

AMERICAN RANDONNEUR



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COVER—Who put the controle at the top of a
mountain? Pagoda 200km, March 16, 2019.

PHOTO CJ ARAYATA

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President's Message

A Time to Explore—Summer is a time for many of us to branch out, stretch ... and go traveling!

With the advent of the new Rando Scout award, which—like the American Explorer—encourages exploration, variety, and potential camaraderie, we are reminded that randonneuring is more than just churning out the miles.

Perms are a fertile avenue of exploration. Many of us seek out perms when visiting a new area. I rode Lois Springsteen's and Bill Bryant's Moss Beach Ramble 200km because there was a conference in Monterey; Dave Thompson's New Smyrna Beach to Flagler Beach 100km because we were vacationing in Florida; Richard Stum's Moab Double Whammy 200km because we were hiking in Moab.

Your own perms can add novelty, too. The Guanella Pass Gambol 100km was created to goad me into climbing that pass.

What about brevets? Event routes serve a variety of goals: being convenient to where most local riders live; being easy to support; making the Super Randonneur practical for a range of riders; and so on. Still, organizers also design for scenic value and to offer

a memorable challenge.

Bang for Your Travel Buck—If you're traveling specifically for the ride, think about longer perms and other multi-day events.

Maybe you already rode a brevet week this year—1,500 km spread over a week, hopefully over an expanse of territory. You can also look for a ride series like last year's Colorado Haute Route Randonnée Six-Pack—six point-to-point 200km brevets threading through the Rocky Mountains, a vacation in itself.

The Pleasure of Planning—A remote perm or event that takes a day or two to ride may mean days or weeks of planning: the more unfamiliar the locale, the more planning—and the more imagining—you get to do!

Could it rain a lot, and if so, will it be a tropical refreshment, or harbinger of hypothermia? What are the services like? Will the stores have the cheese dogs you usually depend on, or will you have to find some new source of calories?

On the Big Wild Ride (the Alaska 1200km), riders were advised they might go 200km between services (except for water). As for wildlife, they were warned that, yes, grizzlies could be out foraging to fatten themselves for the coming winter.

You Can Help—If you are an RBA, why not find new routes that your



Hoodoo Alley on the Mt. Lemmon 100k in Arizona.

—PHOTOS JOHN LEE ELLIS

local riders and those from far away would like to ride? When visitors come to ride your brevet, you can play tour guide, clue them in to the best burritos, that special secluded valley, that stiff climb, or that sudden surprise plunge around the bend.

If you are a RUSA member, you can do the same, by creating evocative permanent routes. You know the local great places to ride, the best stores and cafés, the best stories.

And if you head out on your own exploration, why not take a rando pal or two along, to enrich the experience?

—John Lee Ellis
president@rusa.org



On the Pololu Lookout 100k on Hawaii.

Big Sur on the California Central Coast 1200, with Mark Thomas.

—PHOTOS JOHN LEE ELLIS



From the Editor

“Do you really want to do it?” my Mom asked.”

So starts third-grader Joe Rozelle’s ride report about his first 200km on the tandem with his dad. Congratulations, Joe—nicely done! Enjoy Joe’s story and maybe remember your first 200km. And then also enjoy the other stories of firsts in this issue. Harriett Fell, the first American woman to complete PBP, (in 1975), is interviewed by Tom Baker. And Deb Banks, while encouraging women to participate in randonneuring, gives a shout-out to other American women who have achieved notable ‘firsts.’ Part Two in David Buzze’s “Ancient Randonneur” series is also about a first 200km ride...in challenging conditions.

As you might expect, there is a good bit of PBP dreaming in these pages as well. Mike Dayton recalls rides past, as well as friends who have passed, while he looks forward to PBP ’19, an occasion for riding with friends and making new memories. Chris Newman begins her column with a PBP nightmare but transforms that into useful advice for first-timers, and Paul Johnson reminds all heading to Paris this summer that persistence is key, no matter what you pack, no matter how well your ride is going...at some point you will need to remember why you wanted to do PBP, and keep going even if you would rather just stop.

Even qualifying for PBP is no small feat, as Mark Thomas demonstrates in a ride report about the Tour de Tasmanie GT Series that took place in February (yes, when many of us were

feeling righteous about getting on our trainers for fifteen or twenty minutes a day). I’ve been to Tasmania so I know that there are a few hills on that small island...it seems that the crew who did this series encountered most of them! Steven DeGroot writes about hill climbing as well in a northwest 400km: “My bike felt like a bucket of stones,” he writes. We’ve been there, too.

Other articles will give you ideas to contemplate as you prepare for or recover from some of your summer adventures. All longer randonneuring events involve night riding, and Robert Sexton’s article describes the magical qualities of moonlight and sunrise rides. And George Swain, in a nod to that other big French bike ride, reviews two films about Le Tour.

Rob Hawks pays tribute to Bruce Berg, winner of the 2017 American Randonneur Award, and long-time participant and volunteer in the Northern California randonneuring scene. Bruce died in December, 2018. His presence and example will be missed.

By the time the next issue arrives in your mailbox, stories of PBP 2019 will have been created, and ancien(ne)s will be sharing them on autumn rides around the country. May your summer rides be with friends. May you ride, as Iron Rider writes, “Without limits/Without doubts/Fearless.” And may there be a few firsts among your adventures.

Be safe out there.

—Janice Chernehoff
editor@rusa.org

Escargots Volant successfully complete another PA Flèche. From left to right: C. Newman, P. Shapiro, J. Levitt, K. Raschdorf, J. Chernehoff.

—PHOTO CHRIS NADOVICH



Joe's Ride

BY JOE AND PAUL ROZELLE

Among the school rituals in the Rozelle household is the “folder,” which is a curated collection of the kids’ schoolwork that comes home with them on Fridays so we can see what they worked on that week. This past fall, we opened Joe’s folder to find a randonneuring ride report that Joe had submitted to his third-grade teacher as a writing assignment. Both Joe and I quickly disclaimed that I had somehow put him up to this—I was as amazed as Susan (#3166) to see it, especially since the ride he was writing about had occurred two months earlier.

Fatherly pride welled anew as I read it. Joe’s report hit all the classic rando talking points: initial reluctance overcome by desire, the foreboding dread of tough conditions, difficulty

and suffering mastered by perseverance, the elation of success, and then—of course—eating a lot. And then eating again. (“Denny” did not get eaten, of course, but breakfast-for-dinner at



Denny’s was a gluttonous delight.)

The ride experience was exactly as Joe recounted it. He’d been asking to do a 200km for some time—this would be his first—and I figured that, with an early enough start and an efficient enough pace, we could pre-ride one of my upcoming brevets, avoiding the worst heat of the day. I was wrong. Our pace was too quick at the start and I paid for it dearly with some terrible leg cramps and liberal stops to cool off.

Unlike his dehydrated old man, Joe did great, never complaining and consistently putting strong effort into the pedals. Admittedly, the buoyant mood of the cool morning gave way to some silent hard work as mid-day

(Top) Another convenience store cool-down.

Perusing the Denny’s menu.

—PHOTOS PAUL ROZELLE



200
Rozelle
Sept
5th grade

DO you really want to do it? my Mom asked. I was deciding if I wanted to do a 200 km (125mi) bike ride.

I told my Mom I would think on it. That night I tossed and turned deciding if I wanted to do it. The next morning, I made myself oatmeal and went down to get the newspaper.

I flipped through the newspaper and found the weather section. For Sunday, the day we were doing the ride it said High 96° Low 81°. I had already told my Dad I was doing it so there was no getting out of it.

The next day was Sunday. I was excited but also anxious. We got in the truck started to drive. It was an hour. When we finally got there, we got on the bike (it was a tandem) and started.

We did the first 100km (63.5m,

) in four hours my fastest look. We got done with the first half at 10:30 am and had lunch. The next half was the hardest I had ever done. The second half was close to seven hours, my Dad had cramps, and we had to stop every ten miles to get air conditioning. We finally got done with a time of ten hours and fiftyeight minutes. We had Denny for dinner and it was the best meal of my life.

We got in the truck and my Dad talked about how well I did. When we got home my Mom and Sister congratulated me and we had cookies. I will never forget the day we did that ride.



A selfie on the bike with only 20 miles to go.
—PHOTO PAUL ROZELLE

approached, but with about ten miles to go and realizing that he was going to make it, Joe lit up with inquiry about what riding a 300km was like, whether he could do a 12-hour race, and night rides (“It’s not hot at night!”).

Joe was participating in another storied rando tradition: planning the next adventure before the current one was even concluded!

This Spring, Joe is still riding strong—he completed another 200km

brevet and most recently rode 100km within time on his single bike—but, most importantly, he’s having fun and making good memories, which is what randonneuring is all about. 🚲

Harriet Fell, One of the First Americans to Finish Paris Brest Paris

INTERVIEW BY TOM BAKER

In 1975, four randonneurs became the first Americans to finish the PBP *randonnée*. (Charlie Miller was the first American to finish PBP in 1901, when it was a race only and not a *randonnée*.) Two American randonneurs had tried, and failed, to finish PBP in 1971, but Harriet Fell, Dr. Creig Hoyt, 18-year-old Annette Shaffer-Hillan, and Herman Falsetti succeeded in 1975.

Harriet Fell wrote an article in 1991 for the *Journal of the International Randonneurs* newsletter, describing her PBP success. This article on her first-hand experience was very helpful for Americans who were going to PBP for the first time in 1991.

Remembering having read her article in 1991, I spoke with Harriet in June 2016 at the International Cycle History Conference in Connecticut, where she presented a paper on the aluminum frame she built during the historic Aluminum Bike Project class at MIT in 1974. That story, her life's profession, and her current work in the cycling world are also quite exceptional. I interviewed Harriet at the conference about her experience in 1975 to see how it compares to the modern PBP experience. The interview follows.

What was the connection to France that led to your riding PBP in 1975?

I had gone to France first in 1970-71 because a professor invited me to work with him. I received my degree in mathematics in 1969 and had a one-year position at MIT after that. I thought that since people in France

cycle, I would buy a bike, start riding, and cycle across the country. I was in the youth hostel in Chartres, and under advice from people there, went to a Motobecane bike shop and was told I had to have sew-ups, as any decent bike had sew-ups. Then I was given some canvas panniers and a handlebar bag that were left behind by a Japanese tourist. I put them on my bike, filled

them up and rode the next day 104 kilometers from Chartres south to Montlivault on the Loire and was hooked. That was my start.

Before PBP, you had joined a club in France?

When I moved back to France in 1975. I started riding every morning, and on the week-ends I would see all these clubs in different shirts and I'd just pull in with them and ride. I joined the athletic association of the university. They gave me an envelope with maps in it and told me where the first ride met. On those rides everyone stopped at a café for an espresso. Once, I got a call from one of them, saying, "Oh, next Sunday we're going to a rally northwest of Paris. Are you interested in going, because if you are, I'll pick you up at 6:00am."



Harriet riding a brevet in 1975.

**You started doing the brevets—
did you know what a brevet was
when you started?**

Not really. They told me when they were going to do this 200-kilometer ride, a 200-kilometer brevet. Fortunately, I'd once ridden more than that touring. So, I said, "All right, let's go." That's it, that's really all I knew about it. On the 200km, and other brevets, we would stop for a five-course lunch.

**Did anybody say, "We're doing this
because there's a ride later in the
year called PBP?"**

No. They told me, "All right, we did the 200. It wasn't easy, but we did it." Next came the 300. And I still hadn't put it all together as being part of some sequence. For the 300, we rode 320 kilometers against horrendous winds. Then they were talking about the 400. I didn't do it, but I did ride 400 kilometers comfortably that weekend on the roads in England and in France with a night on the South Hampton—Le Havre ferry.

And then the 600.

Then came the 600, and I just couldn't not do the 600 at that point. Our support car came by and asked if I wanted to drop out. But there was one person still behind me. He hadn't gone on any of these other rides and wasn't obliged to. He could still do the PBP without doing any of the brevets, since he had done PBP once before.

**Now support cars following
riders are not allowed at all. But
you had support cars following
you, or were they only meeting
you at controls?**

At first, they only could meet us at controls, and then, for a reason I never understood, they could meet us at other places for sleep breaks along the route; it was prearranged. There would be a van, but it wasn't at a control. The last night they asked that if you had a support car, it should stay with you as soon as it got dark. Normally this was only



Harriet in 2016 at the International Cycle History Conference with her aluminum frame bike.

—PHOTO TOM BAKER

allowed from Rambouillet on, but there had been a terrible accident at night.

**Now how many people were on
these brevets? Were there dozens,
or hundreds?**

Hundreds. 100% French riders.

**Were you aware of the other
Americans that were riding PBP?**

Yes.

**How did you come into contact
with them?**

I was aware in advance that sixteen people had signed up to go, and when I got to the start they put little American flags on our cards. I didn't really meet them in advance. In fact, most of them I never met. I knew they were there and that only eight of us got to the start. I met Annette on the road. There were no announcements to start. They asked the women to go up front just to sort of put on a parade and it counted against our time, but we started early and it saved me. By being sent off with the other women I got to start early.

I know Annette didn't; she left with the men and passed me later when we chatted on the road for a while. I started with two women who had done

the 600 and were clearly better than me because I was the last person back. They insisted we had to relax on the hills. And I figured they knew what they were doing, so I stayed with them for a while but finally left them for a passing peloton. They both dropped out at Brest.

**How about route finding? Were
there arrows back in those days?**

I lost the route once and did a couple of extra kilometers. I don't even know how I found the way back.

Did they have signs?

Yes, they put them on poles.

**Were you also relying on your cue
sheet on your TA handle bar bag?**

That's right, yes, and the map fit underneath.

What kind of food did you take?

I took a chicken. I cooked a chicken and I put it in my handlebar bag. A really big bag.

**Did you have any sugar, glucose,
or anything?**

I had glucose tablets. Those were common in France. They did me

good for twenty minutes. I also had *pâtes de fruits*.

When you got close to Brest, were you surprised by all the hills?

I sort of had an idea of what to expect. I'd already cycled in Brittany on my own before that. The maps had one, two, or three arrows indicating how steep the hills were.

When you got to Brest, where was the control? Was it in the center of the city?

Yeah, there was a control in town, and they were completely out of food.

What did you do?

Finished my chicken.

Were there people along the route that were clapping and children with water stands?

Yes. And I know when I'd get a flat, someone would run out and cheer me on. But I felt I had to do this myself. I was worried about getting disqualified if I let anyone help. At the first control in Logny-au-Perche, there was even a merry-go-round. There was a whole town fair that they had going on at that first control.

So, you had a full set of rain gear and you made good use of it?

I had a cape and a warm-up suit, which was very new at the time, with pile fabric. But it was a warm-up suit. It wasn't made for cycling.

Were you wearing wool shorts and a wool jersey?

Yes, French made and little Italian shoes. But you had to cover up any logos. We weren't allowed to have any logos. 3M gave us each some reflective tape. We had to have it somewhere on the bike. Mine is still on the crank. I put that tape on in 1975, and it's still there.

You still have the same bike?

Yes, it's my Holdsworth. I personally visited the shop, and they measured me,

and I told them to get the bike ready and keep it for me for a year because I was going back to work. This all could have been 1972-73, but definitely before I went back in 1974.

Did they have sleeping places at the controls?

Some, because we definitely shared a bed on the way back at the last control before the end, I think—or the one before that—and they woke us up in an hour and ten minutes.

Since you already had so much experience in France, you didn't have any cultural difficulties?

Not really, and I could speak the language. I really had a great time chatting with other cyclists on the route.

Did you see many non-French riders on the ride?

A couple of Americans and some Brits.

Did you think that you were a pioneer at the time?

I just wanted to be a survivor. I was focusing on the ride at the time. Really, later, I had a sense of history, perhaps.

What's been the reaction over the years to what you did? Do people appreciate what you did?

I get, especially every four years, a

bunch of mail from people. I appreciate it. It's not a regular thing, but I get a few letters every year, emails from people, thanking me for my article and some I talk to about it.

You're happy you did PBP?

Oh, yeah. Absolutely a great experience. And I didn't do the 400. They just said, "Oh, you're an American. They don't have any rules. We're happy to have you."

So, which bike do you prefer riding? The Holdsworth or your aluminum frame bike from MIT?

Sheldon built up the aluminum bike for me and I really like it, but the Holdsworth is equipped for touring and I've ridden the Holdsworth for much longer distances. For many years I had no idea the aluminum frame played such an historical role.

You've been in academics your whole career? Is that complimentary to cycling? The discipline, does it carry over to cycling?

Well, it fits together. I was trained as a pure mathematician, and I have a passion for pure mathematics. I also helped start our college of computer science. It's sad Sheldon's not here. My kids both have jobs now as mathematicians. 🚲

Harriet's presentation on the aluminum bike frame she built at MIT was published in the *Proceedings of the 27th International Cycling History Conference*. Her frame was used by Cannondale as evidence in a lawsuit that enabled Cannondale to build aluminum frames.

Harriet was married to Sheldon Brown. Sheldon became one of the most well-known bicycle experts in the country. His legacy continues because Harriet maintains the Sheldon Brown website!

Harriet has made cycling history in various ways by being at the right place at the right time: a true pioneer. Forty-four years ago, she was one of the first Americans to finish PBP!

If you want to read Harriet's detailed article from 1991, which first appeared in the *Journal of the International Randonneurs*, it is available here: www.sheldonbrown.com/PBP1975.html

The Baker Lake 400

To the tune of Calico Pie*

BY STEVEN DEGROOT #6744

It took a while to get our legs turning smooth,
And the cold didn't go easy away,
But the fog got outdone by the warm spring sun,
And the roads are quiet, riding that time of day.

We went hard to Sultan, then the hills broke the magic
of twenty paced riders in line,
Granite Falls, Oso Strong, Darrington, Concrete,
Feeling pretty upbeat, we rolled in just before one.

Then the ride changed at Burbee, it sucked out some courage.
That hill is a troll made of stone.
It tries to defeat you, burns your legs from the inside,
and you gotta get up it alone.

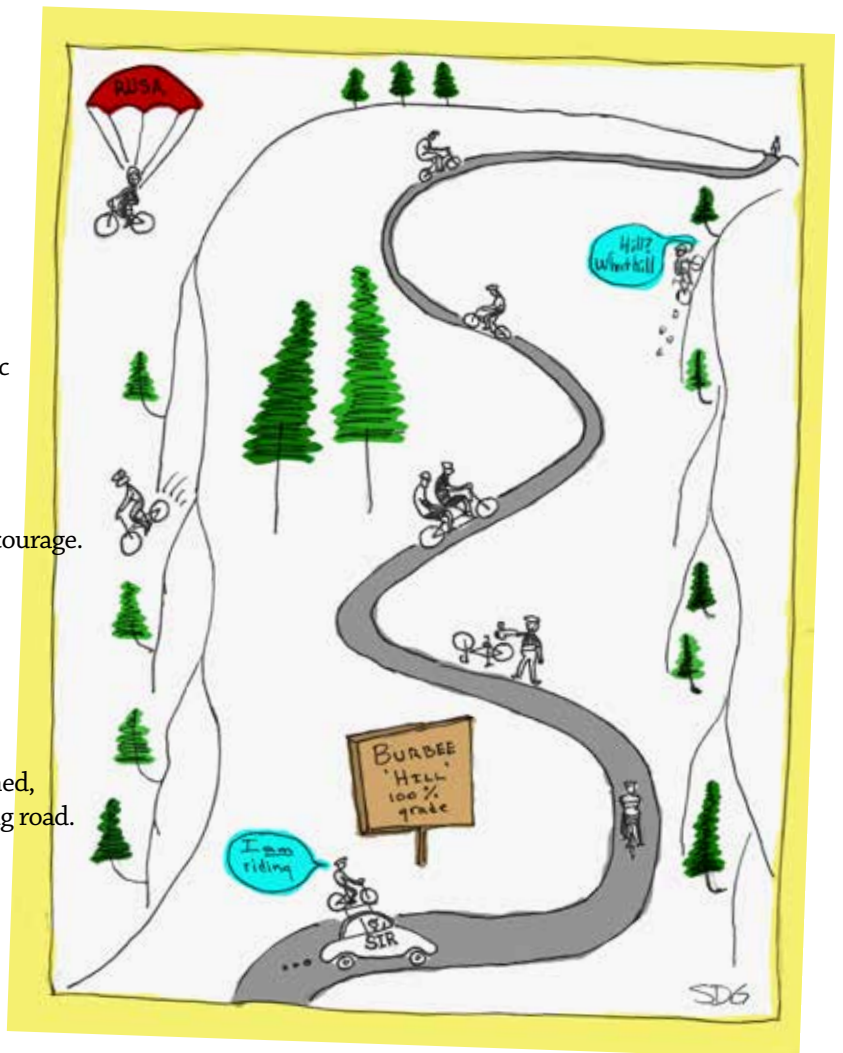
The Baker Lake Highway is a sweet twisting road,
there was food and jokes from the crew.
Filled our bottles and bellies, got our brevet cards signed,
Rode off into the wind, a Dutch hill on a down winding road.

In the west the sun set, in the east the moon rose,
just as full as a gallon of milk,
Mt. Vernon, McMurray, Nackashima, Snohomish,
that trail felt like riding on silk.

The Woodinville bumps got us back to the start,
my bike felt like a bucket of stones.
There's no feeling like it, keeping on to the finish,
mind over matter, mind over muscle and bone.

Now there's truth and there's fable, and somewhere between,
the stories get told through the years
And they get repeated on saddle, at table,
inflated by 2 or 3 beers.

I'm not gonna kid you, it's hard to describe
why we do what we do when we spin
It turns a few miles into an epic adventure,
a new tall tale, and strangers into new friends.



* Song version available on YouTube: <https://youtu.be/1yO1BmU3qvK>

Musings of the Ancient Randonneur: Part Two

BY DAVID BUZZEE RUSA #14

Following is the second of four articles in a series by David Buzzee.

I had finished my first 200km brevet. The weather had been unusually cold, even for the early date. Finishing the ride was a challenge and I was proud of persevering against the wind and cold. I had followed the suggestion of the Ancient Randonneur and accepted the weather as part of the day's offering, no complaints on my part.

On Tuesday following the ride I went for my regular cup of Italian roast at the Jitter Joint. In truth I wanted to tell the Ancient Randonneur how hard the ride was and how I had stuck with it. He was just buying his drink when I walked in. We greeted each other and sat down. Even as he was cooling his coffee, I began telling him about the challenging conditions and how I kept going despite being cold and tired from the wind. As he listened a small smile wrinkled his face.

"So you think that was an epic ride and that you showed remarkable perseverance," he said. "It was hard," I replied. "Several riders dropped out but I kept going. It was really very hard. Yes, it was epic." He looked at me for a few seconds; his smile faded. I wondered what insight he might offer. Although he sometimes talked in riddles I knew that he would offer perspective on my epic ride.

"On a ride last winter I rode my bike 145 miles on a day which started at 19 degrees and ended at 17 degrees. The wind was brisk, from the NW at

10-15 mph. At these temperatures the liquid crystal display in my old GPS was no longer crystalline and the screen went blank. My GPS did not indicate the turns, but I knew I could fall back on the cue sheet. However, cold riding causes my left eye to tear



Recovering from PBP 2015 in Venice.

—PHOTO LUCY BUZZEE

up; if it is cold enough the tears freeze over, leaving me one-eyed. That's okay; for much of his life the Cyclops Polyphemus did pretty well despite his anger management issues. But riding west from Cirdeville, both eyes began to blur. Although the day was sunny and clear, I had trouble reading cues and road signs.

"I rode on auto-pilot but made some wrong turns. At one T-intersection, in near desperation I called the route owner to ask for directions. On this particular weekday there was no answer. When my call rolled to voice mail I left a brief message about my loss of direction, then turned to the right. My alternatives were limited. Either stand by the roadside or choose a turn and ride on. One way led to Mt Sterling, the other way (I learned) led nowhere. Well, although my speed dropped in the cold, I still had some time in hand. I made a second wrong choice a few kilometers later and arrived in Mt. Sterling just a few minutes ahead of the control closing. Others who have ridden this permanent know that the next leg to Mechanicsburg is unprotected from the wind, and I was very cold.

"Sometimes a retreat is advisable in the name of self-preservation. With increasingly blurred vision, a dropping temperature, and a short clock I looked for a benevolent soul with a pickup truck to get me back home. I asked several people; all had a reason why they were unable to help. So I trudged on, just making the time limit in Mechanicsburg. I did not linger long—the temperature was dropping with the sun, and I feared trying to find

my way in the dark with bad vision. As the sky grew darker I recalled more of the route from previous rides. Perhaps the sense of risk sharpened my mental processes. Wrong turns no longer were a problem. The problem became one of seeing the edge of the road, and eventually seeing anything at all besides lights of oncoming vehicles.

"I was relieved when I reached the outer limits of town, where most streets were lighted. Every light was surrounded by a large blue-green aura, a symptom of my impaired vision. I continued with caution. I finished well after dark with an official time of 13H01M."

I exclaimed, "Now that really was an epic ride, to keep going despite the cold wind and your loss of eyesight. Almost heroic."

He said, "I don't make myself clear. We often mistake unusual persistence for extraordinary effort, to make necessity into something epic. In fact, isn't what we call perseverance

When my call rolled to voice mail I left a brief message about my loss of direction, then turned to the right. My alternatives were limited.

often nothing more than finding no attractive alternatives to our current action? We sometimes must do difficult things. On this ride, the most attractive alternative among the options was to continue the ride. Don't think about epic rides. Think about doing what is best and take action. The passage of time and the perspective which that provides will let you and others decide what is epic."

I half-listened as he said goodbye, then thought again about my "epic" 200. The Ancient Randonneur had put the ride into a perspective I hadn't considered. And I became more proud of making and following a decision to

complete the ride than I was of having done something "epic."

Post-ride author comment: after this ride my eyes were painful and swollen. My symptoms were due to corneal abrasions, a consequence of the cold dry wind and the corrosive effect of blown snow particles and dust. I took NSAIDs and went to bed. In the morning I was able to read large print in subdued light. Within a week my eyes were fully recovered. With abrasions, medical advice is to not ride for several days. Looking back, I agree with the judgment of those more sage than I: a medal or certificate is not worth jeopardizing your health. 🚲



Saddlebags, Handlebar Bags, Panniers, & Reflective Gear

Designed by Emily O'Brien (RUSA 3597) & made in the USA.



Remembering an American Randonneur

BY ROB HAWKS

When we take the deep dive into randonneuring, it is often because we have followed a good friend into this comfy little niche within cycling. Alternatively, we may stumble on the sport on our own, and find someone with a personality that helps us feel at home, confirming that we have found the right place. Those people are welcoming and willing to share stories, knowledge and a passion for cycling that helps set the hook deep and fosters our own randonneuring passion.

In 2004, I followed my friend Bruce Berg into the world of randonneuring. I knew him from a local recreational cycling club I was a member of. Bruce had joined the club in the late 1990s, and he quickly progressed from doing just long club rides to becoming a familiar face on the robust Double Century circuit in California, participating in some of the most difficult 200-mile rides in the state. Bruce and I would often carpool to some of the longer club rides and I'd see him at the start of double centuries, but in 2003 he was showing up less often to those events. Later in the summer I found out why: he was preparing to ride Paris-Brest-Paris. At the end of 2003 and beginning of 2004, I listened intently to his stories of riding PBP in 2003 and all the qualifiers that got him there.

Bruce, Linda, and James.

—PHOTO BILL MONSEN

In 2004, the San Francisco Randonneurs hosted the Flèche NorCal and a spot opened up on Bruce's team. I had heard so many stories about this event that I eagerly joined the flèche team. It was no surprise that Bruce's

standing within the Northern California randonneuring community was the same as his standing in our other recreational cycling club: Bruce was welcoming, open, knowledgeable, and well regarded as a cyclist, mentor and contributor. Brevets, especially the flèche team event, give ample time to spend with other riders. I always wanted to be on the brevets Bruce rode, and on those brevets I could see the impact he had on so many other riders.

On these long brevets, I would find out much more about Bruce. Over time I learned about the genesis of the mentoring nature of his character. Early in life, he lost his father and during that time he endured the ridicule of an insensitive first grade teacher who was clueless about learning issues such as dyslexia. Instead of taking that teacher as his role model, he found other teachers and administrators that wouldn't give up and found the





learning modes that would click for him. Because of this, by the time Bruce reached early adulthood he had become a keen observer, avid learner, and a confident man.

During a time when traditional gender roles prevailed, Bruce engaged in non-cycling activities that ranged from knitting his own sweaters, making his own rock climbing clothes and using that gear on long and challenging forays deep into the back country, to baking pies that were as artful as they were delicious, to taking an active role in raising an intelligent, accomplished son and designing and building the home his son grew up in. Bruce never hesitated to encourage and support the women he knew who wanted to participate in things generally thought of as the province of men only.

Bruce completed several 1200km events in the US, such as the Gold Rush Randonnée and the Last Chance 1200. In 2007 he returned to France for his second PBP. Well known for being an extremely difficult edition of PBP, Bruce completed it with seeming ease, despite the near constant rain and finding out

at the start control that his generator hub was just not working. Without drama, Bruce put plan B into action and rode with his back up systems. That year he was inducted into the California Triple Crown Hall of Fame for having completed fifty double centuries. A friend had referred to Bruce's abilities on the bike as his "cycling superpowers." In the later years of Bruce's cycling life, those super powers began to fade a little. I had known of the tremor he had in his hands, which worsened the more fatigued he became. One never knew if it bothered him though, as he would never complain about it.

2010 was the last year Bruce rode any brevet longer than a 400km and 2011 was the last year he rode his

Riding along the coast.

—PHOTO ROB HAWKS

favorite randonneuring event, the *flèche*. Other health issues began to compete for his deep well of strength and in 2012 he rode the last of his randonneuring rides. We continued to ride together though and had an informal cycling calendar where most Thursdays we'd ride across Marin out to the shores of Tomales Bay for clam chowder, a beer and conversation. On the last of those rides, his enjoyment of riding was unfazed, but a blood disease had diminished the ability to deliver oxygen to his muscles and even a modest incline would slow him considerably.

Brevets, especially the *flèche* team event, give ample time to spend with other riders. I always wanted to be on the brevets Bruce rode, and on those brevets I could see the impact he had on so many other riders.

A number of randonneurs who came to our sport during this time knew of Bruce as a constant and familiar volunteer on many of our events. Bruce was the organizer of our flèche event for several years, and always raised his hand to help out at some distant control at a late hour, or when some issue would come up very late and we'd have to scramble to adjust. He served several terms as both Vice President and President of the Grizzly Peak Cyclists and was a major volunteer for that club's signature century ride. As well as completing sixty-six double centuries with the California Triple Crown group, he volunteered numerous times for them, again picking some of the most remote locations to offer support. For the San Francisco Randonneurs (SFR) and for other Northern California randonneuring regions, Bruce was a vital source of support. When Bruce began riding with SFR, the region might have had as few as eight RUSA members in a PBP year. As a result of his support, in 2018 the region grew to have well over four hundred RUSA members and the club was able to host thirty events over the year.

In early 2017, Bruce was selected by the RUSA Board to be the recipient



The feast at ride's end.

— PHOTO ZACH KAPLAN

of the American Randonneur of the year award; you can read about this in the Spring 2017 issue of *American Randonneur* (online at https://rusa.org/Download/nl/AR_Spring_2017.pdf). Working surreptitiously with his wife and son to arrange for them to be present when he was volunteering at the start of one of our winter brevets, we surprised Bruce with the presentation of the award. He thought the introduction was for someone else!

In the summer of 2018, as the blood disease progressed, Bruce had to move to Palo Alto to be closer to the medical facilities that would manage his chemo treatment and bone marrow

transplant. He and his wife spent one hundred days in a rented apartment during this time. The only thing Bruce took with him to 'furnish' that apartment was the American Randonneur award he had been given. It meant that much to him.

In late December of 2018, we lost Bruce when his illness finally took the upper hand. Personally, this loss has had a huge impact on me, but the memory of him leading a pace line over climbs at 2:00am, of driving a support car all over a 1000km brevet route, of greeting riders at windswept and remote turnaround controls on the edge of the Pacific Ocean, of offering simple camaraderie to a brand new randonneur on a tough ride, of hosting out-of-state riders who had come to join SFR for a ride at his home, and of creating routes that have become signature favorites for the San Francisco Region, will persist. These memories will continue to inspire me to give back to the randonneuring community, even if I fall short of matching his example. Bonne route, mon ami. 🚴

David negotiates a purchase inside Tomales Bakery as Bruce enjoys the conversation.

— PHOTO ROB HAWKS



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Under Review BY GEORGE SWAIN

Have you ever wondered what it would be like to race with a professional cycling team? With a team bus to drive you to the start of every event? With soigneurs to attend to your every physical need between stages? With delicious gourmet farm-to-table banquets set up for you each night? With a squad of domestiques to carry your water bottles and pull you through windy stages? With team mechanics to hand you fresh bicycles and parts on the spot following any trouble you may encounter? Well, two films out this past year provide the opportunity to look under the hood of a contemporary professional cycling team to see what it might be like.

All for One is the delightful and engaging origin story of the Orica-Scott racing team. (This team was originally named Orica-Greenedge and now is Mitchelton-Scott.) Filmed and produced by Dan Jones, the team's onboard filmmaker and publicist, *All for One* takes the team's virally successful YouTube series "Backstage Pass" (now at over 500 episodes!) to the next level and introduces the team to a broader

audience. Formed in 2011, Orica-Greenedge was the brainchild of Australian businessman Gerry Ryan, who felt the world needed an international UCI WorldTeam with decidedly Australian DNA. He hired sports directors Neil Stephens and Matthew White to lead the effort as well as strong Aussie riders such as Luke Durbridge and Simon Gerrans.

The film follows the team's evolution over the 2012-2017 cycling seasons, focusing on such riders as Columbian rookie Esteban Chavez and Australian veteran domestique Matthew Hayman. The intertwined stories of these two riders illustrate important issues faced by all professional cyclists: team dynamics, sacrifice, training, tactics, injury, and recovery as well as personal loss and triumph. For instance, Chavez rises from what might have been a career-ending crash (for which he must undergo experimental surgery) to become a solid GC contender. Hayman, on the other hand, shows



how a talented and dedicated cyclist made a career out of supporting others while also achieving a few personal victories along the way.

Told from a different perspective and presented in a different style, *Eat. Race. Win.* is a six-episode series that also follows the Orica-Scott team, this time through the 2017 Tour de France from the point of view of chef Hannah Grant and other members of the Orica-Scott entourage. It's not a film about food alone, however, featuring interviews with journalists and racers, footage of the race itself, and views from the team car. As a result, viewers are treated to a uniquely three-dimensional perspective on professional cycling that is equal parts racing, strategy, and support. Orica-Scott's primary goal during the 2017 Tour is to make sure that Simon Yates claims, holds, and eventually wins the white jersey given to the young rider with the overall lowest time. This goal provides a strong narrative thread throughout the series.

In each episode, Hannah and her crew source natural and organic products all over the French countryside while racers simultaneously battle it out on the course. Hannah clearly knows her way around a food truck but tends to speak with an unsubstantiated tone

All for One (2018)

DIRECTORS: DAN JONES AND MARCUS COBBLEDICK

Gravitas Ventures, 103 minutes

Eat. Race. Win. (2018)

AMAZON STUDIOS

six 30-minute episodes

of authority. While her confidence is infectious, viewers may question the accuracy of some of her claims about the physiological impact of food on the rider. The voices of sports scientists and nutritionists in the film would go far to bolster this chef's assertions about the food she is cooking.

My larger gripe with both of these films, though, is that they present such a cheery and wholesome perspective on the pro peloton that it is possible to forget that doping and cheating have been endemic to the sport for years. None of the history or controversy surrounding individuals in particular or doping in general is mentioned in either of these films. This omission has the impact of creating a sort of parallel universe where riders who simply eat farm-to-table delicacies and get to bed early find themselves at the top of the podium in Paris.

Although Orica-Scott has maintained strict anti-doping policies since its founding, the team came under scrutiny when sports director Matt White admitted to doping throughout his own cycling career as a member of Lance Armstrong's US Postal squad and beyond. Additionally, fellow sports

director Neil Stephens's pro cycling career ended in 1998 when he was caught up in the Festina Affair following extensive EPO usage. More recently, team rider Simon Yates was banned for most of a season following a positive blood test based on a prescription drug the team failed to officially disclose.

Graduate students of history periodically encounter texts described as "hagiographies," books written by authors so enamored of their subjects as to be worthless. While these two films have such tendencies, they are not at all without value. As long as the viewer acknowledges that there is likely a whole lot of unflattering stuff happening right off camera, the films add a fascinating dimension to our understanding of the pro cycling circuit often obscured to fans. Analysis aside, these films, much like the team they portray, are also just great fun to watch. I'm not sure if I will ever view the pro peloton in quite the same way again. Both films are currently available to stream on Amazon and should appeal to cyclists and non-cyclists alike. They may, in fact, make for perfect viewing on a Tour rest day this July as you pack for Paris-Brest-Paris. 🚲



Randonneur

BY IRON RIDER



Ride like a child.
Without limits
Without doubt

Fearless.

Ride without effort.
Dance down the road
Present in the moment

Joyful.

Ride together.
Moving in unity
Approaching perfection

Transcendent.

Reprinted with permission.
The poem appears in
eprider.blogspot.com

(top) Out on the rando playground.

— PHOTO MARY GERSEMA

Tour de Tasmanie GT Series

BY MARK THOMAS

The challenge: Complete a full brevet series in just nine days. With hills. On the other side of the world.

In February 2019, Audax Australia offered a brevet series in Tasmania. The format would be a Gran Turismo Super Randonnée Series. Riders would complete a 200km, a 300km, a 400km, and a 600km over a nine-day period. An Audax Australia tradition, a GT Series provides a full 1500km randonneur experience and a scenic tour—all rolled into one.

With nearly 18,000 meters (60,000 feet) of climbing over the four brevets, the Tour de Tasmanie GT promised to be difficult as well as scenic. And here I was, coming off a year that featured a four-month injury layoff as well as my first 1200km DNF in seventeen years. Did I mention that the event happened to land squarely in the middle of a winter that was remarkably light on riding?

No wonder my apprehension meter registered squarely in the red—and especially for the 600km final brevet. I had covered that 600km route in 2014 as part of a 1200km Grand Randonnée. I had taken forty-seven hours to cover

that distance, which had 8300m of climbing—nearing SR600 territory. No wonder the normal 40-hour time limit daunted me. On the brighter side, the roster of volunteers promised a well-organized and well-supported event and the roster of riders promised excellent riding company. Ten riders from the Northern Hemisphere seeking early PBP qualifiers and refuge from the winter weather joined fifteen Australian riders.

RUSA members included Rick Blacker and Fred Blasdel from Washington, David Litt from Japan, Grant McAlister and Kevin Salyer from California, Robert Newcomer from Georgia, Catherine Sherk from Colorado, and me. I knew about a dozen riders from other events and was delighted at



Guarding the bikes.

—PHOTO CATHERINE SHENK





Another climb (top)!
—PHOTO ROBERT NEWCOMER

the prospect of riding with them again.

After an anxiety-inducing episode of lost luggage (bike), a boat trip to the renowned MONA (Museum of Old and New Art), and a pub visit or two, the event briefing on Saturday night provided an opportunity to meet the organizers, volunteers, and fellow riders before the brevets started.

Saturday's 200km brought us out of Hobart and over the tall Tasman Bridge. The hilly first eighty kilometers contained more than half of the day's climbing and delivered us to the coast and the first control at Orford.

On the way to the second control, we enjoyed a very gentle ride around the bay. Along the way it occurred to us that one of the great benefits of this GT format, especially when compared to riding a 1200km, is that during the shorter brevets, there is no cause to hurry—no time to be “banked” for later in the ride and no worries about sleep. We would have rest days between the events. Unhurried and unstressed, we enjoyed a leisurely stop and lunch

at the control before tackling the end of the ride on the scenic Freycinet peninsula. With cruelty that only a randonneur could deliver, the route took us past both our sleep motel AND the 200km mark before taking us up a 20-25% hill. Words were muttered. The views from the lighthouse finish eased some of the pain.

After a rest day that included a bike trip to a marine farm and restaurant, a visit to Wineglass Bay (“the second most beautiful beach in Australia”), or just some lazing around, we set out Tuesday on a detoured 300km. The GT series featured excellent weather, but Tasmania had recently experienced record heat and bush fires. Then a spell of cold weather brought rare summertime snow. Cleanup from the fires diverted us from the Central Plateau and the infamous Poatina climb, but the new route retained enough climbing (3200m), and no refunds were requested.

The finish and the next rest day were in the quiet town of Deloraine, where Fred spotted a platypus in the



Rick Blacker and some rando control advice.
—PHOTO MARK THOMAS

river. That sight eluded most of the rest of us, perhaps because we were eating and drinking instead.

The 400km route took us back to the east coast as part of a loop around the northeastern part of Tasmania and then headed back to Launceston, Tasmania's second largest city (fewer than 100,000 residents). A picnic control at Scamander on the coast was soon followed by a hilly (2800m)

Lighthouse views at end of 200k with Catherine Shenk.

—PHOTO MARK THOMAS



last half of the ride, including the day's longest climb—500 meters over Weldborough Pass to a welcome tavern stop in Weldborough. I will freely admit to being worn out when arriving in Launceston after 2:00am and being grateful for the nearly two days off that we would have in Launceston before

beginning the daunting 600km.

Although I opted out, many of the riders spent one of the rest days at the nearby Evandale Village Fair and National Penny Farthing races, likely featuring riders even nuttier than randonneurs. A short hike to the nearby Cataract Gorge and a few brewpubs served just fine to distract me from thinking about the 600km to come.

The 600km proved to be both spectacular and challenging, as expected. 340km took us to our overnight in Queenstown, up past the highest point of the week near Cradle Mountain and down past Strahan on the west coast. In contrast with my 1200km experience in the area, the west coast did not treat the GT riders to gully-washing rains; indeed, the day's weather was delightful.



Bikes waiting for hungry riders.

—PHOTO CATHERINE SHENK

Bakery Control 300k.

—PHOTO DAVID LITT



Sun and beautiful scenery made the riding in Tasmania a fantastic experience.

—PHOTO CATHERINE SHENK

After a sleep stop at 340km, we undertook the 85km climb to Derwent Bridge, the last control before the finish. The predawn temperatures were barely above freezing and the climbs were relentless, but eventually we arrived at the Hungry Wombat cafe—in my case, just twenty-nine minutes before the control closed. I can't speak for the area's wombats, but the randonneurs were clearly hungry. Most sat down for large, time-consuming breakfasts. (An aside: I saw no live wombats, but dead ones were among the roadway carnage that has earned Tasmania the title of "roadkill capital of the world," a dubious distinction to be sure.)

After our meals, the morning cold was soon a distant memory as temperatures in the Derwent Valley approached 35C (95F) and baked us on the "downhill" to a celebratory beer in Hobart. (The ride from the Hungry



Wombat comprised 1900m up and 2600m down for a net elevation loss of 700m.)

The RUSA team enjoyed great success, as did the other riders. The 200km, 300km, and 400km each had 100% finish rates. The 600km claimed four DNFs (one from RUSA), most due

to mechanical problems as 1500km of riding took its toll on equipment as well as riders.

Most of the riders and volunteers met for breakfast the next day to carry on the rando tradition of "talking about how great we are." A big thanks to organizer Andrew Johnson, to all the volunteers, to Catherine, Kevin, and Rick with whom I shared most of the 1500 kilometers, and to the other riders who helped make a great collection of memories. 🚲



Unsealed road on the 200k with (l-r) Jan-Erik Jensen (Sweden), Rus Hamilton (Australia), Rick Blacker (US), and Robert Newcomer (US).

—PHOTO CATHERINE SHENK

Selfie with Tara Horner at the end of the very tough 600km.

—PHOTO CATHERINE SHENK



Honoring Family, Friends—And Framebuilders—At PBP

Heading to PBP? Whether you are a first-timer or a seasoned veteran, you're about to have a transformative moment in your cycling career. In just a few weeks you'll get to spend three or four days with 6,000 of your closest friends. There is simply no better way to celebrate our sport.

Please remember that “friendly camaraderie, not competition, is the hallmark of randonneuring,” and as you head to France, keep your eyes and ears open. You never know when and where you'll make new friends. Meantime, the quiet moments of your ride will provide time to reflect on family and old friends, even those who are with us in spirit only.

Riding Buddies And Qualifying Rides

My qualifying rides of 2019 were often shared with friends who had PBP in their sights. We rode a 600km on March 9-10, and anticipation about our upcoming ride was almost palpable. Not surprisingly, we shared sweet PBP memories. We talked about a lengthy meal in Carhaix. We talked about the pictures we took on the bridge near Brest. We talked about the tailwind that pushed us up Le Roc.

Yes, we talked and talked about old PBPs. Until riding buddy John Morris pulled the proverbial rabbit out of his hat and snapped us back to present day.

John is an accomplished rider, but he said he'd only found time for a 200km in 2018. He was bummed for a while, he said, because he wasn't sure if any pre-registration slots would be left. Then John said he heard the good news: pre-registration would indeed be available for 200km riders. The remaining slots would be up for grabs on March 10 precisely at 7:00pm.

Adrian Hands at celebratory dinner after PBP03.

—PHOTO MIKE DAYTON

But now John faced a new problem: when the pre-registration window opened, he would still be on his 600km qualifying ride. The appointed hour arrived just as he reached the Locust control, about thirty miles or so from the finish. As we downed snacks and cold drinks, John pulled out his smartphone and..... Success! Right then and there, he signed up for the August event. High-fives all round! We could now put away those past PBPs and dream about the event we'd soon be riding in France!

Faces in Odd Places

Randonneuring friendships sometimes begin at the oddest times and in the oddest places. One example: my beautiful wife and I stayed in Paris for the 2003 PBP, and during our visit we toured the Picasso museum. As we strolled through the galleries, I noticed a fellow who appeared to be a US rider. I struck up a conversation with him for a few minutes before we parted ways. As it turned out, he happened to be Mark Thomas, an accomplished American randonneur. We have since become riding buddies and together have tackled 1200kms around the world. I want to thank Mark for passing along an amusing tradition: he says whenever friends finish a challenging randonné together, they should sit down for a celebratory dinner—and talk about how great they are.

The camaraderie at PBP can help form deep and lasting friendships. A year after my 2003 finish, I was invited to join a local flèche unit, named Team Flèche Wound. Three riders on that team—Greg Schild, John D'Elia and





Richard Lawrence at a RUSA event.

—PHOTO MIKE DAYTON

(Capn) John Ende—had bonded while riding as a group in PBP 2003. The 2004 ride gave all of us a chance to relive our PBP experiences. I captured our wild adventures in the May 2004 issue of *American Randonneur*: Team Fleche Wound: A Sprint To The Finish.¹

Capn and I have since toured the world together in search of various randonnées. Our goal has always been to finish those rides, never mind that a physical challenge might stand in the way. During PBP 2007, Capn fell ill with a nasty little kidney stone. He literally spent hours in a French hospital while dealing with a full-blown medical emergency. Somehow Capn managed to survive that ordeal and complete the event. Read his riveting account, *Danger in Dingé*,² in the November 2007 issue of *American Randonneur*.

Honoring Old Friends

As I ride PBP this year, I'll find time to quietly honor my cycling buddies who have passed on. Adrian Hands is one of those dear friends. Adrian successfully completed PBP in 2003. Adrian was the kind of rider who focused on the journey as his destination, and PBP was no exception. His write-up of that experience is an entertaining read and can be found online.³

Sadly, Adrian died in 2011 of ALS. Before Adrian passed, Capn Ende

launched the Adrian Hands Society in his honor. The society has drawn members from around the world. "We now have 151 members from eighteen different countries and a total of 65 international members," says Capn Ende. "Forty-three percent of our members ride for a country other than the US!"

According to its website, "The Société Adrian Hands recognizes those randonneurs and randonneuses who believe that every ride should be enjoyed to its fullest. Membership is not for the fleetest of foot but for those that savor every moment of the journey, often using the full allotment of allowed time."

The society recognizes riders who meet or exceed Adrian's 2003 PBP finish time of 88:55. This year, a group of friends, including Mark and Capn, will ride with that mark as their goal. Coincidentally, Mark could become the first AHS member who also happens to be a member of the Charly Miller Society. Charly Miller of Chicago was the first American to ride Paris-Brest-Paris. He finished in the speedy time of 56 hours, 40 minutes, and La Société Charly Miller recognizes American riders who equal or surpass that mark. See

the RUSA website for more information about the Charly Miller Society.⁴

Thanking Our Cycling Community

I'll head to France with my loving wife, my son and his wife. I'll also have the love and support of my friends and my cycling community back in the States. As I ride the roads from Paris to Brest and back, I'll quietly thank them all for their help. I started that personal tradition at my first PBP.

Flash back to the 1970s, when I tried my hand at journalism school. It didn't stick, but it gave me a chance to combine class homework with my budding love of cycling. Each student was told to write a feature story about an interesting person. I chose a fellow named McLean Fonvielle, who just happened to be a framebuilder living nearby. I hopped on my bike and headed out to do the interview.

McLean was working on a Silk Hope frame on the day I dropped in. (McLean named his bikes "Silk Hope" after a small mill town near his workshop.) Thanks to the Internet, you can read a story I wrote years ago for a journalism class.⁵ McLean died at the age of 29, which was the cycling community's great loss. You can also read more about McLean Fonvielle online.⁶ I met McLean just that one brief time, but that meeting—and the frames he built that I later saw—left me with an indelible impression of his devotion to cycling and his craft.

Now fast forward to 2003. I was in my second year of randonneuring, and I was overjoyed to be going to France. I understood that PBP was a milestone

Randonneuring friendships sometimes begin at the oddest times and in the oddest places.



Richard Lawrence's Silk Hope.

—PHOTO MIKE DAYTON

Mike Dayton and his Silk Hope at 2003 PBP.

—PHOTO MIKE DAYTON



in my cycling career. Everything—and I mean everything—mattered, right down to the bike I rode. I had never owned a Silk Hope, but I searched online and found a used burgundy one. And that was the bike I used to successfully ride my first PBP. I know McLean would have been pleased.

The Silk Hope story does not end there. Over the years I was able to collect several models. One Silk Hope that I acquired was a touch too big for me, so I passed it along to Richard Lawrence, a Tar Heel rider who was a little taller than I was. Richard was a tireless rider. Well into his 80s he continued logging thousands of miles on the Silk Hope and his other bikes.

Richard embraced the sport of randonneuring with a passion. So, too, did his family. In 1991, PBP's 100th anniversary, Richard rode PBP with

his sons Tom and Joel. A former RUSA RBA, Richard organized yearly events and also opened up his home to fellow riders. In fact, the flèche team I mentioned above finished the 24-hour event at Richard's house. Afterwards, we feasted on eggs and pancakes. And I'm fairly certain we talked about how great we were. Richard passed away this March. He will be sorely missed, but I know he'll be with us in spirit at PBP.

Printed below are Richard's "5 tips for riding PBP." Richard's pointers, as insightful now as when published in the May 2007 *American Randonneur*, are worth studying.

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

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

3. First Meal Out. The first food stop out is Mortagne-au-Perche (at about 73 miles), but do not stop as it will be jammed with riders waiting to eat. Bring enough food with you to keep going. If you stop you will probably lose a good hour's time. This place is not a control checkpoint on the way out, only on the way back to Paris.

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

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

Here's hoping our smiling faces meet in France. And remember: when we cross the finish line, we'll celebrate over dinner. And talk about how great we are. 🚲



Capn Ende (left) and Mark Thomas modeling Les Societe Adrian Hands t-shirts.

—PHOTO MIKE DAYTON

¹ <https://rusa.org/newsletter/07-02-12.html>

² <https://rusa.org/newsletter/10-04-22.html>

³ <https://cycling.ahands.org/pbp2003/fini.html>

⁴ <https://rusa.org/pages/CharlyMiller>

⁵ http://www.classicrendezvous.com/USA/McLean/article_M-Dayton.htm

⁶ http://www.classicrendezvous.com/USA/McLean_main.htm

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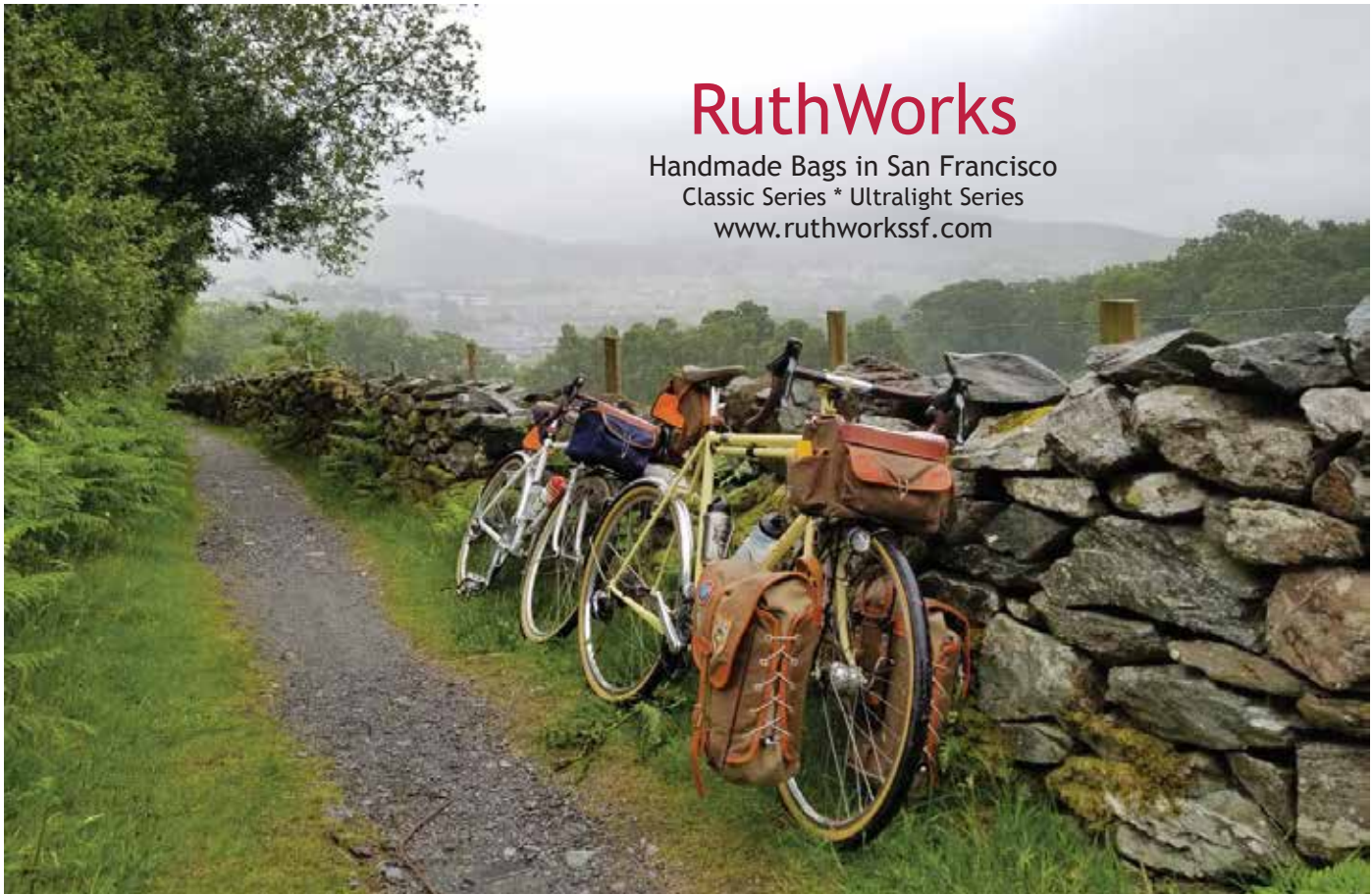


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13110	Parker, Philip	Calgary	AB	13161	Encarnacion, E K	Bloomfield	CT	13210	Fulton, Richard	Whitman	MA
13139	Knapp, Gunnar	Anchorage	AK	13167	Dinan, Robert Benjamin	Branford	CT	13258	Badger, Candy S	Winnipeg	MB
13138	Knapp, Alice	Anchorage	AK	13252	Wlochowski, Jacob M	Ivoryton	CT	13122	Langer, Greg	Germantown	MD
13271	Evans, Daniel F	Jber	AK	13171	McAnaney, Adam F	Weatogue	CT	13212	Fitzmaurice, John	Hyattsville	MD
13267	Corlis, Bruce A	Kenai	AK	13186	Ostrowski, Ted	West Hartford	CT	13235	Wallag-Muno, Steven	Ann Arbor	MI
13256	Walker, J Dorman	Montgomery	AL	13178	Ashton, David Charles	Westport	CT	13152	Samples, Jill E	Clinton Township	MI
13151	Herron, Mark Dayton	Montgomery	AL	13101	Parnell, Scot H	Westport	CT	13255	Renny, Alex	Detroit	MI
13204	Waller, Gordon John	Phoenix	AZ	13169	Wallace, Aaron	Wilmington	DE	13176	Ugboma, Stella	Grand Rapids	MI
13269	Lui, Ka Ho	Burnaby	BC	13273	Lakos, Ed Lee	Delray Beach	FL	13175	Pfeiffer, Herbert A	Harrison Township	MI
13104	van Wersch, Paul	Garden Bay	BC	13095	Springer, Jacob	Elkton	FL	13233	Hanson, James	Lincoln Park	MI
13135	Bilinski, Jacques	Vancouver	BC	13094	Springer, Fred	Elkton	FL	13262	Magin, Kevin D	North Muskegon	MI
13182	Cesar, Carlos Eduardo Sikorski Cerqueira	Piedade SP	BR	13192	Nester, Nathan W	Land o lakes	FL	13268	Foley, Frank	Portage	MI
13253	Williams, Melanie	Arcata	CA	13098	Allen, Jacob	Lutz	FL	13193	Gasevski, Dragi	West Bloomfield	MI
13188	Livick, Rob	Atascadero	CA	13213	Razzell, Tony	Oviedo	FL	13129	Wogaman, Stephen	West Bloomfield Township	MI
13105	Sherman, James P.	Auburn	CA	13132	Hibbins, Dennis	Port Richey	FL	13199	Gifford, Andrew G	Saint Paul	MN
13227	Kebler, Sharon K	Chino Hills	CA	13240	Mills, Chevelle	Tampa	FL	13116	Malaker, Michael	Kansas City	MO
13196	Williams Jr, Robert Owen	Dana Point	CA	13194	Tynes, Sarah	Decatur	GA	13127	Cribbs, Heather A	Nixa	MO
13166	Huerta, Teri	Davis	CA	13236	Niesen, Rhys Aron Scott May	Easthampton	GA	13149	Hunton, Lance	Springfield	MO
13100	Tchobanoglous, Kati	Emeryville	CA	13217	Green, Michael W	Fort Benning	GA	13146	Bowers, Phillip	Springfield	MO
13099	House, Eric	Emeryville	CA	13181	Jungers, Tony	Boyden	IA	13126	Bowers, Phil	Springfield	MO
13093	Martin, John R	Fremont	CA	13112	Rico, Frank	Berwyn	IL	13111	McIlquham, Marguerite K	Springfield	MO
13134	Chrisman, Samuel Bard	Larkspur	CA	13246	Laud, Raj	Chicago	IL	13201	Hentz, Kurt A	St. Louis	MO
13106	Trowbridge, Todd	Los Altos	CA	13148	Roback, Bradley	Chicago	IL	13102	Dixon, Dru	West Plains	MO
13142	Ho, F	Los Gatos	CA	13120	Judy, Chuck	Chicago	IL	13242	Platts, Larry W	Helena	MT
13272	Ray, Remi	Oakland	CA	13208	Hughes, Samuel L	Decatur	IL	13187	San Diego, Jeffrey E	Raleigh	NC
13107	Chan, Wai-Yin Stephen	Oakland	CA	13117	Kling, Samuel	Evanston	IL	13203	Smith, Damian	Nashua	NH
13103	Stein, Diane	Oxnard	CA	13249	Maag, Kevin E	Gurnee	IL	13109	Linden, Matthew Michael	Atco	NJ
13125	Knight, T J	Pasadena	CA	13154	Tesar, Robert Alan	Lake Bluff	IL	13261	Robidas, Megan	Bordentown	NJ
13144	Pernice, Bianca A	Ripon	CA	13115	Trier, Roger O	Palatine	IL	13260	Miner, Elias	Bordentown	NJ
13143	Pernice, Curt N	Ripon	CA	13197	Shipp, Alexander B	Poplar Grove	IL	13231	Ropka, C R	Cherry Hill	NJ
13113	Sellers, Debra	San Anselmo	CA	13241	Vitell, Matthew E	Rockford	IL	13230	Ropka, J L	Cherry Hill	NJ
13277	Scanlan, James M	San Francisco	CA	13198	Heyen, Marty	Wheaton	IL	13130	Zaman, Mohammad	Jersey City	NJ
13244	Perrie III, Joseph A	San Francisco	CA	13191	Tiberi, Ted	Wheaton	IL	13156	Knight, Julian	Montclair	NJ
13114	French, Elias	San Francisco	CA	13184	Boyd, Johnathan C	Carmel	IN	13220	Roberts, Jim	Red Bank	NJ
13141	Otsuka, Keisuke	San Jose	CA	13243	Rada, Mark Z	Kokomo	IN	13270	McDonnell, Edward A	Summit	NJ
13189	Braithwaite, Gregory H.	Santa Cruz	CA	13216	Enyart, Brian	Russiaville	IN	13259	Opperman VII, Chuck	Weshampton	NJ
13097	Pederson, Eric James	Santa Cruz	CA	13239	Furukubo, Susumu	Kyoto	JP	13165	Dougherty, Eugene	Los Alamos	NM
13206	Quinn, John M	Santa Rosa	CA	13251	Jones, Janae A	Manhattan	KS	13164	Dougherty, Lisa	Los Alamos	NM
13108	Gregory, Kevin B.	Sunnyvale	CA	13250	Baker, Nancy J	Manhattan	KS	13183	Mallea, Nikane X	Reno	NV
13145	Wear, Suzanne Lily	Colorado Springs	CO	13172	Dannelongue, Herve H	Arlington	MA	13153	Reguyal, Alex	Bayside	NY
13128	Burry III, Lawrence A	Colorado Springs	CO	13205	Zhang, Gang	Bedford	MA	13266	OGorman, Hugh	Brooklyn	NY
13163	LeCheminant, Susan	Denver	CO	13173	Lobel, Arnost	BillERICA	MA	13265	Lewis, Christopher A	Brooklyn	NY
13162	LeCheminant, Justin	Denver	CO	13237	Kokoszka, Todd	Concord	MA	13238	Horse, Austin	Brooklyn	NY
13157	Kline, Elizabeth	Golden	CO	13225	Langer, Caleb	Florence	MA	13226	Wittekind, J A	Brooklyn	NY

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
13136	Thompson, Ben L	Brooklyn	NY	13229	Turner, Andrew R	Franklin	TN	13234	Danner, Mason Ray	Seattle	WA
13195	Ruiz, Sophia	Haverstraw	NY	13222	Powers, Sam	Austin	TX	13219	Friedman, Seth David	Seattle	WA
13245	Keesler, Sean M	Ithaca	NY	13124	Traugher, Shane	Austin	TX	13218	Wick, Tom	Seattle	WA
13221	Bicking, Andy	Kingston	NY	13264	Califano, Allan J	Salado	TX	13209	Turman, Sam	Seattle	WA
13232	Von Hoppe, Douglas	New York	NY	13158	Stewart, Alex C	Park City	UT	13200	Bell, Aaron	Seattle	WA
13123	Bartels, Darren	New York	NY	13254	Foote, Derek R	Salt Lake City	UT	13185	Giglio, Robert	Seattle	WA
13133	Daly, Joseph A	Queens	NY	13247	McGee, Jimmy R	Salt lake city	UT	13179	Balansay, Edgardo T	Seattle	WA
13214	Schmitt, Gert B	Sand Lake	NY	13223	Anderson, Daniel J	Salt Lake City	UT	13170	Chan, Andy	Seattle	WA
13228	Secher, Neal A	Staten Island	NY	13211	Petersen, Eric J	Salt Lake City	UT	13168	Huau, Gabriel	Seattle	WA
13096	Diamantis, Alexandros	Tuckahoe	NY	13248	Currie, Eric	Alexandria	VA	13140	Tran, Bailey N	Seattle	WA
13274	Paquette, Ryley Robert	Dayton	OH	13224	Galdames, Anna C	Alexandria	VA	13215	Maher, Andrew S	Woodinville	WA
13118	Kshirsagar, Prachi Vinayak	Beaverton	OR	13177	Gray, Doug M	Alexandria	VA	13275	Kliems, Harald	Madison	WI
13150	Lopez, Kassy L	Corvallis	OR	13263	Brown, Eugene Darryl	Manassas	VA	13159	Shull, James D	Madison	WI
13180	Durant, Alexander George	Portland	OR	13160	Yagle, Jeremy	Yorktown	VA	13131	Wilson, Corey Brian	Madison	WI
13119	Boyarsky, Sam	Pittsburgh	PA	13137	Brooks, John K	Bellevue	WA	13276	Morrissey, Forrest I	New Berlin	WI
13155	Kane, Colin James	Spartanburg	SC	13190	Olson, James	Bothell	WA	13174	Bishop, Mike	Twin Lakes	WI
13207	Curtis Jr, Ken	Box Elder	SD	13202	Safstrom, Kiel M	Kenmore	WA				
13121	Carr, Robert	Bartlett	TN	13257	Khong, Dustin	Seattle	WA				

Building a bicycle frame starts long before the torch is lit.

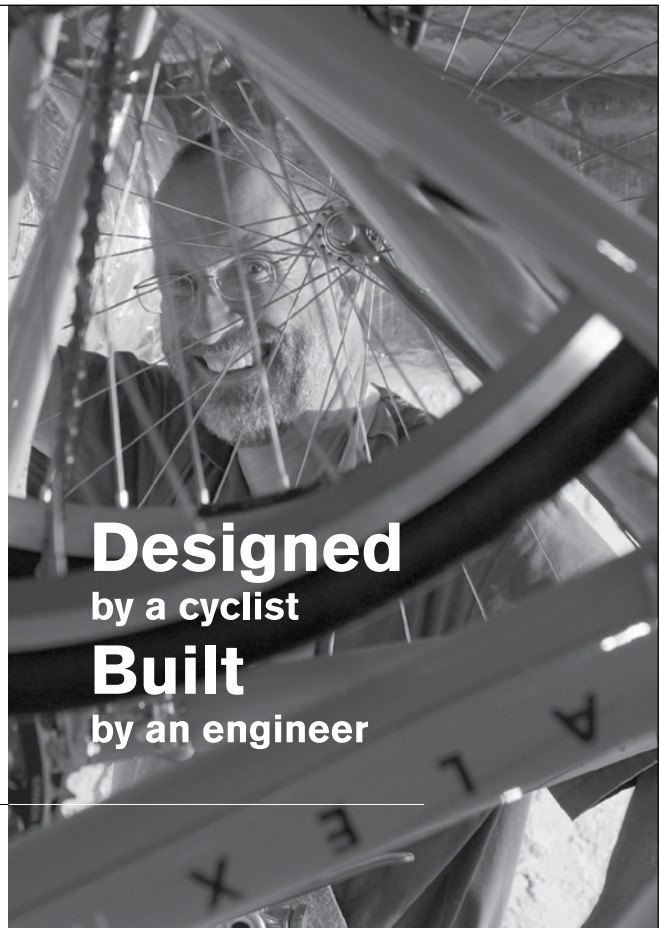
It begins with the right questions; by learning the needs and desires of the customer. I listen to the experiences that led you to me: your riding history, your cycling dreams, and what you want your next bike to be.

My goal as a designer and builder is to use my experience as a cyclist and training as a mechanical engineer to translate your vision into a beautiful steel bicycle

that will give you a lifetime of service and enjoyment, for less than you might expect.

Every frame I produce is completely engineered and manufactured by me. I do everything from working with you on initial measurements and selecting materials, to the intricate filing and metalwork needed to make a beautiful and unique frame.

To begin the process, visit my web site, then email or call me. I look forward to hearing your thoughts.



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Dreams of PBP

When most randonneurs say they are dreaming of riding Paris-Brest-Paris, they are speaking figuratively. Recently I have literally been having dreams about this Grand Brevet. I often have strange dreams and most of the time, if I can recall them at all, I forget them quickly after waking. A few weeks ago, however, I had a dream which I can still vividly recall.

I was at PBP, on the course, frantically searching through my handlebar bag for my cold and wet-weather clothes. Somehow, in all the packing and unpacking I didn't realize I had forgotten all my warm and waterproof layers until the exact moment I needed them. I can be disorganized and forgetful but this was a new nadir even for me. I stood there in an absolute panic realizing I might have to quit and perhaps even worse, admit why I had to quit. I have been to PBP three times and it occurred to me that if I am having nightmares so many months before the event, there may be a few other folks out there who are also a little bit worried about being adequately prepared for their first attempt.

I am pleased to report that for PBP editions 2007, 2011 and 2015, I did not schlep my warm clothes and rain gear throughout France in vain. I was lucky enough to need this gear each time and during the infamous PBP of 2007

I only needed my rain gear, as we were drenched for the duration of the ride. For me, staying completely dry in torrential rain is impossible, but

keeping warm in these conditions is essential to health, happiness and finishing the ride. I have discovered the best way to stay warm, without carrying thirty pounds of additional gear, is to pack a few extra layers of wool clothing. Unlike cotton or technical fabrics, wool insulates when wet, dries relatively quickly and doesn't stink. Well, it smells like wet wool but that is preferable to many other odors I have been treated to on long rides. If you don't currently include wool in your cycling wardrobe, an investment in a few base layers, which are lightweight and easy to pack, may just save your ride. You may be tempted, at the start, if it is sunny and

A typical French town.

—PHOTO CHRIS NEWMAN





Another town welcomes Paul Shapiro.

Below, Joe Kratovil pedals through farm country during PBP 2015.

—PHOTOS CHRIS NEWMAN

warm, to jettison some of your warmer clothing. DON'T DO IT. You can't say you weren't warned.

In each edition, I have elected the drop bag option. This year this is a service provided by TravelHaus travel agency (link available on the RUSA PBP wiki page) where you may have them bring a bag to Villaines and a second bag to Loudeac. This bag may contain anything you might need out on the road that is too bulky or heavy to carry with you. I usually pack a spare tire, some extra tubes, a change of clothing and some power bars and gels. I have always used the Loudeac bag to hold a fresh kit and in 2011, the shorts in the Villaines bag saved my butt, literally and figuratively. In 2015 I used only the Loudeac bag but knowing the other bag was available alleviated some anxiety. There is a charge for this service but by the time you train, qualify and travel for this epic ride, a drop bag is really an inexpensive insurance policy. Having drop bags also greatly lightens your load which might help you be a little bit speedier up those hills which might just earn you an extra five minutes of sleep. And in a ride where some folks' total sleep time is in the single digits, five minutes could be the difference between finishing "over time limit"—hors délai—and earning the title of Ancienne.

If you take the ninety-hour start, especially if you take a later start time or if you are a "full value" randonneur, be prepared for long lines. All the efficiency you have been employing in your brevets and permanents will be useless in the long lines of the PBP controls. While the check-in is usually quite efficient, the food lines are often anything but. It would not be unusual to wait in line for thirty minutes or more at especially busy times. And that is after you find the food. I have yet to find the indoor, sit-down "dining" at the Tinteneac control.

Fortunately most, if not all, controls have outdoor food vendors offering sandwiches, beverages and snacks. I have also noticed that the outdoor offerings may be quite limited for vegetarians and vegans so if meat is not part of your diet, you may want to carry extra food. At PBP 2015, a few of us took the 84-hour start. This worked out great for avoiding long food lines and in Carhaix, on the return I was able to avoid the line completely since they had run out of food. The control volunteers weren't too concerned about this, most likely because the town had multiple restaurants including a McDonalds where you had to order at a computer kiosk. I don't speak, or read, French and after ten minutes of fast

food ordering frustration I discovered I couldn't eat at a French McDonalds. I pedaled on to find a real restaurant with real people who could take my order. I also never found the dining area at Brest (I might have been a bit delirious at this point) but had fortuitously stopped and purchased food in a bustling town several miles outside of Brest. I plan on dining in this town in 2019 since it is easier, faster and tastier than hunting down food at the Brest control.

Speaking of controls running out of vital items, next PBP I will also be packing my own personal roll of toilet paper. I won't tell you how I know this will come in handy, but it involves the Brest control and I blame all the male riders who use the women's restrooms rather than wait in line for the men's room.

Finally, making and using a check-list of all the vital equipment and clothing you need to bring to Paris, well in advance of packing up that bike case, is time well invested in your eventual success. And it might prevent a few nightmares, real or imagined, as well! 🚲



Astronomy for Randonneurs: Planning Night Rides

BY ROBERT SEXTON

My most vivid memories of randonneuring all involve riding at night. My first 400km included a magical stretch of mountain road under a full moon. Here in San Francisco, we head north over the Golden Gate Bridge in the beautiful early morning light of sunrise, and the red light of the morning creates a sharply defined skyline over the water of the San Francisco Bay.

Early morning and moonlit nights are special times to ride. It's a different experience; roads that are noisy annoyances during the day can be enjoyable routes at night. Mountain climbs on narrow roads become chances to watch and listen for wildlife. Riding in urban areas in the early morning is

also a special treat. You'll often have the whole place to yourself!

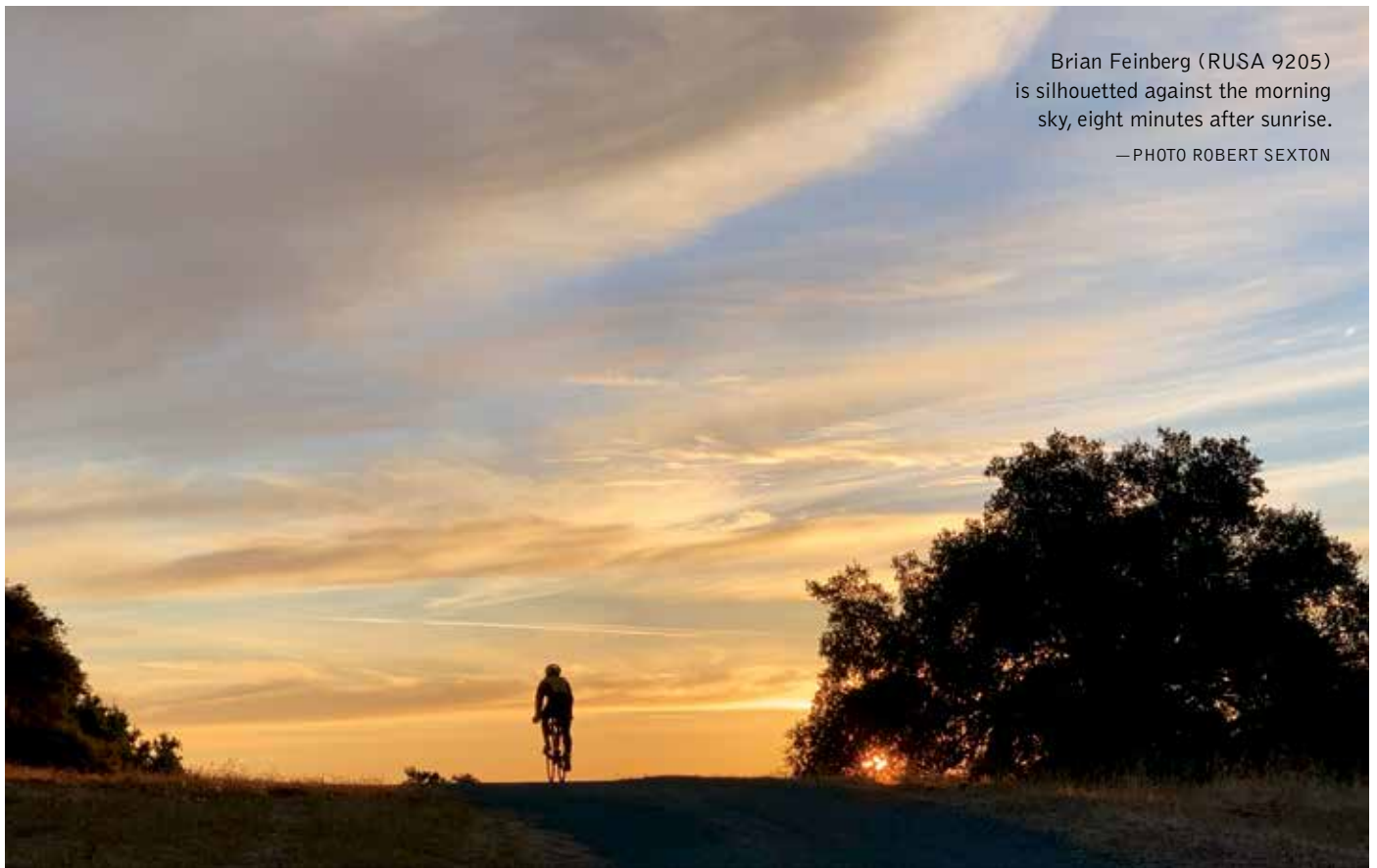
Moonlit scenery has a magical quality. During a sunrise ride, the sky will subtly shift from black to blue over the course of an hour, and back again after sunset. The pre-dawn light illuminates the scenery in special ways.

The low position of the sun can create dramatic back-lighting and sharply-defined silhouettes.

Night Vision and Dark Adaptation

The human eye functions surprisingly well in low light conditions. The eye adapts to low light conditions after twenty to thirty minutes and becomes much more sensitive to light. This adaptation is delicate and can be destroyed by bright sources of light such as excessively bright bicycle headlights or direct light from an oncoming vehicle.

When riding at night, it can be helpful to wear a hat or helmet that has a visor to shield your eyes from the light of oncoming vehicles. This 'dazzling' can destroy your night vision adaptation. Bicycle headlights that illuminate the



Brian Feinberg (RUSA 9205)
is silhouetted against the morning
sky, eight minutes after sunrise.

—PHOTO ROBERT SEXTON



San Francisco Randonneurs ride north through Sausalito in the early light. The skyline of the city stands out against the red sky of the morning light.

Nautical twilight, 48 minutes before sunrise. Venus and Jupiter are visible in the mostly dark sky as first light is visible at the horizon.

—PHOTOS ROBERT SEXTON

trees rather than the road surface can also impair night vision. For some riders, the ‘tunnel’ of light will make it harder to get the visual cues from their peripheral vision they need to stay oriented and maintain balance.

Planning Sunrise Rides

Sunrise rides are more convenient near the Winter Solstice and near the daylight savings time change. The shortest day and latest winter sunrise is on the winter solstice, typically December 22nd. This is the easiest time of year to ride into the sunrise. You’ll have more time to ride uphill to a good vantage point or get to a place with a good view towards the eastern horizon.

The other opportunity for convenient sunrise rides occurs during the three weeks after daylight savings begins, and again before it ends. At the start of daylight savings time, sunrise will be an hour later relative to your usual schedule. At the end of daylight savings, sunrise will have advanced later into the morning before it is rescheduled for an hour earlier. The time of sunset and sunrise vary less as you travel towards the equator, so check an almanac for specific information about your location.



Sunrise is preceded by civil twilight, when the sun is up to six degrees below the horizon. There is plenty of light during civil twilight which begins approximately thirty minutes before sunrise. There are special safety concerns for this time of day. You can see well, but not as well as you may think. You won’t need your headlight to see, but you will need your headlight to be seen by oncoming traffic. For the best show, start your ride approximately an hour before sunrise, and choose a route with a good view towards the east.

Riding by Moonlight

Moonlight rides are available all year. The moon is an often unexamined part of our everyday life. It moves quickly across the sky relative to other astronomical objects, completing an orbit relative to the sun every twenty-nine days. During this period it varies from a

dark new moon to a bright full moon.

Guidelines for choosing a good day for riding by moonlight:

- The full moon rises at sunset.
- The moon rises approximately one hour earlier each day, and sets an hour later.
- The moon will traverse the night sky in approximately twelve hours.

The moon will be high enough in the sky to produce good illumination about three hours after sunset. For evening rides, choose a day about three days before full moon; the moon will be high in the sky at sunset and provide good illumination. For all-night night rides, the day of the full moon is optimal. Morning rides have good lunar illumination about three days after a full moon. 🚲

RESOURCES

- www.timeanddate.com
- en.wikipedia.org/wiki/Twilight
- en.wikipedia.org/wiki/Blue_hour
- [en.wikipedia.org/wiki/Adaptation_\(eye\)](http://en.wikipedia.org/wiki/Adaptation_(eye))

Persistence

It was a cold April morning. I stood on my porch scratching my head as I entered day four of a struggle to dissuade a pair of Tree Swallows from building a mud daub nest over the front door of our house. I had even put up a Swallow nest box in what, according to the Extension bulletins, was an ideal location. Apparently, the swallows hadn't read that bulletin. I thought about this and wondered at their commitment in the face of the challenge I represented, waving a broom in the air to dissuade them as they dove and swooped to get by me and get on with the urgent business of nest building. These little birds weighing no more than 20 grams each had just flown some 1,200 miles from Southern California to our place. They were nothing if not persistent.

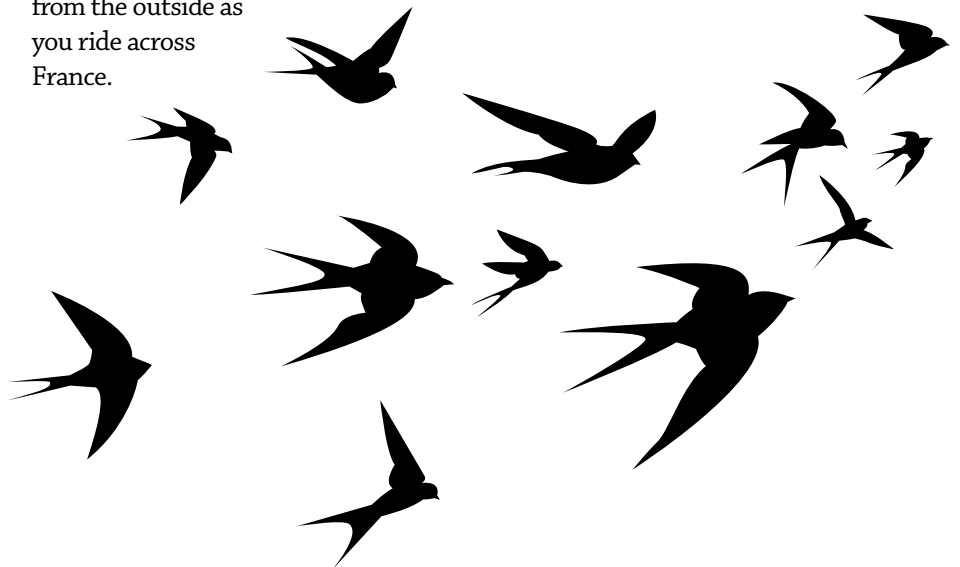
It's July now, a pleasant time to be riding your bike with PBP only weeks away. Your fitness is where you want it to be (well, maybe not, but it is what it is) and you won't be making great gains between now and August 19th. You have spent hundreds of hours riding countless kilometers through heat and cold, day and night. You have tested and fine-tuned your gear, your bike is in tip top shape, and your travel plans are set.

Your preparation paid off in another way: you were one of the lucky ones, (or one of the smart ones) who qualified early for the event before entrance was closed (also back in April). No pressure here, just know that there

are a lot of riders who wanted to ride PBP this year but were not able to do their qualifying rides early enough to make the cut. They will be watching from the outside as you ride across France.

Success is the sum of all the things you have mastered to become a member of that august and elite group of randonneurs known as finishers. If you are a finisher you are a winner in rando world. There is no question that all the things mentioned above will contribute to your success. But what gets you to the top of the next hill, the next control, or ultimately to the finish line when things start to go wrong?

Little things will go wrong. One by one you can overcome them. But little things can sometimes become big things. A blister on your toe can cause you to adopt a different position on the bike and that can lead to back issues, or Shermers neck, or an unexpected saddle sore. A cable stop on your down tube can go wonky, which converts your 21-speed marvel into a three-speed challenge, which leads to cramps or feet that swell so much they feel a size too large for your shoes. Your frame can break, a pedal spindle can suddenly snap, or you



can become so sick to your stomach that you find you have 'nutrients' coming out of both ends and the mere thought of eating will bring on another wave of nausea. What then? Let's face it, this really is not easy even when things go right. As the saying goes, if it were easy, everyone would be doing it. I think as a group we do this not in spite of the fact that it is challenging, but more because it is a challenge.

In the last year I have gathered and shared tips from anciens and anciennes to help you prepare. Others have provided you with in-depth technical insights on everything from lights to nutrition to electronic navigation. Through it all a theme has surfaced time and again and it is this: when the ride stops being fun, when you have hit your low point, the one thing that will get you to the next control, and ultimately to the finish line, is your personal resolve. Winston Churchill once said, "If you're going through hell, keep going." This mindset, the will to prevail in the face of any obstacle, will serve you after the bike, the gear and even your plan have let you down.

Soon you will be putting your bike, all that gear and those gizmos, and your hopes in a box. Exhilarating and perhaps a little scary. Remember that these are the things that will carry you to the heights, and to your low point,

but it is your persistence that will see you through to the other side.

If you find yourself standing by the side of the road late one night in rural western France wondering how to get on

with it, remember that baffling, persistent pair of Tree Swallows.

Good luck and Bonne route. I can't wait to hear *your* stories upon your return. 🚲



American Randonneur

CALL FOR SUBMISSIONS

We welcome submissions of interest to readers of *American Randonneur*. Articles with photos or other visual elements are particularly welcome. While the focus of AR is on randonneuring events held in the U.S., articles on international events are also published.

Types of articles include but aren't limited to the following:

- Ride reports
- Ride promotional articles
- Technical articles
- Gear articles
- Training, health, nutrition articles
- Humorous articles
- Collage articles incorporating tweets, facebook quotes and/or short quotes from blog posts
- Reprints of blog posts (occasionally. Material not printed elsewhere is preferred, however, exceptions may be made.)
- Reports on non-rando long-distance/endurance events of interest to randos
- Letters to the editor
- Book reviews
- Cartoons
- Sketches

Length of articles: articles of up to 2000 words would be appropriate. There is no minimum length requirement, but please contact the editor if you wish to write more than 2000 words.

Photos: must be high resolution and unaltered. They can be submitted as attachments to email messages. Other options are available and can be discussed with the editor.

How to submit articles: articles should be sent as Word files (no PDFs, no links to blog posts) to editor@rusa.org or jchernekoff@yahoo.com. Send photos separately; do not include them in articles.

The editor reserves the right to edit submissions for clarity, accuracy and brevity.

Paid advertising: is available. Please contact Jim Poppy (jpoppy55@icloud.com) for details.

Submission deadlines:

Spring issue — December 15 Fall issue — June 15
 Summer issue — March 15 Winter issue — September 15

Questions? Please contact the editor at editor@rusa.org.



Women Who Go Long

BY DEB BANKS

To encourage participation in Paris-Brest-Paris, I held a meeting to talk about the history of PBP as well as about how to survive and thrive during PBP. Davis used to send the largest numbers of riders to Paris because of the Davis Bike Club (DBC), a vibrant cycling club with a large community of long-distance riders and leadership that believes in the sport. I was hoping to fire people up with this meeting. In particular, I wanted to see more women get involved.

Early days

The first PBP in 1891 saw seven women register for the event, but they were barred from starting because PBP was a race and not a sporting event like it is today.¹ In 1921, a Frenchwoman, Juliette Ganier, rode tandem and worked in a bicycle shop owned by a former racer, Pierre Desvages. He had ridden PBP in 1901 and 1911, and he built tandems in his shop. In 1921, Desvages, with Juliette as his stoker, received approval from PBP organizer Henri Desgrange to ride ahead of the racers as a marketing stunt, getting their brevet card stamped along the route. Afterwards, Juliette received a medal on which her name and “Paris Brest Paris, 1921” were inscribed. She is the first woman to finish the event and the first to receive one of those coveted medals!²

The Big Picture

The rise in the number of women participating in PBP remains relatively small compared to men. The first US women didn't travel to France

until 1975, and by then PBP had been organized for decades.

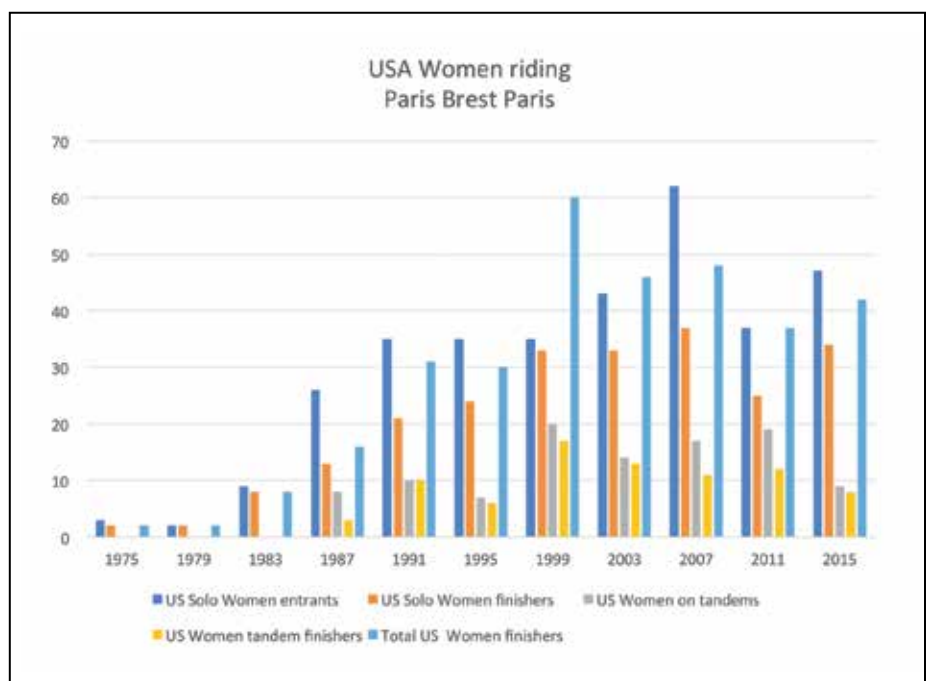
The chart below shows the increase in US women participating in PBP.³ Note that these are actual numbers, not percentages. Also noteworthy is that in 1995 the Davis Bike Club brought

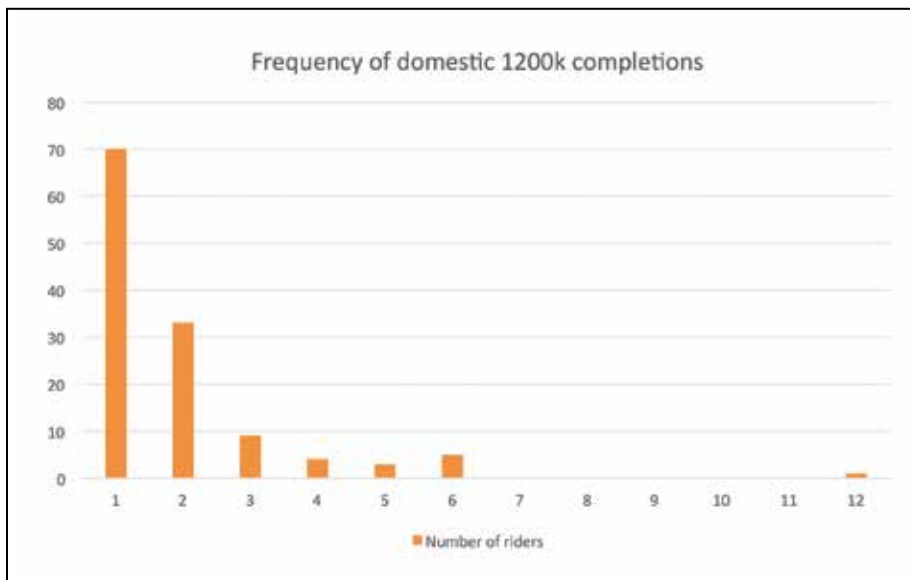
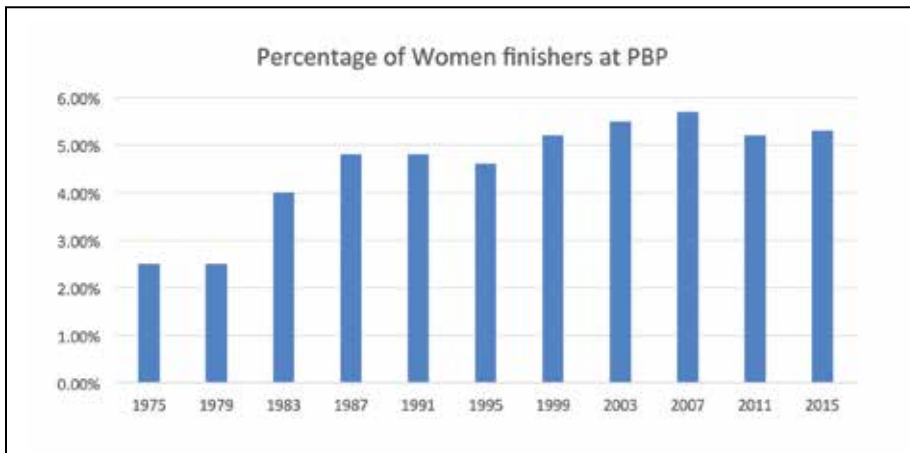
the largest number of women to PBP from the US, and we were awarded a trophy from the Mayor of Paris for this achievement. That trophy sits on my award shelf!

It's clear that there has certainly been an upward trend in the participation of US women although it's possible that the horrible weather in 2007 has had a dampening effect.

The following graph shows that the total number of woman entrants and finishers is still quite small.

Women do not even amount to 6% of all finishers (5.7% in 2007). As the number of total riders has increased, the number of women has as well, but at a much lower rate. Why is that? One reason could be because of the increase in domestic and international 1200kms, which I covered in *American Randonneur* last year.⁴ I won't go over





that territory, but take a look at the frequency of women riding domestic 1200kms from 2003-2018.⁵ A total of 136 US women have completed domestic 1200kms, with the majority having completed only one or two. If you are wondering who has ridden twelve domestic 1200kms, that's Vicky Tyler from Texas!

American Women in Paris

In 1975 two US women completed PBP: Annette Shaffer Hillan and Harriet Fell. Harriet wrote of her ride: "I was in France at [a] university and was a member of the cycling club and had found out about PBP while riding the Paris 600km brevet. That 600km was part fun but also very painful. Once I did it I knew I had to try PBP. I didn't have much time to train between

the 600km and PBP. During the event, I really enjoyed riding and chatting with other riders though I was often alone. My French was good and that helped."⁶ Both were pioneers for women in North American randonneuring.

Other trailblazers include Susan Notorangelo, who set the women's course record in 54 hours, 43 minutes in 1983 and Melinda Lyon, who finished as first woman in 1999 (time:

53 hours, 11 minutes) and 2003 (time: 54 hours, 48 minutes). The first US all-woman tandem team (there have only been two to date) was the Pink Leopards (Patricia Brehler and Patience Hotton) in 1987. In 2007, Emily O'Brien became the first woman to complete PBP on a fixed gear bicycle and, at 25 years of age, she was also the youngest woman from the USA to ride.⁷ Finally, Lois Springsteen holds the record for the number of finishes by a US woman with a whopping seven completions, and she will be in Paris this summer for her eighth attempt.

There is a reasonable amount of overlap among the US women who ride PBP, the US women who ride International 1200kms, and the US women who ride domestic 1200kms. If you're a woman and you have the time and resources and are hooked on this distance, then you find a way to ride these distances.

Getting Women Into The Sport

Randonneuring isn't all about 1200kms. We like to talk about the big tent of riding options, and it is important to remember that life as a randonneuse is more than a 1200km. Randonneuring has welcomed women into the sport from early on. During the late 19th century, Velocio's School of St. Etienne included a number of women who regularly rode 200kms and longer.⁸

On March 23rd, San Francisco Randonneurs hosted an all-woman populaire with over sixty women riding together on a sunny day in Marin County, and last fall a similar event was held in Seattle. In the

Women do not even amount to 6% of all finishers (5.7% in 2007). As the number of total riders has increased, the number of women has as well, but at a much lower rate. Why is that?

PBP Anciennes from left to right:
Elizabeth Wicks, Emily O'Brien,
Melinda Lyon, Harriett Fell and
Bruce Ingle (not an ancienne).

—PHOTO JAKE KASSEN



1930s and '40s, Brevet feminins were encouragement rides to bring women into the sport. The rides were typically one hundred and fifty or so kilometers in length, but in these events, women rode alongside men.⁹

As a Board member, I am often asked why there aren't more randonneuses. It is a good question; recently there were five women and fifty-eight men on the 300km that I ran out of Davis. Of those five, three were anciennes (not including another two who were supporting the ride) and one was on her first 300km.

When I asked a number of the women mentioned in this article for advice to pass on, here's what they said:

Lois: If you're at all interested in going further, there's no reason not to give it a try. Talk to everyone you can about equipment, training, nutrition and all the small stuff.

Harriet: Getting through the hard times takes grit.

Emily: I think the best advice I have for anyone riding a 1200km is to ride your own ride, at your own pace. Pushing hard to stay with someone often comes with a price later, and slowing down substantially to stay with someone can also have its costs. There have been many times when I've finished ahead of someone who dropped me early on, and times when I've finished behind people that I dropped earlier. Also, because you can't hear this enough—eat early, eat often, eat whatever you can choke down.

Melinda: It takes some mental toughness to ride and survive through weather, darkness, and fatigue. I am not sure how to tell anyone how to persevere in the worst of times. Only when you do it once and reap the reward of a nice sunrise, sunset, the kindness of strangers or fellow riders, and of course, finishing the ride, will the need to push on become obvious.

In larger regions like Northern California, Seattle, and Texas, it is easier to create a community of rando-women just because of the sheer size of the entire rando community. Emily and I chatted about building community and how it is tougher in smaller communities. However, Dawn Piech has started a google group for women in randonneuring. You can find it here: **Rando-ultrawomen@googlegroups.com**.

I also think that we need to be our own best ambassadors. We need to find more ways and occasions to talk about randonneuring, and to encourage women who are just starting out to help them gain confidence. I spent the better part of two years volunteering because of a rough injury that kept me from riding, but it kept me in contact with the rando-

community, ultimately helping me get through my dark times. Let's reach out to each other and share information, support and encouragement. And toward that end, I wrote an email to the randonneuse who completed her first 300km in that March ride and let her know just how great it was that she hung in there and finished. 🚲

¹ Henry, Raymond. *Les Randonneuses: Riding as Equals*. *Bicycle Quarterly*. Vol. 12, No 3. Spring 2014

² Ibid.

³ Data is from the BC Randonneurs site: 1975-2015 http://www.randonneurs.bc.ca/pbp/time_results/1975.html.

⁴ Banks, Debra. *The Rise of RUSA Grand Randonnees*. *American Randonneur*, Summer 2018.

⁵ Data from Homologated 1200ks, <http://www.randonneursmondiaux.org/?langue=EN>.

⁶ Email conversation with Harriett Fell, March 26, 2019. See <http://www.ccs.neu.edu/home/fell/PBP1975.html> for Harriet's full account.

⁷ Emily's story in full can be read here: <https://www.sheldonbrown.com/pbp-emily-obrien.html>.

⁸ Henry, Raymond. *Les Randonneuses: Riding as Equals*. *Bicycle Quarterly*. Vol. 12, No 3. Spring 2014

⁹ Ibid.

RUSA Awards

RUSA American Explorer Award

The American Explorer Award recognizes the achievements of RUSA members rambling across the United States. The award is earned by riding events that cover at least ten (10) different U.S. states and territories.

This is an ongoing achievement program that recognizes continued exploration of additional states and territories.

Award criteria:

- Rides must be of the following types:
- ACP brevets and flèches;
 - RUSA brevets, populaires, arrows and darts;
 - RUSA permanents and permanent populaires;

- RUSA sanctioned Super Randonnée permanents;
- 1200km events held in the United States after 1998.
- Routes must pass through or be contained within any of the 50 states of the United States, the District of Columbia, and U.S. territories (Puerto Rico, Guam, American Samoa, ...). Multiple states/territories can be achieved on a single ride.
- There is no time limit to earn this award.

Recognition

- A minimum of ten states or territories must be completed to receive initial recognition.

NAME	CITY, STATE	STATES ADDED	TOTAL STATES	APPROVED
Burnside, Richard L	Hartland, WI	17	17	3/25/19
Chin-Hong, Patrick	Amherst, MA	26	26	3/29/19
Foley, Paul A	Golden, CO	4	38	4/3/19
Fournier, Charles Joseph	Redding, CA	56	56	3/24/19
Haddad, James R	Manchester, NH	13	13	4/2/19
Hall, Mary E (F)	Dallas, TX	1	19	3/31/19
Knutson, Ken	Tracy, CA	1	51	3/24/19
Lippincott, Jeff	Princeton, NJ	16	16	4/1/19
McHenry, Thomas	Norwich, VT	5	20	1/29/19
Ranson, Emily (F)	Ellicott City, MD	10	10	2/10/19
Sexton, Robert B	San Jose, CA	16	16	3/11/19
Wiley, David M	Lawrence, KS	10	10	4/1/19

Galaxy Award

The Galaxy Award is for RUSA members who have successfully completed at least 100,000 km in RUSA events.

This award can be earned just once by a member and is automatically recognized upon completion of the required distance (no application required).

The qualifying distance for this award is based on all events on RUSA's calendar (ACP brevets and Flèches, RUSA brevets, populaires, arrows and darts), RUSA

permanents, and 1200km events held in the United States after 1999. Foreign events (including PBP) are not counted.

RUSA congratulates the riders who have earned this prestigious award.

NAME	CITY, STATE	APPROVED
Thompson, W David	New Smyrna Beach, FL	2/17/2019

RUSA Awards

RUSA Coast-to-Coast Award

The Coast-to-Coast 1200km award is earned by RUSA members who have successfully completed four different Randonneurs Mondiaux 1200km-or-longer randonnées held in the United States.

A member may earn multiple Coast-to-Coast awards. No event or different editions of the same event may be used more than once among multiple awards. For example, if Boston-Montreal-Boston 2002 is used in a member's Coast-to-Coast award, BMB'06 (or other edition) may not be used to claim another award.

The four events needed to qualify can be completed at any time and over any number of years.

RUSA congratulates the riders who earned and applied for the Coast to Coast 1200km Award.

APPROVED	NAME	CITY, STATE
3/26/2019	Midura, Lawrence A [2]	East Syracuse, NY
EVENTS	2008 Shenandoah 1200	
	2011 The Big Wild Ride	
	2012 Taste of Carolina	
	2013 Endless Mountains 1240	

Ultra R-12 Award

The Ultra R-12 Award recognizes the completion of 10 R-12s. There is no time limit; there may be gaps between any of the 12-month sequences that define each R-12.

It is likely that members will have applied previously for each of the ten component R-12 awards; however, it is not a requirement to have done so. A given month can only be used towards one Ultra R-12 award and one may earn only one Ultra R-12 award during a ten-year period. The applicant must be a RUSA member during each of the 120 months included in the ten 12-month periods.

RUSA congratulates the riders who earned and applied for the Ultra R-12 award.

NAME	CITY, STATE	APPROVED
Budvytis, Gintautas	Castro Valley, CA	2/5/19
Thompson, W David	New Smyrna Beach, FL	2/26/19

Mondial Award

The Mondial Award is for RUSA members who have successfully completed at least 40,000 km in RUSA events.

The name "Mondial" comes from the French adjective meaning worldwide or global. The name relates to the fact that the circumference of the Earth is approximately 40,000 km.

This award can be earned just once by a member and is automatically awarded upon completion of the required distance (no application or purchase required).

The qualifying distance for this award is based on all events on RUSA's calendar (ACP brevets and Flèches, RUSA brevets, populaires, arrows and darts), RUSA permanents, and 1200km events held in the United States after 1999. Foreign events (including PBP) are not counted.

RUSA congratulates the riders who have earned this prestigious award.

NAME	CITY, STATE	APPROVED
Bol, Timothy J	Maitland, FL	3/30/19
Burke, Brian P	Cumming, GA	3/30/19
Dunlap, Wayne	Austin, TX	2/2/19
Grabiak, Larry	Fort Myers, FL	2/16/19
McAlister, Grant	Morro Bay, CA	4/14/19
Todd, Joseph H	Decatur, GA	2/9/19



RUSA Awards

P-12 Recipients

The P-12 Award is earned by riding a sub-200km randonneuring event in each of 12 consecutive months. The counting sequence can commence during any month of the year but must continue uninterrupted for another 11 months.

Events that count toward the P-12 Award are:

- Any populaire (100km - 199km) on the RUSA calendar.
- Any dart of less than 200km.
- Any RUSA permanent of 100km-199km.
A particular permanent route may be ridden more than once during the twelve-month period for P-12 credit.

NAME	CITY, STATE	APPROVED
Alexander, Ron [8]	Overland Park, KS	2/1/19
Clayton, J Andrew [5]	Powell, OH	3/12/19
Gann, Brian [3]	Olathe, KS	2/8/19
Haddad, James R [2]	Manchester, NH	4/2/19
Hall, Mary E (F)	Dallas, TX	3/8/19
Huber, Kerin (F) [5]	Pasadena, CA	4/11/19
Ishihara, Mitch [4]	Issaquah, WA	2/11/19
Midura, Lawrence A	East Syracuse, NY	2/27/19
Nakai, David	Fallbrook, CA	2/4/19
OConnor, Michael [5]	Durham, NC	3/17/19
Smith, Gregory H [4]	Richland Center, WI	3/9/19
Smith, Jack [7]	Topeka, KS	2/26/19
Spence, Mary K (F) [2]	Tampa, FL	3/9/19
Threlkeld, Bill [2]	Herndon, VA	3/15/19
Torres, Bob [2]	Carlstadt, NJ	2/18/19

RUSA Cup Recipients

The RUSA Cup is earned by completing at least one of each type of RUSA calendared event, comprising 5000km in total, within a two-year period.

Riders must complete, within two years of the first counting event:

- a 200k, 300k, 400k, 600k, and 1000k brevet
- a 1200k or longer Grand Randonnée
- a RUSA team event (Dart, Dart Populaire, Arrow, or Flèches-USA)
- a Populaire
- any other calendared events—including Populaires—to achieve the required 5000 km.

NAME	CITY, STATE	APPROVED
Foley, Paul A [3]	Golden, CO	4/3/2019

Ultra Randonneur Award

The Ultra Randonneur Award is for RUSA members who have ridden ten (10) Super Randonneur series. The Super Randonneur (SR) series of brevets (200 K, 300 K, 400 K and 600 K in a calendar year) that are used to qualify for the Ultra Randonneur Award need not be in consecutive years, nor is there a time limit on how long it takes to accumulate the ten SR series. Note that it is possible to earn more than one SR series per year, making it possible to earn this award in fewer than ten seasons. Non-US ACP and RM brevets can be used provided that these non-US events account for no more than 50% of the rides counted towards this award.

RUSA congratulates the riders who earned and applied for the Ultra Randonneur Award.

NAME	CITY, STATE	APPROVED
Kline, Greg	Newport Beach, CA	4/9/19
Kline, Stacy (F)	Newport Beach, CA	4/9/19
McCaw, Richard Grant	San Jose, CA	1/30/19
Wright, Pamela (F) [4]	Fort Worth, TX	4/1/19

Late civil twilight, 12 minutes before sunrise.
The sky is light blue with deep reds.

—PHOTO ROBERT SEXTON

RUSA Awards

R-12 Award Recipients

The R-12 Award is earned by riding a 200km (or longer) randonneuring event in each of 12 consecutive months. The counting sequence can commence during any month of the year but must continue uninterrupted for another 11 months.

Events that count toward the R-12 Award are:

- Any event on the RUSA calendar 200km or longer.
- Foreign ACP-sanctioned brevets and team events and RM-sanctioned events of 1200km or longer, provided that these non-US events account for no more than 6 of the 12 counting months.
- RUSA permanents 200km or longer.

RUSA congratulates the latest honorees, listed below.

NAME	CITY, STATE	APPROVED
Brandt, George [7]	Glendora, NJ	3/28/19
Budvytis, Gintautas [10]	Castro Valley, CA	2/5/19
Clayton, J Andrew [5]	Powell, OH	3/12/19
Courtney, Greg [10]	Ames, IA	4/15/19
DeBoer, Kelly [9]	San Marcos, CA	2/23/19
Dennin, Mark W [7]	Cooper City, FL	3/13/19
Driscoll, Dan [15]	Arlington, TX	2/17/19
Dunlap, Wayne [8]	Austin, TX	3/3/19
Edwards, Joe [4]	Glenwood, IA	2/27/19
Ehlman II, Thomas N [4]	Rochester, MN	3/24/19
Haddad, James R [3]	Manchester, NH	4/2/19

Haggerty, Tom [8]	San Francisco, CA	3/16/19
Hall, Mary E (F) [3]	Dallas, TX	3/7/19
Harding, Dustin B	Boulder, CO	2/8/19
Houck, Alexandra Leach (F)	Santa Rosa, CA	2/9/19
Keenan, Greg [5]	Camp Hill, PA	2/10/19
Kline, Stacy (F) [7]	Newport Beach, CA	4/9/19
Lebron, Gil [5]	Perth Amboy, NJ	3/10/19
Lentz Jr, Herman P [3]	Suffolk, VA	4/8/19
Maglieri, Christopher [6]	Weatogue, CT	2/16/19
Mathias Jr, John Paul [3]	Olathe, KS	2/13/19
Midura, Lawrence A [6]	East Syracuse, NY	4/5/19
Newman, Christine (F) [9]	Skillman, NJ	2/17/19
Olsen, William [12]	Califon, NJ	2/12/19
Reagan, William [7]	Egg Harbor City, NJ	2/6/19
Ross, Graham A [4]	Portland, OR	2/26/19
Sammons, Jeff [12]	Brentwood, TN	2/22/19
Shin, JinUk	Santa Clara, CA	4/2/19
Shopland, Ian [11]	Olympia, WA	2/12/19
Slocum, Christopher C. [5]	Toms River, NJ	3/13/19
Smith, Gregory H [4]	Richland Center, WI	3/4/19
Spence, Mary K (F)	Tampa, FL	3/9/19
Stanton, Laurel (F)	Black Hawk, CO	1/31/19
Thompson, W David [10]	New Smyrna Beach, FL	2/21/19
Torres, Bob [6]	Carlstadt, NJ	2/6/19
Turek, Michael Gerald [3]	Longmont, CO	3/3/19
Wright, Pamela (F) [13]	Fort Worth, TX	2/22/19

CORRECTION — Ultra K-Hound Award

In the Spring issue of *American Randonneur*, a name was omitted from the Ultra K-Hound Award List. We apologize for the error.

RUSA congratulates the riders who have earned and applied for the Ultra K-Hound award.

NAME	CLUB	APPROVED
Driscoll, Dan	Lone Star Randonneurs	2016



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2019 Tours are Sold Out

"Elite Tour Ridge of the Rockies"

June 15-28

Mexico (El Paso, Texas) to Canada

12 days, 160 miles per day

The Elite Tour is an intense tour intended for serious cyclists who want to challenge themselves with longer daily miles. The tour will start near the Mexican border and follow the Rocky Mountains north along many paved roads while crossing the Continental Divide several times. This Elite Tour is also a qualifying ride for the Race Across America. Full support with many rest stops, lunch and full support are provided each day. Lodging will be in nice motels with local restaurants nearby.

"Ridge of the Rockies Tour" July 6 - 26

Albuquerque, New Mexico to Canada

19 days, 95 miles per day

This Tour is the "Touring Version" of the Elite Tour. The route will begin in Albuquerque, New Mexico and follow the Rocky Mountains north to Kalispell, Montana. Full support with many rest stops, lunch and full support are provided each day. Lodging will be in nice motels with local restaurants nearby.

Cycling Across the Andes in Peru

September 23 to October 11

1,200 KM, 11 Cycling days

This is an epic tour starting near the Brazilian jungle and cycling back toward the deserts along the Pacific Ocean. We will climb 14 passes over 12,000 feet in elevation. Meals will be in local restaurants and we will sleep in hotels along the route. Several non cycling days are planned to visit the ruins at Machu Picchu and the Nazca Lines

Coming in 2020

Desert Camp in Arizona

Based from Tucson, Arizona - each week has a different theme for different types of riders. You can combine weeks to extend your cycling season in Arizona. Come join us!

Week #1 February 22 – February 29

Tour of the Historic Hotels 50 miles per day

Week #2 February 29 – March 7

First Century Week 60-100 miles per day.

Week #3 March 7 - 14

Chiricahua Challenge 75-90 miles per day

Week #4 March 14 - 21

Second Century Week 60-100 miles per day.

Week #5 March 21 - 29

Mountain Tour Mt. Graham 80-100 miles per day

Week #6 March 29 – April 5

Gravel Week in Arizona 40 miles per day

Cycling Route 66 (Eastern Half)

Amarillo, Texas to Chicago

May 28 to June 13 16 riding days 1,200 miles

The the tour will focus on the history of building the highway and the cultural changes that happened during the past 95 years. We will stay in many original motels and eat at the popular cafes and diners on the "Mother Road".

Southern Transcontinental

Mid September to early October

This will be a 27 day tour from San Diego, California to Tybee Island (Savannah) Georgia. Most days average 110 miles. We will cross the country through a variety of terrain and visit many historical sites along the way.

Going to Ghana Africa

Early November 14 days

This unique tour will ride a 320 mile loop of southeastern Ghana. Along the way we will meet and visit many local people of this beautiful country. Road conditions will range from good pavement to red dirt. Mountain bikes with 26" tires are recommended. The people of Ghana speak English. We will stay in hotels and eat in restaurants along the way.

Check out the PAC Tour website for dates, prices, registration information and a full schedule of available tours.

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