to the address on file of all current members. It is critical that you inform the membership office of any change of address, so that your newsletter will reach you in a timely fashion.

Please send notification of change of address to:

Don Hamilton at  
[dhamilton@copper.net](mailto:dhamilton@copper.net)



American Randonneur

# 2006 RUSA Event Schedule

Region	200 km	300 km	400 km	600 km	1000 km	1200 km	flèche	other
AK: Anchorage		5/13	6/3	6/24				
CA: San Diego				6/17				
CA: Santa Cruz			5/6	5/27				
CA: Santa Rosa			5/13	6/3				
CO: Boulder	5/6 7/29 8/12 9/16 9/23	5/20 7/8 8/5 8/19	6/10	6/24	6/10 6/24 7/15 9/13	9/13	5/13	(125 km) 09/16* (129 km) 10/08*
DC: Washington		5/6 5/14* 6/17*	5/20	6/3			4/15	(322 km) 6/17*
FL: Central/South	6/10 7/1 8/5 9/9 10/14* 11/12* 12/2*		3/11	5/6				
FL: Northwest					5/13 10/13	10/13		
GA: Atlanta	9/9*		5/13	5/27			6/10	
IA: Cedar Valley		5/13	6/3	7/8				(130 km) 9/9* (208 km) 9/9*
ID: Yellowstone-Tetons	5/20	5/27	6/10	6/24				
IL: Chicago	08/26	5/13	6/3	6/24				(100 km) 8/26*
KY: Lexington			6/3	6/24				
LA: New Orleans	6/10 11/4*	9/9						
MA: Boston	5/6	5/27 7/29	6/17	7/8				
MA: Boston-Montreal-Boston	8/20				8/17	8/17		
MA: Westfield		5/14 7/30 9/17	6/3	6/24			5/6	(100 km) 8/26* (170 km) 8/26* (170 km) 10/8*

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

## American Randonneur

# 2006 RUSA Event Schedule

Region	200 km	300 km	400 km	600 km	1000 km	1200 km	flèche	other
MN: Rochester	5/6	5/20	6/10	7/1	7/28			
MO: Kansas City				5/13	5/13 6/3			
MO: St. Louis		5/13	5/20	6/3				
NC: Raleigh			5/13	6/3				
NJ: Princeton and NYC								(191 km) 07/23*
NY: Central and Western	7/16	5/13	6/3 7/8	6/24				(564 km) 7/29* (645 km) 7/29*
OH: Columbus	10/28*	5/20 10/14	6/10 9/9	7/1 9/9	9/9			
OK: Tahlequah			5/13	5/27				
OR: Portland	5/20 7/15	6/10 8/19	5/20 9/9	6/10 9/30				
PA: Eastern	05/27*	6/10*						(115 km) 5/13*
SD: Black Hills	5/7	5/21	6/3					
TN: Nashville	3/25 10/7	10/21*						(100 km) 10/7*
TX: Amarillo	8/5 8/6	7/21						
TX: Dallas	5/6 5/27 6/10 8/12	5/6 5/27 6/10 8/12	5/6 5/27	5/6 5/27	5/27			
TX: Houston	5/13 10/21* 11/18*	6/3		5/13				
WA: Seattle	6/27* 7/22	8/5 8/12*	5/13 8/26	6/3 9/16	6/24 8/24	6/24		(100 km) 5/1* (100 km) 7/8* (100 km) 9/23*

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

# SIR 300K: March 25, 2006

BY KENT PETERSON

As we wait in the minutes before 7 a.m. on Bainbridge Island, Washington, Jan Heine and I chat about space and time and bicycles. We are here today with various other members of the Seattle International Randonneurs to ride 300 kilometers around the Hood Canal region of western Washington state. Each randonneur has his or hers own reason for being here today. For some the goal is to be fast, for some the goal is to finish within the time limits. For some of the riders this is a brand new experience and the distance is the farthest they have ever gone. For others, it is something else.

This route is one of my favorites. It has hills and mountain views and the scents of salt water. I've been here many times but each time is unique. Even on a perfect day this route is tinged with dread for the final section of the ride traverses a region populated more by hills than humans. The Tahuya Hills are to the Seattle Randonneurs what the Necromicon is to H.P. Lovecraft, they are the horror that defines us.



Photo by Bill Dussler

■Continued on next page

Riders heading out from the ferry ride across Puget Sound.



## American Randonneur

### SIR 300K (continued)

But we don't talk of that this morning, we talk of the road ahead, the sunlight and our goals. We are creatures shaped by hope. Kilometers of riding have brought us here, 300 more kilometers will take us home.

Jan is here for speed. He maintains the challenge by pushing against the clock. I am not here to be speedy but to be enough. I am here with a single gear ratio: 42 teeth on my front sprocket, 16 teeth on the rear. My bike is steel and strong and it does not coast. I am not interested in learning if this is the optimal solution today, I believe my bike will suffice and sufficiency is my field of fascination.

The early morning ride from Issaquah is cool and quick and entirely routine. There is some delay at the ticket booth but eventually we all queue up for the ferry and ride across Puget Sound to Bainbridge Island. At 7 a.m. under a very blue sky we'll roll north on SR-305, over Bainbridge Island, across the Agate Pass Bridge and into a beautiful day.

Although we all ride the same route, we each have our own rhythms. After the gentle run up Big Valley road, we turn onto the rolling hills of SR-3. With my fixed gear and lighter weight, I climb faster than some of my companions, although the fleet of pedal are already many kilometers farther on. When the roads go down, higher gears and higher weight have the

advantage and I watch other riders tuck and coast as I explore the upper limits of my cadence.

The fixed gear has a precise and unchanging mathematical certainty. I don't need a cadence sensor, speed and cadence are literally chained together and I know the math not just by heart but also by lung and leg. Speed in miles per hour times four point seven equals cadence: 32 miles per hour equals 150 rpm. The upper bound is somewhere just beyond.

Port Hadlock is a quick pint of milk, a bottle of Gatorade saved for later, a card signed and quick snack from a pocket. On the chipseal that is Center Road, Galvin and Jon and Dan and I chat while we roll and we marvel as we return to smooth pavement. At Quilcene we join 101 but Walker Pass speeds and slows us, each according to his nature.

The nature of this ride, with its early beauty and ominous promise of dark and hilly doom, plays tricks with memory. Almost every year I ride this, almost every year I forget the rolling hills of 101. It's terrain I enjoy and often take for granted. It's perhaps too easy to take all of this for granted: a sunlit day with white mountains in the distance, the sounds of calling birds above the water, the scents of salt and shellfish, a club of woolen riders who make these distances their own.

Nearing Hoodspport I'm



Photo by Patrick Gray

'The climbs are varied: some steep and long, some just stupid.' Rider Greg Cox, barely visible in the photo, works his way up Holly Hill.

riding again with friends. The efficient control would be the mini-mart gas station but we are not mere machines fueled by raw calories alone. Kevin and Wayne have already parked their bikes in front of the Hoodspport Coffee Company and Mark Thomas shows the wisdom that made him president of RUSA and follows their intelligent lead. Juice and bagels and coffee drinks follow with all the speed a slightly overwhelmed coffee shop can muster. Gandhi knew that there was more to life than increasing

its speed. Today we know this as well. But we also know that night will come and the hills are calling and we must go.

Now is the time for most of the others to be quicker and a few to be slower and the ride across SR-106 turns out to be a path that is for my steps alone. On the shallow waters of the southern edge of the canal I watch the ripples in still water, where there is no pebble tossed,

■ Continued on next page

## American Randonneur

### SIR 300K (continued)



Photo by Bill Dussler

Vic Ringqvist and John Kramer lead a group to Paradise Bay Road after crossing the Hood Canal Bridge.

nor wind to blow...

I grab a quick pint of milk and chocolate bar in Belfair and roll toward Kay's Corner along Northshore Road. It's more rolling terrain, more houses on the water, more mountain views. Some clouds are threatening to organize but there is still more clear than cloud, more hope than fear.

Kay's Corner is wonderfully equipped. As the club has

grown, the infrastructure of volunteers has more than kept pace. In past years this checkpoint had been as simple as a plastic bag with stickers for a control card but today SIR has a tent and people with things like hot chili, hot beverages, water, Gatorade, chips, cookies and encouragement. Since it's my nature to not quite be comfortable with comfort, I don't linger too long but I do

appreciate this bit of civilization on the edge of the Tahuya Hills.

Mark, Peter, Wayne, myself and some others all wind up leaving the control within a few minutes of each other but the Tahuya Hills measure each of us as individuals. It's a darkening landscape of burned-out cars, abandoned appliances and good old boys shooting up a

gravel gully. A chip-sealed road winding its way up and down and down and up and over a fractal landscape resembling nothing but itself or perhaps a crumpled map once tossed away in disgust and then retrieved without any attempt to straighten the wrinkles. We ride this land with vague notions that the journey

■ Continued on next page

## American Randonneur

### SIR 300K (continued)

is some kind of reward, perhaps a reward not savored in the moment but endured and appreciated in retrospect. But retrospect is down the road, past Seabeck, past Anderson Hill Road, a future that is only hope and now is the time of turning the pedals, a simple application of mathematics and muscle, gear ratios and gumption. Now is the time when the stubborn carry on. The rational have reasoned their way elsewhere. Randonneur logic is not the common logic of the masses, it is a rarer application of obsession applied to goals that few understand.

These are the things that go through my head as I climb and descend, descend and climb. Sometimes I wonder at the few people who live in this sparse and lumpy landscape. Some live in shacks while a few live in gentrified country estates. A line from Bob Dylan comes effortlessly to mind, "some are mathematicians, some are carpenters wives. I don't know how it all got started, I don't know what they've done with their lives..."

The climbs are varied: some steep, some long, some steep and long, some just stupid. Some have stuck in my memory, some have been repressed or respaced in time.

I turn onto the Seabeck Holly Road to meet one hill that I remember clearly, the steep hill with the clear view of its full climb and the dog that lives at its base. Wayne is pulled over, pulling on his

night reflective gear and I charge on, ready to meet the hill.

Some years the dog has been free other years he's been tied to the porch. Some years the hill has slowed me to walking speed and below and some years I've walked. Today I am here to ride. I am not sure I can do this. I think that I am here to find out if I can.

The dog is tied this year and I charge into the hill that looms up like a great grey wall. I cannot gear down, I can only increase the effort.

My technique is too simple to even be called a technique. I count to two. One-Two, One-Two. Over and over. With each pedal stroke. My only thought is counting and each digit calls up the next. Like a Zen student counting breaths, I count my pedal strokes. I have no tally, no total. I have a mantra that is one and then two, two followed by one. Repeat as necessary.

I don't know how low my speed goes. It goes one-two and then one-two and then one-two. Somehow it doesn't stop. Somehow the hill crests. My tendons did not snap, my chain did not snap, my bike did not stall and fall over. I am over Holly Hill.

"Me I'm still on the road, headed for another joint..."

The next joint is the store in Seabeck. Seabeck is a control of dangerous comfort: hot coffee, cold chocolate milk and a fire burning in the wood stove.

It's dark and cold outside

now that the sun is down and it's tempting to linger but time and ferries wait for no man.

A buck and half equals a pint of chocolate milk and all the coffee refills I can handle. Balancing the coffee to milk ratio in the cup is a precise chemical and thermal relationship with which I'm intimately familiar. I brew my mocha, eat more from my stash of munchie bars and get ready to head out.

I know there are three hills on Anderson Hill road, three bad hills. I debate putting on my Marmot windshirt. It's quite cold now but I'll generate a lot of heat on the climbs. Another problem in thermodynamics that I don't waste too much time in studying. It's really cold and I bundle on the shirt. I'll pull the zipper loose for the climbs.

A year from now I might be reading this and I'll want to know, so here are some subjective numbers about the hills on Anderson Hill road. The first hill is a nine on a 10-point scale. It's bad. It's big. But it's not impossible. And then I drop into a creek valley. That drop is a 14% grade and going up the other side is the second hill.

Call that one an eight on the 10-point scale. Maybe it's the momentum of the valley, maybe it's really not as steep as the first, whatever. It's still bad, it's still long but eventually one-two, one-two, one-two, it's over.

The third hill is an 11 on the 10-point scale. If my brain

were capable of doing anything more than counting to two it would scream at me to stop. Except all I can do is count to two, one-two, one-two, one-two and maybe spare one final thought, the thought that this is the last big hill of the night. I walked no hills today, I won't walk this one. One-two, one-two, one-two.

One

Two

One

and I'm at the crest.

Now the final problem is just navigation. My old memories don't match with the newly revised route sheet but this is where companions come in ever so handy. My twitchy mind misses turns and a fellow randonneur calls out a correction.

Half Mile Road isn't really a half mile past Trigger Avenue, it's just past Trigger Avenue and it's *called* Half Mile Road. OK, I get it now!

The new route is much nicer than the old route on Hwy 3. I can't call these quiet country roads since a painfully loud chorus of frogs is desperately trying to continue the species but it's good to be away from traffic.

At Poulsbo, the trip back home returns to the familiar route of memory. I finish at 10:01 p.m. with riders just minutes ahead and behind me. There is a good crowd of us for the 10:25 ferry and of course their were boatloads of riders earlier and later as well.

A good day on the bike, a good day even on bad hills.

---

## American Randonneur

---

# NW Florida 400K

BY JEFF BAUER

After completing the NW Florida 300K with Joe Fritz and Bill Glass, I thought it would be fun to try it on the tandem. The Florida terrain is well-suited for a tandem ride, but my original stoker (Fredia Barry) developed a hip problem just a week before the ride.

Fortunately the 400K is actually a 300K loop plus an additional 100K circuit. Since my brother David was planning on riding the 300K portion anyway, it was simply a matter of convincing him to share the tandem with me. My longest tandem ride so far had been organized century rides, twice as captain, once as a stoker.

Converting the Co-motion Speedster to brevet riding involved adding front & rear computers (a useful redundancy), and the following Rivendell "Baggins" bags in order of position: Hobo, Candy Bar, and Banana bag. This seemed like the ideal placement of storage, but ultimately proved problematic for the Banana bag. I took along my unused GPS and a borrowed high-power lighting system — both of which provided more ballast than utility. We upgraded the tandem with a pair of Brooks B17 saddles with good results. The tires were slightly used Conti 28's, though I'm switching to Ruffy-Tuffy's next week.

The ride started at 5

a.m., with temps in the mid-40s. Middle Tennessee was well-represented by seven riders.

With fresh legs we made pretty good time to the first control in Ebro, mile 36. David was having some knee issues so we raised his saddle. The rear saddle is supported with a suspension seatpost, so it's sometimes difficult to judge the initial setting. It was here that we discovered a problem with the rear mounted Banana bag. It was too low and dragging against the rear wheel, so I stowed it in the front Hobo bag.

For the next 14 miles we led a group out of Ebro until the riders started splitting up and we settled into a comfortable pace. Although we'd lose riders on the slight uphill grades, we would make up the slack on the downhill side, so overall we came close to keeping pace with everyone. Vida Greer took off with a couple of crazy (but nice) tri guys, who promptly took her off course. They overtook us again before the second control. By now the day was sunny and warm with a 10-mph wind from the northwest.

The next control (mile 81) was a Subway, where everyone stopped for a mid-day meal. Kent and Gary were hanging with us. Chris Kaiser on his recumbent was often in our orbit. Rolling out of the second control, we were promptly dropped

by missing a traffic light.

David's butt was getting sore, taking the brunt of the road. So whenever there was a slight rise and the speed dropped below 15 mph, I'd gear up so he could stand and get some relief. Overall this worked pretty well and he was proficient in keeping the tandem in balance while standing.

The next 50 miles were uneventful. David navigated and kept me fed. Kent and Gary rode our wheel and kept up the conversation. The third control was also a Subway, but there was also a Huddle House next door. David and I opted to share another sandwich. Since everyone appeared to be riding at a comfortable pace and taking long breaks, each control would be a place to meet and greet everyone anew.

The next control in Leonia was only 26 miles away, so I opted for a slightly faster pace. If we caught up with everybody there, chances were we'd be riding back together into Bonifay. The Leonia control was an old-style general store. Cokes and candy bars were sold alongside hardware and household goods, with the requisite locals sitting around exchanging gossip.

Vida soft-pedalled out of the control, so David and I followed out with Kent, Gary, and Jeff Sammons in tow. We somehow lost Vida before US 90, so we stopped

to put on our night gear at an abandoned building near the intersection. Bill, Alan and Vida arrived and we decided to ride together into Bonifay.

At the Tivoli Inn, Joe Arnold was there to greet us with sandwiches and Cokes (but no water?). David and I had finished our longest tandem ride. Kent completed his longest ride ever. I switched from the tandem to my Waterford and joined Alan, Bill, Jeff, Vida, and 'bent' Chris for the remaining 100K circuit.

We agreed to try and stay together for the remaining distance. The temperature was around 60F with clear skies and a not-so-full moon illuminating the horizon. Just as we were crossing the main road, some idiot behind us accelerated, cutting across and turning right into Vida, who was halfway across the intersection — and almost took her down. Our screaming obscenities caused said idiot to hit his brakes — then reconsidering expediency as the better part of valor in a confrontation with six enraged cyclists — sped off into the night.

About halfway out, I experienced my first flat. We arrived at the BP stored around 10:30 and left around 11 pm. My rear tire was squishy but still held air, so I assumed I hadn't fully inflated it after the last flat. The

■Continued on page 31

# San Diego 300k Brevet Control Report

BY ROBERT LEONE, CONTROL STATION 4

I woke at about 6:45 a.m. on March 18, 2006. It was showery in Pacific Beach, and I knew the brevet riders had already set off from Cardiff, and would probably hit rain showers in progress. By the time I'd showered, dressed, downloaded and printed the starting rider roster Barclay e-mailed and checked the weather again, it was about 8 a.m., with 3/10 cloud cover and drying pavement.

Since I had plenty of time to kill before the official opening time of control #4, I went on a small group ride with the Knickerbikers. I noted on my way to the ride start the low point on the Rose Canyon Bike Path where water commonly pools hosted a puddle only eight feet to 10-feet long. My usual practice is to slow down and ride through, although I know there's a regular path being ridden and jogged into the clear higher ground aside the asphalt at that point.

During the Knickerbikers ride, which included Sorrento Valley, the Torrey Pines State Reserve and Mt. Soledad in La Jolla, the pavement stayed dry, and cloud cover continued a nice, cooling 3/10 to 4/10. Winds were moderate (I'm going to have to memorize that Beaufort scale!). Temperatures were in the knee warmer/tights/long/sleeved jersey/wind shell continuum. I skipped out of the group before lunch, as I wanted to get home and pack up for the control at the McDonald's parking lot.

**Equipment:** Wile E. Coyote mounting ACME rocket and applying match rubber stamp, small blue ink stamp pad, three ballpoint pens (one of them "glow in the dark"), folding three-legged stool, paper sign for "Control #4" to tape to flat object, phone card

(for calling Barclay with news and developments), clip board with route sheet and rider roster, tape, book to read ("Sir Nigel" by Sir Arthur Conan Doyle), track pump (with pressure gauge and both Schrader and Presta valve holes), garbage bags for rain poncho use, flashlights, packs of AA and AAA batteries and a San Diego County bike route map. Clothing: T-shirt, "wooly-pully" sweater, canvas overshirt, pants, LL Bean rubber boots, wool poncho from Tijuana, Campmor cycling rain poncho, hat. Still was cold and wind-chilled towards the end there.

**Big Mistake 1:** Didn't bring water. I thought the riders would get what they needed from fountains in Mission Bay Park, the 7-11 nearby or McDonald's. Next time I do this, I'll see about packing some one-gallon bottles or those 2.5-gallon tabletop spigot things.

**Big Mistake #2:** Setting up on the sidewalk instead of the McDonald's parking lot. There are some people in that area who appear to be engaged in less than wholesome activities, one of whom had me VERY happy that track pump has a steel barrel, not carbon fiber or plastic. On the other hand, the last rider through Control 4 would have missed it altogether if I'd not shouted out to him "Oh, you're not one of our riders" as he went past. I thought no one else would be out riding with a generator hub at 11:30 p.m. on a rainy Saturday night. Setting up inside the McDonald's wasn't workable, as they needed all tables for their dinner rush. Also, McDonald's closed at about 11 p.m., leaving riders with fewer visible marks for the control. Perhaps next time we could use In-and-Out Burgers. Note: I think McDonald's

is still making their coffee too hot.

**Big Mistake 3:** Did I mention not bringing water? I guess it shows my cycling is commute-oriented.

**Big Mistake 4:** Didn't bring inner tubes. Between the ride reports and requests from riders, it was quite obvious a lot of people had a lot of flats and were keeping on the road by patching.

**Big Mistake 5:** That phone card — between pay phone charges, FCC this, FTC that and goodness knows what all else, I would have saved at least half its purchase price by using quarters at the McDonald's payphone.

**Mistakes I didn't make:** Bringing a deck of cards for solitaire and a TV dinner tray. Too much wind, and the H2O would have pooled in the tray.

**Weather Notes:** We had typical winter storm rain squalls two or three times in Pacific Beach in the 5 p.m. to 10 p.m. time frame. At some points I was shivering.

**Points where I felt I could have done better:** While reviewing the route sheet, I noticed a few points on the ride north from Control 4 were local-knowledge helpful sorts of things. One was that puddle on the Rose Canyon Bike Path. The other big one I saw was the Old 101/Jimmy Durante Blvd fork just north of Del Mar. Another was an amateur altimetry thing — from Gilman Drive up to end of the Torrey Pines golf course the road is basically shallow to moderate uphill or level, but in the cold and wet the long downhill to Torrey Pines State Beach with the root lifts can get scary and hairy. And it occurred to me some of the riders might be from

■Continued on next page

## American Randonneur

### San Diego 300k (continued)

out of town, and not know this part. If I'd had access to a decent table and some good sized rocks, I'd have spread out that map for an optional briefing before riders set out. As it was, I felt I was doing well enough just getting the cards stamped and times written, asking people if they needed batteries or air (skipped that with some, sorry).

**Rider Style Notes:** Most of the brevet ride accounts I've read have been from the likes of Jan Heine and Kent Peterson. It was interesting to see that on the one hand most of the bikes used on this very tough ride didn't match their personal preferences and prejudices. On the other hand, the Lance Armstrong principle holds: It's not about the bike. It's about the riders.

Any bike whose wheels are still rolling after the ride is probably a good bike—and the range of styles came from speed-oriented riders exercising a minimalist approach towards equipment to a rider who, in a concession to the terrain and weather conditions, put street tires and had made other road-worthiness mods to an old rigid-fork welded steel MTB. I've often been leery of seatpost-mounted rear lights, because in the beach-cruiser realm that is PB I often see them mounted below the height of the top of the wheel or fenders, squarely behind a rack loaded with gear or just squarely behind a rack.

With one rider, though, I saw a novel point because with his somewhat long seatpost he could mount a rear LED (one of the big old double AA VistaLites) above the height of the wheel but far below the seatpost-mounted beam supporting his rack trunk. Double bonus to that rider for the rain-cover — I'd not thought of a rain cover for a rear rack trunk before.

Another rider was on a Trek lugged steel 420 sport tourer frame with fenders—he said he'd built it up just that week (making the 300k ride a pretty

good shakedown cruise!). Hydration schemes ranged from single water bottle cages to quadruple cages, with some using backpack reservoirs. I think one or two riders had reservoir sipping tubes snaking out of rack trucks or handlebar bags, but further I don't recall. Riders were quite good about depositing drink cups, food wrappers and gel pouches in garbage receptacles.

Almost universally, the water bottles were the larger 22 ounce size, and most were translucent.

In further rider style notes, there were some distinct packs, either arranged teams or ad hoc road alliances. I was especially happy to hear from one rider I knew was from out of town that he'd be following the two locals he'd come in with. Some riders were solo acts. The best comedy came from a pack of five riders who'd charged in, split up to provision and went and bought two San Diego Union Tribunes to stuff down their jackets for insulation. They left some behind for following riders—the heavy, glossy advertising materials and the Auto sections from both papers!

**Complaints:** One rider voiced his concerns over a “stadium event” that may have impeded progress through Mission Valley past Qualcomm Stadium. Nearly everyone seemed to have had far more flats than expected. One rider and (especially) one support vehicle driver (the only one I saw) expressed some outrage and/or dismay at the complexity of the route sheet. Two or three riders commented it was tough to find the McDonald's after they turned out the lights. A few were unhappy I'd not stocked water.

**Things to do differently next time:** Bring water. See about setting up some sort of map for the next few miles if not to the next control in a sheet protector (folks want to leave the control FAST — and getting a tricky turn right can save lot of time). See about control-

hosting business's operating hours.

Unfortunately for my personal predilections, Lestat's, a decent coffee-house with 24-hour operation, does not appear to be near most of the already-scouted brevet routes. Perhaps we could compose and provide a list of bike shops within a block or two of the brevet route and include it with the route sheet. I'll remember the water next time, that's for sure! Given the rider's predilections for powered supplement/rehydration/nutrition drinks perhaps controls should also consider small battery-powered hand mixers (“milk frothers”). For those riders it's nice to get some mixing in, especially given the lousy way things dissolve down below 50 degrees F. When in doubt about the weather, print route sheets with a laser printer. I noticed several riders' route sheets (kept in the bags with the brevet control cards) had runny ink from inkjet printing. If the RBA is producing the route sheets, it might be possible (although an additional expense and pesky detail) to print out material on that “Rite-in-the-Rain” paper. There's some out now for copying/laser printing. As a bonus, sections from the route already traveled may make a superior tire boot compared to shims or even the traditional folded currency item (one rider's report commented on continued tube damage done by shims used to boot a wide gash in a tire). This sort of paper is not a good idea for brevet cards, because of the need to cope with a range of pens and variety of ink stamp inks. Also, if I do this again, use a different ink stamp (although at least one rider got a chuckle out of my selection).

As an aside, I should note I've asked rec.bicycles.misc about tire boot material, and two favorites are the spun oleofin fiber known as Tyvek and used in some FedEx and US Postal Service Priority and Express Mail mailers and the sort of iron-on fabric mending patches one sees in the notions section of grocery stores!

---

## American Randonneur

---

### What We Ride



## 2001 Dave Yates Super Randonneur

### Rider: Rob Hawks

I am somewhat new to randonneuring, and still pretty much at the “sponge” stage where I’m soaking up information and advice from other randonneurs. In late 2004 I began looking for a new frame to build up into the best brevet bike I could, given the budget I had (which was meager) for my first full brevet season in

2005. Imagine my surprise when on the Internet BOB email list (<http://www.bikelist.org/mailman/listinfo/internet-bob>) I found a FOR SALE listing for a used frame with a pedigree! Not only was Dave Yates, the builder of the frame a PBP ancien, the seller of the frame had ridden this bike on PBP and

LEL. Plus, huge bonus points, it was in a color scheme I just loved. I have a weakness for the color blue.

I collected parts for the bike over a longish period of time, getting parts that were in some cases used, in other cases merely second hand, and then new parts where warranted. Alas, I didn’t get



## American Randonneur



the build finished in time for my first 2005 brevet, but I did have it ready for the Santa Rosa 300, 400 and 600k brevets.

On all my multi-gear bikes, I use bar end shifters, and the Dave Yates is no exception. I've tried STI and Ergo, and really didn't care much for that type of component so I stuck with what I knew and liked for my brevet bike. I run a chain-ring set-up using a 50-40-28 combination, with a 13-25 rear 8-speed cluster. While there is an E-6 lamp on the pictured bike, not included is the Schmidt SON 28 hub. I had changed over rims on the bike and hadn't yet switched out the front rim to an MA2 for the photo. Also not pictured are the Carradice Pendle on a Bagman rack that

I use for the longer (or wetter) brevets, and the Cateye Micro I mount as my backup/downhill #2 light. After searching around for the right saddle for me, I have settled on Brooks B-17 Champion Specials, in the tan color. I use 42cm width Cinelli 64 style bars and use cloth tape, twine and shellac to finish that off. The fenders are Giles Berthoud stainless steel fenders in the 40mm width. Those cover 700c wheels with Continental Ultra 2000s in a 25 mm width. The shifters are Ultegra 8-speed bar ends, the derailleurs are Shimano 105s, and the crank set is a TA Zypher triple on a Phil Wood bottom bracket. I've managed to get parts from Japan, England, France, Italy, Germany and the USA.

To date, I've completed last year's 300, 400 and 600km brevets on this bike, and so far this year (as of Feb. 26th) I've ridden the 200 and 300k as well. The bike has performed wonderfully.

Had I been the original buyer, I expect I would have modified the design a little to suit personal preferences, but all in all this is a great design. The frame is a mix of several types of tubing: 531 for the fork, 631 for the main tubes and 725 for the rear stays. This mix is one of the options that the builder (<http://www.daveyatescycles.co.uk/>) offers. I've gotten lots of positive comments on the bike on just about any group ride I've done with my Dave Yates. Without a doubt, this bike is a keeper.

### **Wanted: Submissions for "What We Ride"**

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



# The Princeton 200k Brevet

## April 8, 2006

BY JUDSON HAND



Editor's note: This year's Princeton 200k was one for the record books, at least on the weather front.

Here's how NJ/NYC RBA Laurent Chambard described the conditions: "Riders enjoyed about a half hour of dry-ish weather after the start. Rain appeared then, stubborn, relentless and fierce, and would stay with us for four continuous hours—maybe more. It would then change to sleet, just at the moment when many riders were negotiating the steep and twisty ups and downs between Frenchtown and Asbury. Sleet would then give way to actual snow, bad enough to cover the road at the top of Rte 519S and see the salting truck in action over 519. As if that were not enough, hail appeared when snow stopped. And riders eventually enjoyed a timid sunshine just as they finished the ride, completing a typical April review of all seasons on the same day."

The weather apparently took a heavy toll on the finish rate, with 12 of 36 riders, or one-third of all starters, abandoning. One of those was Judson Hand. His account follows of what went wrong on that icy day.

As for next year's ride, Chambard commented, "Now that it has gained a history, this event will be known as the Princeton Classic 200."

**G**ood morning fellow sufferers. Yesterday was not fun for me. I dropped out at the top of the hill at the Delta gas station on Route 519 and Hawks Schoolhouse Road at mile 55. My fingers and toes had gone numb and I found it difficult to grip the brake levers, especially going down the steep side of Shire Road. As anyone who takes

a good look at me can see, I am a tall, thin, lanky person and staying warm can be an issue, especially with my fingers and toes. To compound things, the weather was even colder and wetter than forecast and I did about everything wrong from a preparation standpoint. Essentially, I dressed for speed and not for comfort and warmth. Big mistake. I won't make it again on a brevet with questionable weather forecasts.

What threw me off was the relatively benign conditions at the start. Yes, it had started to rain, but only lightly and the temperature still hovered at near 50 degrees. By the time we reached the first control at Frenchtown, we had plummeted to the mid-30s and it was 32 degrees (and snowing) at the gas station where I stopped. I can handle cold temperatures down to about 25 degrees if it's dry. But heavy rain and temperatures in the 30s and low 40s I find extremely difficult to handle.

**Mistake No. 1.** Brought the Trek 5200, left the Fuji touring bike with fenders at home. The fenders keep a lot of water off your feet. The fatter tires handle better in the slush. Hello?

**Mistake No. 2.** Wore Pearl Izumi pittards gloves, instead of more water resistant gloves. Those pittards are like sponges. I think they absorb twice their own weight. My fingers got soaked and rapidly began losing feeling.

**Mistake No. 3.** Wore cotton socks, instead of nice, thick wool or Smartwool socks which still have some insulation after they get wet. Doh! Again, cotton is very absorbent. My toes went numb quickly, too.

**Mistake No. 4.** Left booties at home. True, they let water in from the bottom but they still repel a lot of rain and wind.

### Mistake No. 5.

Leaving extra pair of wool socks at home. It doesn't take much extra room to carry them.

**Mistake No. 6.** Worry too much about pacing and not enough about comfort. The weather blindsided me. It never occurred to me that I would drop out of the ride until I suddenly knew I was chilled to the bone and endangering my health and safety by going on. As proof I had made the right decision, my fingers and toes screamed in pain for 15-20 minutes after I went inside and I didn't stop shivering for about an hour. I could have waited and hoped conditions would improve, but the forecast called for continued rain and cold. No luck there, unlike in the 300k in 2003, when the start was similar but it warmed to 70 degrees later in the day, drying things out.

I am told that in Norway there is a saying that there is no weather so bad that one is forced to stay indoors, if one has the right clothing. I suspect that in brevets the same may hold, up to a point. I'm not recommending riding in ice, for example. But I suspect that rain and cold can be dealt with. I just failed the test. And I was so proud of the way I handled all that heat and humidity in the 600k last summer.

Frankly, I found it embarrassing that I was so poorly prepared and that my physical condition deteriorated so rapidly. This is my fourth brevet season and I should have known better. It's ironic because, until the weather got ugly, I was actually feeling pretty good. I know this course extremely well and thought I could finish it in my sleep. Not yesterday.

American Randonneur

NW Florida 400K (continued)

temps were dropping below the forecast low of 55F. It would often seem like we were chilly, then sweaty, then chilly again.

Nothing major, just uncomfortable anytime we'd have to stop and start again.

About 8 miles out of the control, my rear tire was flat again. I replaced the tube. Bill and Alan visually inspected it. We managed

another 5-6 miles. Another flat. My predicament was wearing out the patience of our group, but they hung with me. Finally the fourth and final flat occurred literally within sight distance(!) of the Tivoli Inn. With increasing frustration, the last flat repair—fixed with Alan's frame pump rather than CO2 gas—has held its pressure 48 hours later.

Ironically, it would have been faster for everyone if I'd remained riding the 100K section stoker-less on the tandem rather than switching to my Waterford.

Joe was there to greet us and offer brownies, sandwiches, cokes, and congratulations. The second and final group of riders were about two hours behind us.

Vida Greer finished her first 400K strong, kicking our collective butts. Jeff Sammons managed the navigation for the final 100K

portion of our ride. Chris Kaiser appeared as comfortable as I've ever seen him ride — the recumbent suits him.

After a short nap, Vida and I were driven back to Nashville by David—who'd had a longer sleep break—stopping for a nice IHOP recovery meal along the way. Great weather, great buddies, great ride.

Jeff Bauer  
RUSA #1368  
Nashville, Tenn.

POETRY CORNER



RUSA stalwart Ken Johnson of Sacramento slogged through a wet spring like other riders in northern California to prepare for our brevets. The rain did nothing to dampen his poetic muse.

Thanks to Bill Bryant for forwarding this along.

For this madness I'm getting too old.  
All month long I've been wet, I've been cold.  
Please forgive my complaining,  
But if it doesn't stop raining,  
By April that bike may be sold.

**Wallingford Bicycle Parts**  
NEW ORLEANS

Berthoud Saddlebag 1.5 Liter

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

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

We proudly carry other quality cycling products including

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

B17 Standard Professional 'S' Swift

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

American Randonneur

RUSA SOUVENIRS CATALOGUE



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



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



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



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



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



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



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



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

## American Randonneur

### RANDONNEURS USA Souvenirs Order Form

ITEM	DESCRIPTION	PRICE	SIZE	QTY	TOTAL
PBP 2003 VIDEO	45 MINUTES OF PBP 2003 (FRENCH)	\$45.00			
PBP 1999 VIDEO	42 MINUTES OF PBP 1999 (FRENCH)	\$25.00			
PBP 2003 YEARBOOK	PBP 2003 STORIES & RESULTS	\$10.00			
PBP 1999 YEARBOOK	PBP 1999 STORIES AND INFO	\$7.00			
RUSA HANDBOOK	THE MEMBERS' GUIDE TO RANDONNEURS USA RULES, REGULATIONS, STORIES AND ADVICE	\$6.00			
RUSA DUFFEL BAG	LIGHTWEIGHT NYLON DUFFEL BAG	\$10.00			
RUSA JERSEY	SHORT-SLEEVE: S-M-L-XL-XXL	\$65.00			
★ <b>NEW!</b> RUSA LS JERSEY	LONG-SLEEVE VERSION OF CLASSIC RUSA JERSEY S-M-L-XL-XXL	\$70.00			
<b>Sale! 40% off</b> RUSA PBP 2003 JERSEY	COMMEMORATIVE PBP 2003 JERSEY – Limited quantities SHORT-SLEEVE: S-M-XL-XXL	Now \$33.00			
RUSA POLO SHIRT	WHITE WITH EMBROIDERED LOGO: S-M-L-XL	\$27.00			
RUSA SHORTS	LYCRA BLACK SHORTS: S-M-L-XL	\$45.00			
RUSA WIND VEST	SLEEVELESS WINDFRONT VEST WITH REAR POCKETS <b>RUNS SMALL: ORDER NEXT SIZE UP</b> S-M-L-XL-XXL	\$55.00			
RUSA LOGO DECAL	5.25"x3" – REMOVABLE VINYL	\$1.00			
TOP TUBE DECAL	5"x1" REMOVABLE (BLUE & WHITE)	\$0.25			
T-SHIRT	WHITE SHORT-SLEEVE: S-M-L-XL-XXL	\$12.00			
FLECHE T-SHIRT	WHITE SHORT SLEEVE – BLACK TRIM: M-L-XL	\$12.00			
WATERBOTTLE	WHITE 28 OZ WATERBOTTLE	\$4.00			
RUSA LAPEL PIN	SINGLE PIN	\$2.00			
RUSA LAPEL PINS	2-9 PINS	\$1.75			
RUSA LAPEL PINS	10 OR MORE PINS	\$1.25			
RUSA REFLECTIVE SASH	SAYRE SAM BROWN-STYLE REFLECTIVE SASH	\$5.00			
RUSA REFLECTIVE ANKLE BANDS	SAYRE REFLECTIVE ANKLE BANDS: Sold in pairs	\$2.00pr			
REFLECTIVE TAPE	9" STRIP OF SCOTCHLITE ADHESIVE TAPE	50¢			
★ <b>NEW!</b> RUSA SOCKS	SNUG FITTING WOOL SOCKS: S/M or L/XL	\$10.00pr			
★ <b>NEW!</b> RUSA CERAMIC MUG	WHITE 10oz MUG WITH RUSA LOGO	\$8.00			
★ <b>NEW!</b> RUSA TRAVEL MUG	STAINLESS 15oz TRAVEL MUG WITH RUSA LOGO	\$8.00			

**SHIPPING & HANDLING (USA):**

- .40-cents for up to 6 decals (or SASE)
- .40 cents for up to 6 Scotchlite strips (or SASE)
- .65-cents for each lapel pin
- \$4.50 for first item
- Add \$1.50 for each additional item.

SUB-  
TOTAL

SHIPPING  
&  
HANDLING

TOTAL

Questions?  
email us: [souvenirs@rusa.org](mailto:souvenirs@rusa.org)

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



Use PayPal to pay electronically with a credit card.  
 Go to [www.paypal.com](http://www.paypal.com) and send payment to [souvenirs@rusa.org](mailto:souvenirs@rusa.org)  
 Or pay by check payable to Randonneurs USA.



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

American Randonneur

Off the Back

Roadside  
Attraction

Apparently, these days even the scarecrows are into fixed gears. Karen Bataille, RUSA member #2741, passed this gem along. She wrote: "This photo was taken along Hwy 36 during the 2005 Last Chance 1200K randonee. It was photographed by Becky Plovovich. I found it to be quite amusing and a delight as I rolled past it on my ride. Enjoy."

**Wanted:**  
More "Roadside Attractions"

Randonneurs are in a unique position to photograph the nooks and crannies of America's backroads. Got something that might qualify as a "Roadside Attraction?"

E-mail your photos to:  
mdayton@nc.rr.com.



Photo by Becky Plovovich

# American Randonneur



## Randonneurs USA Membership Form

*PLEASE PRINT CLEARLY!*

*Renewal*       *New Member*



Name : \_\_\_\_\_ RUSA # \_\_\_\_\_  
 Address : \_\_\_\_\_  
 City : \_\_\_\_\_ State: \_\_\_\_\_ ZIP: \_\_\_\_\_  
 Country : \_\_\_\_\_ Tel: ( \_\_\_\_\_ ) \_\_\_\_\_  
 FAX: ( \_\_\_\_\_ ) \_\_\_\_\_ E-mail: \_\_\_\_\_  
 Local Club : (full name) \_\_\_\_\_  
 Birth Date : \_\_\_\_\_ Gender (M/F): \_\_\_\_\_  
 Signature: \_\_\_\_\_ Date: \_\_\_\_\_

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

### Membership Types and Terms - Please Check One

#### Individual Membership

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

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

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

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

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

*----- Complete this section for Household Membership only -----*

Name : \_\_\_\_\_ RUSA # \_\_\_\_\_  
 E-mail: \_\_\_\_\_  
 Birth Date : \_\_\_\_\_ Gender (M/F): \_\_\_\_\_  
 Signature \_\_\_\_\_ Date \_\_\_\_\_

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

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

**Yes**       **No**

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

Send this form and payment to:  
 Don Hamilton  
 RUSA Membership Office  
 3078 Wakeshire Drive  
 Dublin Ohio 43017

Please allow two weeks for processing.

## American Randonneur

# CUSTOM BUILT WHEELS

*WHEN YOUR ENTIRE SEASON OF TRAINING  
CAN COME DOWN TO YOUR EQUIPMENT'S  
PERFORMANCE. DON'T TAKE CHANCES, FEEL  
SECURE KNOWING YOUR WHEELS ARE HAND  
BUILT FOR STRENGTH AND PERFORMANCE.*



(Formerly known as GravyWheels)

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

### CHANGE SERVICE REQUESTED

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