



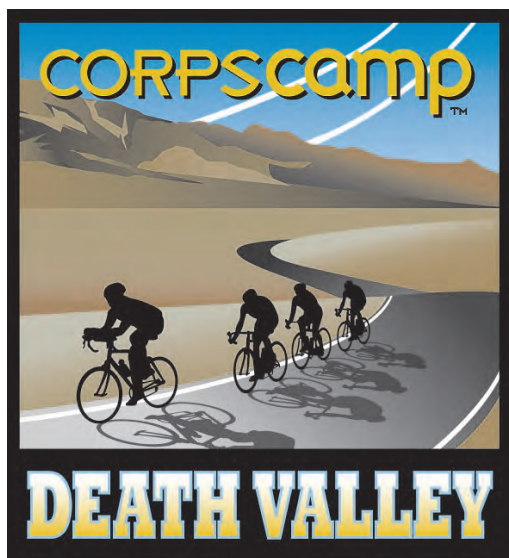
AMERICAN RANDONNEUR

Volume Fifteen Issue #3

Fall 2012



adventureCORPS Cycling



February 25-28, 2013

The original CORPScamp features four days of SAG-supported, one-of-a-kind cycling in and around Death Valley National Park, as well as daily yoga classes, two group dinners, and more. We've been producing events here since 1990 and we never tire of sharing one of the world's most dramatic, inspiring, and unusual landscapes. From desert flowers to snow-capped mountains, we'll see it all by bicycle. Bring a camera or nobody will believe your stories!



March 2, 2013

Our classic Spring Death Valley ride, held annually since 1990, offers one-of-a-kind, 105-, 150-, and 196-mile cycling routes past Badwater, Ashford Mill, and over the passes to Shoshone and back in Mother Nature's greatest sports arena, Death Valley National Park!

Want to kick off the New Year with a solid week of warm weather riding in paradise? Come ride CORPScamp, and the Spring ride!



April 20, 2013 (& camp prior on April 15-19!)

This 'bucket list' event features 101 miles with over 10,000 feet of climbing and three different ascents of San Diego County's Mount Laguna! There are just three stop signs and NO traffic lights on this incredible route which starts and finishes just 44 miles east of San Diego in Pine Valley, CA! 45- and 75-mile routes offered, too.

New for 2013: We will host a five-day cycling camp based in nearby Julian, a "Velo and Vino" experience with wine tasting, group dinners, and more, in the week immediately prior to Mount Laguna!

Information and Registration: www.adventurecorps.com

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American Randonneur

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On the cover...

Jeff Bauer and Jimmy Williams on Gore Pass. Photo by Mary Gersema.



Message from the President



Mark Thomas

Like so many things, randonneuring has certain rhythms. The quadrennial running of Paris-Brest-Paris creates one such cycle in our sport. Together with the rest of the international community of randonneurs, RUSA members enjoyed a terrific PBP last year. A memory book from that event accompanies this issue of the American Randonneur. We hope

that the book recaptures fond memories for the participants and kindles an interest in the event among the rest of our members. Thanks to Janice Chernenkoff and Amy O'Brien for their work on the book. Thanks also to the many members who contributed the wonderful photos and stories.

Historically, American randonneuring participation tends to dip in the year following Paris-Brest-Paris and then builds again over the remaining years of the cycle. 2012 will likely be no exception, but interest in the sport remains high.

Riders covered over 2.3 million kilometers on our scheduled events and permanents through the first six months of the year. Some riders stay motivated with a quest for one of the many awards available to randonneurs, including the new American Explorer and RUSA Cup awards. Randonneurs are also taking advantage of a full slate of 1200km grand

randonnees, with the Shenandoah, the Cascade, and the Colorado High Country completed and the Taste of Carolina and Last Chance still on tap.

The Colorado High Country 1200, from which I returned a week ago as I write this, reminded me yet again of the many wonders of randonneuring. Although run on a much smaller scale than Paris-Brest-Paris, it still provided a great opportunity to ride with old randonneur friends and to meet some new ones, including a few riders seeking their first 1200km completion. Spectacular scenery abounded, with mountain peaks, beautiful lakes, impressive canyons, and wildlife around every corner. The mountain passes and the altitude added to the usual physical challenges of a 1200km brevet. The friendly and dedicated volunteers, led by RBA John Lee Ellis, created a great atmosphere in which we could enjoy the ride.

Hope you enjoy the pictures and stories from these events as well as the PBP book.

See you on the road.

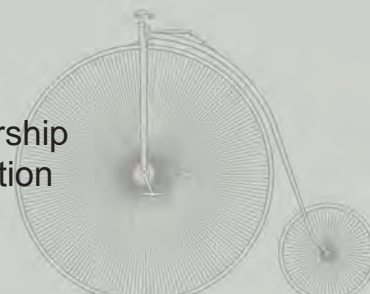
Mark Thomas (RUSA 64) is RBA for the Seattle International Randonneurs and 2012 RUSA Board President.

**R
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Renew Your Membership Online!

RUSA now offers online renewal for annual memberships.
Visit www.rusa.org and

- Join** - Join RUSA as a new member
- Renew** - Renew or extend your current or lapsed membership
- Change** - Change your name, contact info and club affiliation





www.pactour.com
Lon Haldeman and Susan Notorangelo
 Contact us... 262-736-2453 or
info@pactour.com

Coming Events in 2013

Arizona Desert Camps and Tours

February and March. This is our 18th year offering early season tours 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. Check out the PAC Tour web site for available tours

Week #1 Feb. Feb. 23 to Mar. 2

Cactus Classic Desert Tour
 68-89 miles per day to Wickenburg and back

Week #2 Mar. 2-9

Border to Border Tour
 About 60-80 miles per day to Nogales & Douglas

Week #3 Mar. 9-16

Tour of the Historic Hotels and Towns
 50 miles per day between classic Arizona hotels

Week #4 Mar. 16-23

Chiricahua Challenge
 75-90 miles per day to the Chiricahua Mountains

Week #5 Mar. 23-30

Nearly a Century Week
 Based in Sierra Vista 60-100 miles per day

PAC Tour has crossed the country 80 times in the past 30 years. We have a 75% return rate of riders for each tour. We consistently offer the best support to make sure riders are safe and successful when their dream is to ride across the United States. All tours include full technical support, rest stops, motels, lunches, commemorative clothing and many other nice things. Prices could vary contingent on group size. Visit the PAC Tour web site for full details and services offered for each tour.

Elite Tour

(Warning: This is the toughest two week tour in the world.)

San Diego, CA to Savannah, GA

May 11-29

17 riding days 2,850 miles 165 miles per day

This tour intended for the most serious riders who are looking for a very challenging ride across America. Daily miles range from 140 to 200 miles per day. Riders completing 100% of the tour will qualify for the Race Across America. All riders must routinely ride 200 miles in 10-12 hours in training. An Elite Team Division is being offered for two riders to share participating by individually riding 80-120 miles each day.

Northern Transcontinental

Everett, WA to Williamsburg, VA

July 6 to August 8

32 riding days 3,571 miles 115 miles per day

Our new route spends the first day exploring the coastal region of Puget Sound on Whidbey Island. The next day we climb through the Cascade Mountains while crossing the rural roads of northern Washington. On the third day we visit Grand Coulee Dam. As we continue east we cross the rugged Rocky Mountains in Montana and the Big Horn Mountains of Wyoming. We have several active recovery days with shorter miles to see the sites along the way. In the Black Hills of South Dakota we spend a shorter day visiting Mount Rushmore. Our new route across Minnesota, Wisconsin and Michigan includes a rest day crossing Lake Michigan on the ferry boat. The eastern States include the steep Appalachian Mountains of West Virginia before ending in the historic town of Williamsburg, Virginia.

Southern Transcontinental

San Diego, CA to Tybee Island (Savannah)

Sept. 7 to Oct. 5

27 riding days 2,876 miles 107 miles per day

We start the tour riding a new route, a 75 mile day to the tourist town of Julian, CA. in the Vulcan Mountains. Our next 3 days cross the desert are planned with 65-110 miles distances that include plenty of ice and support. The days climbing the mountains of Arizona offer some of the best scenery and challenging riding of the tour. We will include plenty of local history across New Mexico and riding on old sections of Route 66 in Texas and Oklahoma. We stay at several upscale resort hotels including the La Posada Harvey House in Williams, AZ and the Talimena Lodge in Arkansas. Each day offers new and different terrain as we cross the country. This tour is a good highlight for your cycling season while riding from Coast to Coast.

PAC Tour, helping make good riders better since 1981

www.pactour.com





American Randonneur

RUSA Welcomes Our New Members!

#	Name	City	State/Country	#	Name	City	State/Country
7803	Chet Fehrmann	Anchorage	AK	7850	David Waldburger	Coventry	CT
7804	Megan Piersma	Anchorage	AK	7843	Brendan White	Lake City	FL
7813	Janet Bloch	Anchorage	AK	7857	James Miller	Deerfield Beach	FL
7814	Charles Mangold	Anchorage	AK	7858	Doris Pfister	Zephyrhills	FL
7815	Vastyl Mangold	Anchorage	AK	7859	Bobby LaClair	Zephyrhills	FL
7816	Greg Lebo	Eagle River	AK	7871	Thomas Jackson	Fort Myers	FL
7817	Grey Skythe	Anchorage	AK	7885	Ryan Warner	Orlando	FL
7826	Charles Utermohle	Anchorage	AK	7890	Bernard Johns	Altamonte Springs	FL
7828	Kristin Reynolds	Anchorage	AK	7896	Rene Gallo	Oakland Park	FL
7833	J Bostick	Palmer	AK	7907	Sharon Picolo	Plantation	FL
7836	Eric Nelius	Palmer	AK	7908	Kevin Folta	Gainesville	FL
7840	Saree Timmons	Eagle River	AK	7909	Roxanne Porozinski	Gainesville	FL
7910	Jonathan Alevy	Anchorage	AK	7911	John Watkins	Gainesville	FL
7917	Maura Shea	Anchorage	AK	7936	James Ingels	Orlando	FL
7918	Anita Williams	Anchorage	AK	7944	Bill DeVoe	Fort Lauderdale	FL
7919	Linda Ewers	Anchorage	AK	7953	Stuart Scott	Lighthouse Point	FL
7921	Michael Fenster	Anchorage	AK	7965	Glenn Good	Gainesville	FL
7923	Annette Baker	Anchorage	AK	7825	Wayne King	Stockbridge	GA
7928	Brian Kadet	Pell City	AL	7878	Paul McKittrick	Acworth	GA
7968	Desiree Jemison	Wilsonville	AL	7879	Terri McKittrick	Acworth	GA
7818	Ibrahim Sargin	Redwood City	CA	7957	Brigitte Killion	Atlanta	GA
7823	David Klim	Scotts Valley	CA	7797	William Winslow III	Chicago	IL
7839	Jon Gorski	Belmont Shore	CA	7806	Andrew Campbell	Park Ridge	IL
7852	Mark Dean	Oakland	CA	7834	Bruce Tyler	Chicago	IL
7854	Alfred Nash III	Pasadena	CA	7920	Cynthia Karabush	Highland Park	IL
7864	David Lee	San Francisco	CA	7956	James Jagoda	Western Springs	IL
7872	Jonathan Kwong	San Francisco	CA	7874	Steven Williams	Overland Park	KS
7875	Mike Golliday	Campbell	CA	7847	Brian Moyers	Franklin	KY
7888	Kyle Butt	Fremont	CA	7966	Willian Spansel, Jr	Bush	LA
7893	"W Shank, Jr"	San Diego	CA	7799	Marc Moseley	Dudley	MA
7894	Lori Arita	Claremont	CA	7805	Aaron VanDerlip	Salem	MA
7895	Jeffrey Arita	Claremont	CA	7819	Stephen Smith	Carlisle	MA
7900	Larry Hildenbrand	Creston	CA	7853	Matthew Gillman	Westfrod	MA
7929	Andrew Cooledge	Antioch	CA	7802	Jesse Marsden	Bethesda	MD
7937	Anthony Buccino	San Jose	CA	7822	James Malmgren	Annapolis	MD
7939	Paul Ladonnikov	Saratoga	CA	7867	Patti Kuhlman	Severna Park	MD
7948	Eric Goodis	San Diego	CA	7926	Kylie Nicholson	Arnold	MD
7950	H Rose	Santa Cruz	CA	7922	Lindsay Craig	Minneapolis	MN
7952	Thomas Fortin	San Francisco	CA	7925	Matt Wagner	Northfield	MN
7958	Walter Petruska	San Francisco	CA	7848	Andrew Schuette	Columbia	MO
7959	Douglas Ray	San Francisco	CA	7932	Joe Avolis	New Bern	NC
7807	Grant Euler	Golden	CO	7934	Paul Nowicki	Fletcher	NC
7820	Hunter Johnson	Greenwood Village	CO	7938	Karen Gullede	Clayton	NC
7898	Corinne Warren	Monument	CO	7800	Peter LeBlanc	Nottingham	NH
7931	Don Andre	Basalt	CO	7903	Eric Poff	Lee	NH





American Randonneur

RUSA Welcomes Our New Members!

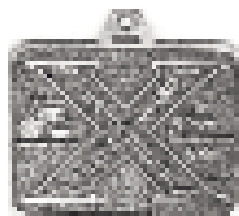
#	Name	City	State/Country	#	Name	City	State/Country
7860	Gerhard Dohne	Eatontown	NJ	7829	James Shoemaker	Katy	TX
7961	James Aspras	Pitman	NJ	7838	Mark Berthiaume	Austin	TX
7973	Christopher Slocum	Toms River	NJ	7880	Zachary Lerner	Houston	TX
7851	Matt Brackbill	Albuquerque	NM	7899	John Pawlak	Magnolia	TX
7892	David Bruce	Los Alamos	NM	7915	Serge Eberhard	Midland	TX
7913	Andrew Highison	Sparks	NV	7916	Richard Simmons	Winnie	TX
7811	Kristoffer Stack	Port Chester	NY	7945	Denis Kervella	Austin	TX
7812	Samantha Daves	Port Chester	NY	7949	John Enright	Jacksboro	TX
7821	Billy Shalom	New York	NY	7954	Laura Gavioli	Red Rock	TX
7827	John Peltier	Farmington	NY	7955	Jon Victor	Red Rock	TX
7830	Jay Whalen	Brooklyn	NY	7869	Keith Kling	Orem	UT
7886	Christopher Mellevold	Brooklyn	NY	7901	Nick Runtsch	Salt Lake City	UT
7951	Eric Hancock	Brooklyn	NY	7832	Jim Walther	Warrenton	VA
7967	Andrew Barber	Rochester	NY	7882	David Wynne	Virginia Beach	VA
7970	David Snyder	Rochester	NY	7930	Brian Petritsch	Newport News	VA
7873	Patrick Nourse	Columbus	OH	7876	Henry Stokes	Shelburne	VT
7881	Michael Levin	Bexley	OH	7887	John Fontanilles	Ripton	VT
7897	Stephen Hemmelgarn	Englewood	OH	7924	David Cain	Waitsfiled	VT
7905	Rick Gleason	Grove City	OH	7808	Anita Olszyk	Lacey	WA
7942	Bradley Stemen	Garrettsville	OH	7831	Mike Sinsky	Seattle	WA
7962	Michael Simo	Sheffield Village	OH	7835	Keith Rowe	Seattle	WA
7841	Michael Powell Parich	Portland	OR	7837	Tim Tyler	Olympia	WA
7845	Tony Wittinger	Portland	OR	7844	Darby Cavin	Cosmopolis	WA
7846	Eric Wittinger	Portland	OR	7861	Jason Wilcox	Olympia	WA
7855	Ethan Disbrow	Portland	OR	7862	Rob Balfour	Renton	WA
7856	Jeff Maurer	West Linn	OR	7863	C.B. Bell III	Seattle	WA
7868	Paul Vincent	Beaverton	OR	7865	Catherine Hennings	Seattle	WA
7870	Christopher Webster	Hillsboro	OR	7866	Meg Goldman	Seattle	WA
7889	Daniel Helms	Hillsboro	OR	7891	Jason Browning	Maple Valley	WA
7933	Tim Tovar	Corvallis	OR	7927	Joe Berhorst	Auburn	WA
7971	Eric Deady	Portland	OR	7941	Kyle Smith III	Kent	WA
7884	M Senter	Manheim	PA	7946	David Verrinder	Seattle	WA
7904	Efthimios Moutselos	Williams Township	PA	7947	Jaja Okigwe	Seattle	WA
7912	Matthew Woods	Philadelphia	PA	7969	J Bertorelli	Bellingham	WA
7940	Ralph Miller III	Cochranville	PA	7798	Stephen Duerre	Eau Claire	WI
7964	Jeffery Butt	Harrisbirg	PA	7824	Sue Ellen Ostrom	Madison	WI
7877	Hal Bielstein	Rapid City	SD	7842	David Rosenbaum	Oshkosh	WI
7914	Bruce Jones	Sioux Falls	SD	7849	Ted Durant	Milwaukee	WI
7972	Ronald Hillberg	Sissetin	SD	7883	Ross Huber	Racine	WI
7960	MaryBeth Chawan	Brentwood	TN	7902	Joel Sandberg	Appleton	WI
7963	Bert Brooks	Franklin	TN	7906	Daniel Collins	Janesville	WI
7801	Ryan Parnell	Amarillo	TX	7935	John Carlson	Appleton	WI
7809	Tammy Lorenz	Midland	TX	7943	Sarah Tenpas	Germantown	WI
7810	Robert Elliott	Midland	TX				





Eight Ultra Randonneur Awards Presented

The Ultra Randonneur Award is for RUSA members who have ridden ten (10) Super Randonneur series. The Super Randonneur (SR) series of brevets (200 Km, 300 Km, 400 Km and 600 Km 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.



Riders can apply with ACP brevets, RUSA brevets, or RM-sanctioned 1200k events; team events and permanents do not count. Longer events can be substituted for shorter ones. For example, a RUSA 230k brevet could be used in lieu of an ACP 200k brevet and a 1000k brevet or RM-sanctioned 1200k event could be used in lieu of a shorter event missing from the normal sequence.

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

Award Date	Name	City, State
2012/01/18	Crista Borrás	Rockville, MD
2012/03/18	Peg Winczewski [2]	Tacoma, WA
2012/04/11	Craig Mathews	The Woodlands, TX
2012/06/01	Gary Gottlieb [4]	Aledo, TX
2012/06/11	Maile Neel	University Park, MD
2012/06/12	Lois Springsteen	Santa Cruz, CA
2012/06/26	Michael Anderson	Mansfield, MA
2012/07/18	Ward Beebe	Oak Harbor, WA

Nine Mondial Recipients Announced

Award Date	Name	City, State
2012/02/25	Jeff Sammons	Brentwood, TN
2012/03/31	Ken W Carter	Marysville, WA
2012/05/04	Thomas R Russell	Alamo, CA
2012/06/06	Grover Everett	Taylorville, IL
2012/06/09	Crista Borrás	Rockville, MD
2012/06/09	Chris Mento	Glen Burnie, MD
2012/06/16	Dean Furbish	Raleigh, NC
2012/06/23	Ward Beebe	Oak Harbor, WA
2012/07/07	Debbie Breaud	Arlington, TX

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 just earned this prestigious award.





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 of 200 Km or longer.
- Foreign ACP-sanctioned brevets and team events



(Flèches), Paris-Brest-Paris, and R M - s a n c - tioned events of 1200 Km or longer.

- RUSA permanents — a particular

permanent route may be ridden more than once during the twelve-month period for R-12 credit.

The applicant must be a RUSA member during each of the twelve months.

RUSA congratulates the latest honorees, listed below.

Award Date	Name	City, State
2012/04/25	George Andrews	Severna Park, MD
2012/04/25	Vickie Backman [2]	San Luis Obispo, CA
2012/04/26	Ann Trason	Kensington, CA
2012/05/03	Robert Owen [2]	St George, UT
2012/05/09	Charles S Thomas	Arlington, VA
2012/05/13	Agnes L Gallo	Oakland Park, FL
2012/05/14	Dawn M Engstrom [2]	Millville, NJ
2012/05/15	Ian Page Hands [2]	Raleigh, NC
2012/05/18	Dean Albright [2]	Carmichael, CA
2012/05/18	Drew Carlson	Davis, CA
2012/05/20	Norman Carr	Pasco, WA
2012/05/23	Dana A Pacino [6]	Aledo, TX
2012/05/30	Craig Sleight	Enumclaw, WA
2012/06/02	Ronaee S Foss	Colorado Springs, CO
2012/06/04	Michael J Dayton [6]	Raleigh, NC
2012/06/05	Dan Driscoll [8]	Arlington, TX
2012/06/08	Greg Courtney [4]	Ames, IA

Award Date	Name	City, State
2012/06/10	Alan M Johnson [3]	Morrisville, NC
2012/06/12	Jesse Llona	Lynnwood, WA
2012/06/12	Kathy White	Marysville, WA
2012/06/19	Linda M Blankenship	Winter Park, FL
2012/06/19	Keith W Gates [2]	Olathe, KS
2012/06/19	George Swain	West Park, NY
2012/06/24	Wayne Dunlap [4]	Austin, TX
2012/06/24	Bill Erwin	Clermont, FL
2012/06/28	Les Medlin	San Diego, CA
2012/06/29	Lois Springsteen [3]	Santa Cruz, CA
2012/06/30	Janis Ayers [3]	Durham, NC
2012/07/01	Tom Rosenbauer [2]	Easton, PA
2012/07/02	John Agnew	Raleigh, NC
2012/07/05	William Cox	Cupertino, CA
2012/07/15	J Martin Shipp [2]	Raleigh, NC
2012/07/18	Jerry Riccardi [2]	Prairie Village, KS
2012/07/18	Thomas R Russell [5]	Alamo, CA

(F) = Female; [#] = # of awards

P-12 Award 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.



2012/05/01	Janice Chernehoff	Lyon Station, PA	2012/06/24	Fred Zickrick	Denison, TX
2012/05/09	Jesse Llona	Lynnwood, WA	2012/06/29	Ken Johnson	Sacramento, CA
2012/05/09	Joe Llona	Lynnwood, WA	2012/07/01	Kimber Guzik	Sunnyvale, CA
2012/05/22	Fred Robbins	Alexandria, VA	2012/07/05	Mark Thomas	Redmond, WA
2012/05/27	Michael A Hogan	Raleigh, NC	2012/07/09	Dean Albright	Carmichael, CA
2012/06/16	Kelly DeBoer [3]	San Marcos, CA			





RUSA Cup Award 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:

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

Award Date	Name	City, State
2012/03/17	Bob Bruce	Greencastle, IN
2012/04/06	Aaron Little	Campbell, CA
2012/04/13	Lawrence A Midura	East Syracuse, NY
2012/04/21	William Olsen	Califon, NJ
2012/06/16	Rodney D Geisert	Columbia, MO
2012/06/16	Spencer Klaassen	Saint Joseph, MO
2012/06/21	Steve Frey	Seattle, WA

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SKF



Grand Bois M-13 Rack

Two models, for wide and narrow tires.

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for hanging attachment

www.compasscycle.com



American Explorer Award Recipients

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) differ-

ent U.S. states and territories.

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

states and territories will depend on the availability of routes and the member's desire to explore.

RUSA congratulates the latest recipients of this award!

RUSA #	Name	Hometown
4424	Anderson, Michael	Mansfield, MA
3446	Beck, William	Woodbine, MD
6527	Boltz, H Edward	Hartsville, SC
4653	Bruce, Bob	Greencastle, IN
14	Buzzee, David	Columbus, OH
1172	Chemekoff, Janice	Lyon Station, PA
3812	Diehn, Dan	Black River Falls, WI
390	Driscoll, Dan	Arlington, TX

RUSA #	Name	Hometown
3147	Foss, Ronaele S	Colorado Springs, CO
114	Graham, Larry D	Westerville, OH
1918	Nemoto, Toshiyuki	Loveland, OH
855	Settle, Matt	Strasburg, VA
3108	Shenk, Catherine	Boulder, CO
3391	Sullivan, Lara	Ely, MN
4495	Tyer, Vickie	Grandview, TX
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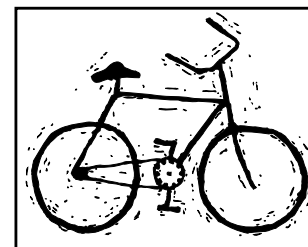
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Josh Bryant and his 650B randonneur on the 2012 Flèches Northwest.

What We Ride: Joshua Bryant's 650B Randonneur

By Joshua Bryant

In December 2009, Ernest Csuka, the constructeur at Cycles Alex Singer, passed away, the last of the legendary French postwar bicycle fabricators. His work resonated with me, and I wanted to build an homage to his work: a postwar-era bike, not looking to any specific decade for inspiration, but keeping the aesthetic of what I consider to be one of the best houses from the “Golden Age” of constructeurs. It was to be a do-anything bike. It would need to commute, randonné, and support a bit of cyclo-camping for good measure.

It has certainly been my favorite bike to ride. It has lightweight standard-diameter tubing. The bike handles well and has served me well on many brevets. The wide 650b tires offer comfort and a nice roll over the weather-damaged roads and gravel that surround us here in the Pacific Northwest.

I equipped my bike with some classic parts, collected over the years: Maxi-Car hubs, Stronglight cranks, Mafac RAID center-pulls, Suntour Cyclone rear mech, and a Simplex retrofriction shifter for the rear. Some parts were favorites; some were unfamiliar. I wouldn't change much since they work quite well.

I built a rod-actuated front derailleur for it. The first was a direct copy of the A. Singer design, but I used an inadequate alloy for the aluminum actuation rod. I broke the derailleur near the start of a mountainous 300k, and I was left to shift using a tire lever from my handlebar bag.

The second iteration, while less elegantly machined, is much tougher and a great improvement on my first effort. Taking inspiration from René Herse, I moved the pivot to below the derailleur cage, reversing the action inherent in the first design. This second example is much more intuitive and I was quicker to get used to it.

Another feature I enjoyed from the original build was the *répose-chaîne* (chain rest). I could remove the wheel without touching the chain. I've since changed to a 6-speed freewheel and had to remove this feature; however, I plan to machine another, as it is a feature that I miss.



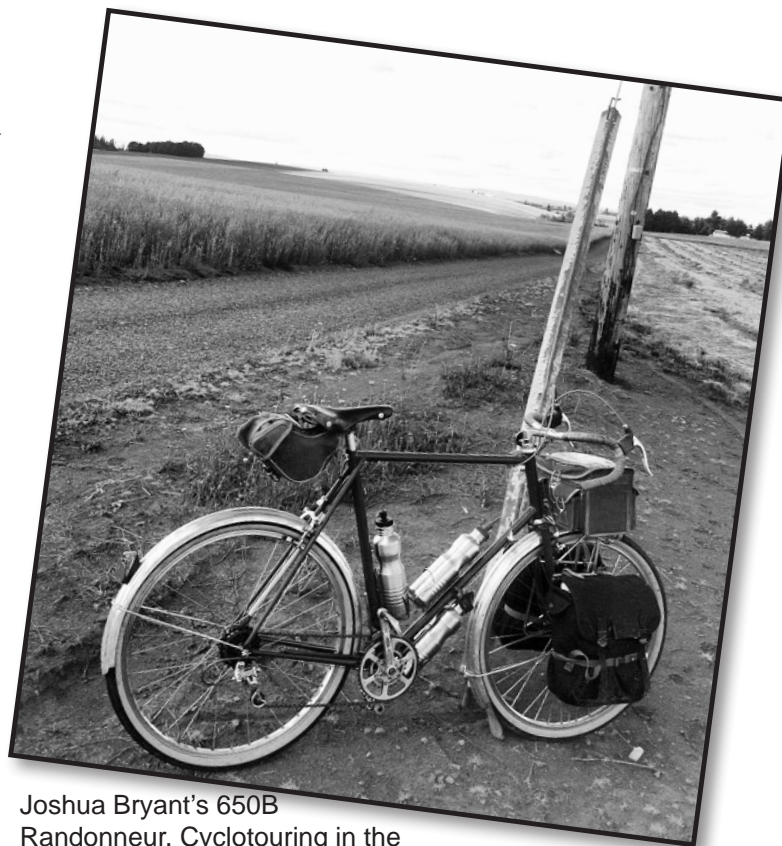


The rest of the design is pretty typical of the bikes I get asked to build: fenders, integrated SON-powered lighting, a rack for a handlebar bag and detachable low-riders.

My main goal in designing a machine is to have the bike disappear beneath its rider, and I've built some fond memories on mine. The Flèche Northwest has provided the opportunity to create several standout memories over the years. Twenty-four hour events are some of my favorites, especially if there's teamwork and route planning involved. Having a bike that goes largely unnoticed lets one focus on camaraderie and the scenery, building resilient friendships that last a lifetime.

So far the bike has done its job admirably, but as I ride more and more, and new advances come in lighting, I'm still looking for improvements. In sort of a "cobbler's kids run around shoeless" way, I've got several things I'd like to modify to enhance this bike, but other projects have taken priority. I'll eventually stop tinkering and refinish the bike. Such is the experience of any builder pursuing the perfection of craft and design.

Joshua Bryant (RUSA 4364) lives and rides in the Pacific Northwest. He is proprietor of Cycles J. Bryant.

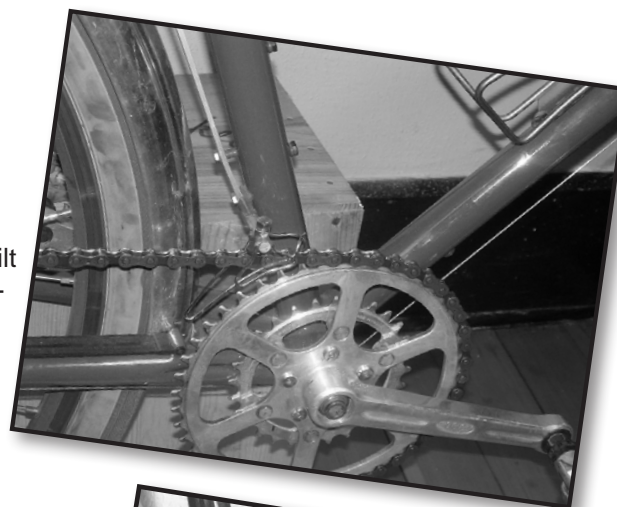


Joshua Bryant's 650B Randonneur. Cyclotouring in the Willamette Valley.



Joshua Bryant and machine out for a training ride on Mercer Island.

Alex Singer-style rod-operated front derailleur. Light and elegant, but underbuilt and counter-intuitive to operate.



René Herse-style derailleur replaced the original derailleur after its failure.





Miles from Nowhere: Where the Learning Never Stops

By Miles Stoneman



Miles Stoneman

“Which restaurants around here are best for breakfast and after-brevet dinners? And the one we’re in is OFF the list.”

With this innocent question, I morphed from a confidently prepared event organizer to an apologetic and embarrassed pretender. I’m a vegetarian who doesn’t eat out. The restaurant

I had chosen for meeting riders and handing out rider packets wasn’t clean. The food wasn’t good. Worse, I couldn’t name any other restaurants in town. Bob Bruce had found my Achilles heel, and the brevet week had not even started! What else had I failed to take into account?

Six riders participated in our recent brevet week: Bob Bruce (RUSA 4653), Ben Eagleson (RUSA 7185), Jim Johnson (RUSA 2288), Jim Koegel (RUSA 1245), David Roderick (RUSA 1005), and Miles Stoneman (RUSA 5169). The official title of the event was “Little Egyptian Bare-Bones Brevet Week.” But the subtitle certainly could have been “Little Egyptian Long Learning Curve.”

Bare Bones: (n) Riders understand that they are responsible for themselves; the organizer only accepts responsibility for routes, cue sheets, brevet cards and processing results. How hard could it be? How hard indeed. The brevet week was a wild ride on the steep side of the learning curve:

- When the cue sheet indicates a turn, there had better be a sign, writ large, at that junction, even if the mileage cue is correct. The sign is especially important when a rider doesn’t use a cycle computer. Jim Koegel, an old school rider, apparently measures distance with a compass and a sextant. . . .
- Riders don’t like guessing games. When the control is a mini mart in a small town, the name of the mini mart should appear on the front of the building, even if it’s the only store in that small town.
- Riders need to know about every inch of every surface they might face during the week – in geologic detail. When the route includes a bicycle trail with over 50 miles of crushed limestone, a few yards of loose gravel backfill should be noted on the cue sheet.

While planning for our event, I played “what details would I need to know if I were traveling to another state and staying for a week to ride brevets?” Yet, despite my best efforts to be prepared, I spent the week fielding golf balls at a crowded driving range.

On the Little Egyptian Long Learning Curve, a few riders, including me, learned that early season heat and hills may be a ride-stopper. And then we learned how to DNF with dignity. There were other lessons, including “MacGyver 101.”

While braking during a rapid descent, early into the 400k brevet, Jim Johnson saw one of his brake pads fly off. Reasoning that he might need front brakes during the remainder of the hilly event, he “MacGyvered” a new one from a section of tire tread on the side of the road. With the addition of electrical tape, it turned out to be a workable solution.

Bob Bruce and Ben Eagleson learned that they could ride straight through 600 km without a sleep stop. Bob’s 600k capped 1,100 km on the week, and Ben’s 600k capped his first ever Super Randonneur Award.

Although none of the riders completed all four events, each sent word that they intend to “give it another go” next year. I intend to try to be more prepared, and less apologetic.

The motto of the Little Egypt Randonneurs is “Any road, any distance, any weather.” I’m wondering if we should now change it. Perhaps it should be “Where the learning never stops.”

Miles Stoneman (RUSA 5169) is the RUSA RBA for the Little Egypt Randonneurs (Marion, IL).



Ben Eagleson (RUSA 7185) qualified for his first SR award during the event. This is his first year of randonneuring.





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When Less is More

By Dr. Codfish

In keeping with the spirit of this article I'll try to be short. The Seattle International Randonneurs Spring 600k brevet generated a little more than the typical post-ride buzz. The event got high marks for great fare and support at the controls (more on that later), an interesting route with a range of fast smooth roads, a little chip seal here and there, and even a few stretches of hardpack native surface. But what caught my eye was the extended discussion of ... the cue sheet.

That randonneuring staple which informs every brevet regardless of length, location, time of year, elevation gain or any other variables. Don't leave home without it. No less than the noted international Rando Legend Ken Bonner of Canada chimed in to say that this was the first brevet (in over 340 lifetime events) with an absolutely accurate cue sheet, in both gpx and paper format. He went on to say, "Every turn and mileage indicator was dead-on. Road/street/highway names were the ones a rider actually sees while cycling on the road.... Brevet support is a 'nice to have', but an absolutely accurate route-cue sheet is a 'must have!'"

The post-ride discussion went on among some of the 50+ riders and the 600k organization team, and what I took away from the exchanges was this: Sometimes, less information on a cue sheet is more useful than more information. If you have ever helped develop a cue sheet for an event you know the feeling you get when you come to a turn on the route and you ask yourself; "How can I describe this place so that a rider can easily understand what to do here?" There is nothing like basking in the glow of post-ride praise for a cue sheet well devised, and there's not much worse than hearing that your cue sheet cost multiple riders 'bonus miles' or time wasted trying to figure out what was meant by a missing or a confusing turn description on that darned cue sheet.

If it is as simple as Turn left (L) onto Old Olympic Highway, and there happens to be a sign indicating Old Olympic Highway, then keeping it simple is easy. Sadly, it is often not that simple. It is these more complex situations that lead to the problem of too much information. "How could they have missed that turn, I wrote almost a half-page of instructions?" Is this a case of the solution being part of the problem? One of the underlying characteristics of a ride organizer's nature is the urge to be

helpful. And, if a little help is good, perhaps more help is better. The result: a long, complicated turn instruction.

Another well-known rider, Jan Heine, expressed appreciation for a return to the "old-style" turn indications on the cue sheet: TL for traffic light, SS for stop sign, T for T intersection etc. Jan also suggested there was value in including the cardinal direction in the instruction. Some people have trouble knowing east from west, but for those who do have a sense of direction, this would be the ultimate safety precaution. Cardinal directions may be useful for users of electronic navigation devices as well. If the cue sheet says you should be heading west after the last half-page turn description, but the gizmo claims you are now going east, then maybe that last turn was reversed?

Another valuable aspect of including this bit of information in the cues is consistency. A standardized format (as much as possible) for each cue will make it easier for tired rides to interpret instructions late in the ride.

Others on the discussion added that they valued clear instructions over extreme distance accuracy. Most riders understand that whether the cue sheet has the perfect mileage or not, the distance they see on their computers may often vary by tenths if not whole kilometers. In terms of distance, most riders are more concerned with leg distances than total mileage, as we almost all navigate from turn to turn, or control to control.

So how were the organizers able to produce this clear, concise, and error-free cue sheet? It wasn't done in a vacuum. The route was first created using online mapping tools. Then, they sent out a note to club members asking for local wisdom about certain segments of the route. For example, the route passed within a quarter mile of my house and I suggested a slight change that would take riders off a busy and high-traffic highway, built to 1940's standards but with 21st century speed limits, onto a set of country roads. The primary hazards there were the odd stray chicken or energetic farm dog.

Next, they enlisted the efforts of a core group of pre-riders, experienced randonneurs who used a variety of navigation aids (from gps devices to no computer at all) to ride the route and give feedback. Other club members suggested turn format adjustments (the return to the 'old-style' nomenclature). Clearly, the product was the result





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of many hands, and in this case the quality was appreciated by all of who undertook this audacious adventure.

The lavish fare at the controls is another matter. Ken Bonner said “I have come to expect very sumptuous food controls at SIR brevets and I was not disappointed at this most recent brevet.” Though I didn’t ride the event, I can attest that this one was well stocked, maybe even ‘over the top.’ My friend John had volunteered to staff a late night control on a remote stretch of the ride. He stopped by to borrow a space heater I have used on brevets. I must say my eyes went wide when I saw the kit for his stop. By the time he had gathered the materiel he wanted to supply his control, it literally would not fit in his automobile. He rented a four-door pickup—and packed it to the gunnels.

Again, this is an illustration of our impulse to help ‘our’ riders. It may also express a desire to put on the best-supported brevet. I have been a soldier in this arms race of randonneuring luxury. I wonder if we may have entered the age of excess. I think it is important to assure that rides are able to get from control to control without starving or dying of thirst, but might it be possible that too much of a good thing at controls is ... too much?

Dr. Codfish, aka Paul Johnson (RUSA 1168), lives and rides in the Pacific Northwest.



Dr. Codfish, aka Paul Johnson



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It's Hotting Up

By George Chester and Nicole Honda

Summer heat has an impact on your performance very similar to altitude and should be taken equally seriously in how you plan and perform your training. Like altitudes of 7000 feet and higher, temperatures in and above 90F will cause power declines of 10% or more depending on acclimatization.

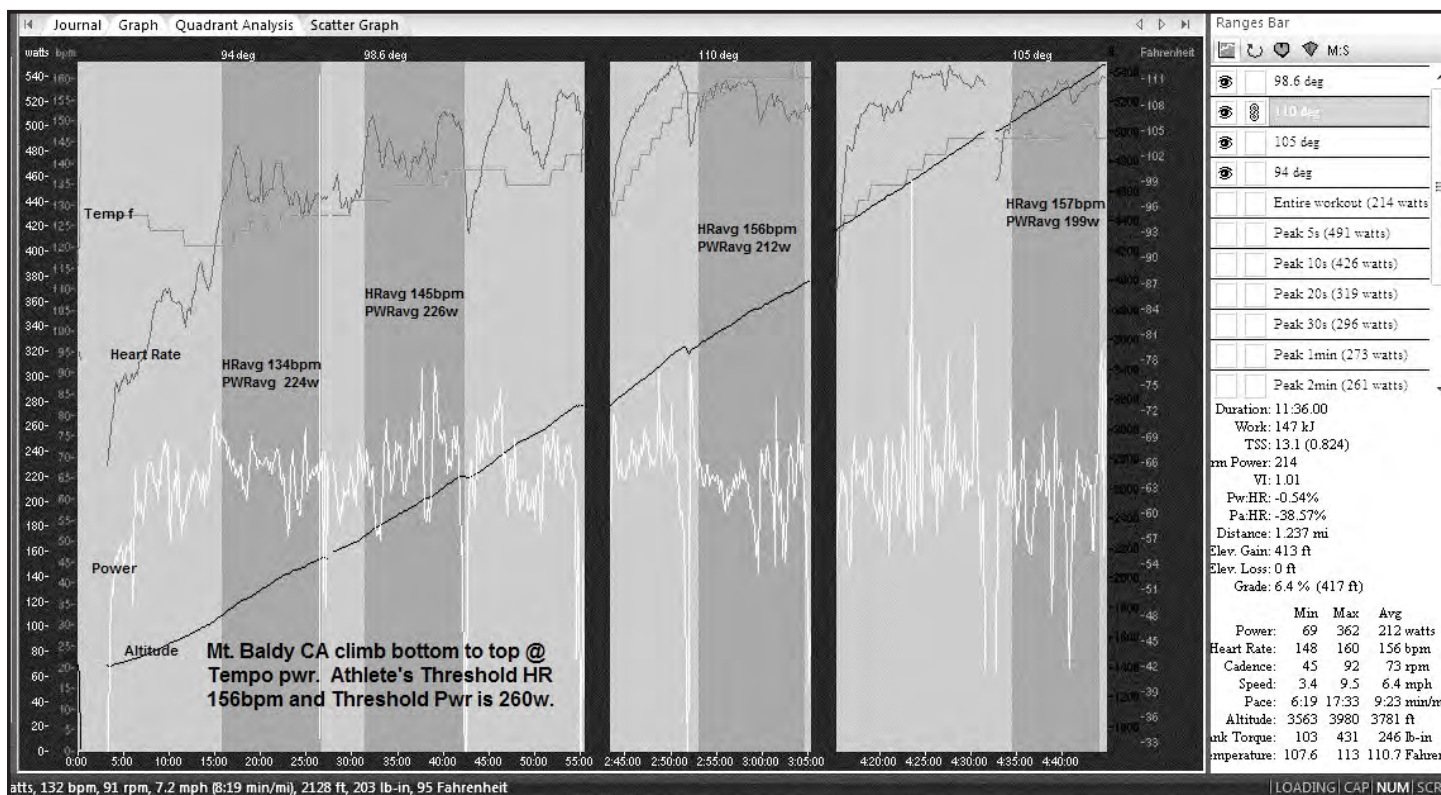
The graph below depicts a ride of the Mt. Baldy climb used in the last two editions of the Tour of California. This is the 2012 edition which was ridden in temperatures over 100F. Note the athlete has a power threshold of 260w and heart rate threshold of 156bpm and attempted to maintain an average power of 220w, which would be tempo or zone 3 and normally should not be a problem. The ride start temperature was 94F, just under normal body temperature and at an average power of 224w (zone 3), the heart rate was 134bpm, also zone 3. In the second highlighted area, the outside temperature equals body temperature, 98.6F and the power holds steady at 226w, but the heart rate begins to drift up 11 bpm to 145bpm, as the body is forced into cooling mode. In the third highlighted area, as the temperature peaks at 110F, the rider's heart rate rises to threshold, 156bpm, while the power drops 10w to 212w.

In the final sector, even though the heat has moderated to 105F, it is still above body temperature and the body is losing the cooling battle and is displaying signs of heat exhaustion.

At this point the rider's heart rate averages 157bpm, topping out at a maximum of 160bpm, while power has dropped 25w, or 10% to 199w, ultimately forcing the rider to pull off into the shade where it took a good 10 minutes to recover from nausea and lightheadedness.

Some lessons to learn:

1. To get the most out of a hard training workout, do it early or late during the coolest part of the day.
2. Expect a 10% or more power loss once temperatures are in the 90s and if you have a power meter quit trying to achieve a target power and shift over to a target heart rate.
3. Don't be disappointed if your times up your favorite climb are 10% or so higher than your best, because you are still riding close to a previous best time done in cooler temperatures.





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4. When your heart rate rises to near threshold, and/or you feel lightheadedness or nausea, slow down and if that doesn't help find the nearest shade and stop. If cool water is available, pour some over your head. The good news is that as long as you respect the heat and respond early to the symptoms, you will recover quickly as soon as your body cools down and regains control of its temperature. Ignore symptoms and you could end up in the hospital.
5. If you want to ride in the heat to get acclimated, do it on easy rides, where your body isn't creating as much internal heat, which aggravates the problem.

If the weather has just become hot, be even more careful until your body acclimates to the summer temperature change. This usually takes a couple weeks, similar again to altitude. However, if you spend most of the time in air conditioning, don't expect the same level of acclimation.

Take the heat seriously, ease the pace, listen to your body, watch your heart rate, drink more, pour water over your head, ride with an ice pack if possible and expect a loss of performance. If you do this, you can still enjoy/survive a ride in the heat. Above all, don't beat yourself up because you seem slower and weaker than normal. Definitely don't decide to push even harder and tough it out, as that will just bring about heat exhaustion.

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A spring Populaire starts in front of the Boulder Flatirons

RBA's Corner: The Colorado Brevets

By John Lee Ellis

The Colorado Brevets have been around since 1994, with its original sponsoring club, the Rocky Mountain Cycling Club. Like many regions, we've expanded from a simple Super Randonneur series tucked into seven weeks, to a full range of events from March to October. Routes, with few exceptions, are not repeated during the season, so there's lots of variety.

Our Schedule – We offer a couple of “warm-up” populaires in spring, and a farewell populaire during the October fall colors, 200k to 1000k brevets from April into summer, a Flèche (usually after Easter, because of our snowy spring), more mountainous 200k and 300k brevets in the summer, and two 1200k's (not usually in the same year): the Colorado High Country in July and the Colorado Last Chance in September. Spring is the busiest calendar period, but also the most challenging, as March and April can be Colorado's snowiest months. There are now three 200k's clustered in April-May, partly in case one is snowed out, but mainly because each has a different flavor. We added 400k and 600k brevets in May for folks qualifying for early-season 1200k's, and yes, there have been snow flurries on these rides.

We aim to support a variety of goals: the R-12 and other RUSA awards, the ACP Super Randonneur and R-5000 awards; qualifying for 1200k's; and the rider's ability to put together a season of 200k or 200k/300k brevets, for those who aren't (yet) keen on the longer events. But above all, quite simply: lots of opportunities for randonneuring.

The series takes a rest from November through February. There are actually plenty of good cycling days in the Colorado winter, in between snowfalls. But there's no predicting exactly which days those will be. Instead, riders have a great selection of local permanents, some of which are ideal for fall and winter, heading out to the flatter and less shadowy plains.

What to Expect – Colorado Brevets are low-key. The atmosphere is casual and most controls are at stores along the route. (1200k's are the exception, of course, with staffed major controls, food and sleeping facilities.) Our riders display the typical variety, from “randonneuring-styled” cyclists to triathletes and ex-racers equipped accordingly. You'll see fewer fenders here, because it's arid, and more aerobars, because the plains can be windy. All this means that visitors and new riders





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have a good chance of finding others riding at their pace and style.

There's lots of info on the website (www.rmccrides.com/brevets.htm), including cue sheets and route maps. There's also a chatlist for asking questions and coordinating plans, and a blog of course. Keeping riders informed and communicating is important to us.

Terrain and Weather – Most of our routes span the Colorado Front Range, from Colorado Springs through Boulder County and up to Fort Collins, east out onto the Plains, and west into the Rockies. Some top out above 9,000 feet. The Peak-to-Peak Highway is a favorite road. Expect everything from lightly-rolling Plains segments to 15-20 mile 4,000 ft. climbs (and descents!), to stiff, short climbs in the foothills. Despite those climbs and elevations, we have found few visitors experiencing altitude problems, other than that extra bit of fatigue.

arid climate can make for a large temperature range, especially on the longer brevets, from the 40's in the morning to 80's by midday. It may be "a dry heat (or cold)" as they say, but intelligent layering is de rigueur. That and being prepared for mountain showers, which can be chilling even on a summer's day. The arid climate also means being even more vigilant about hydration.

We Colorado randonneurs are fortunate to enjoy a comfortable, dry climate and wonderful scenery to bike through ... plus plenty of climbing challenges!

We'd love to share the beauty and challenge with you, if you have a chance to join us!

John Lee Ellis (RUSA 153) is Colorado Regional Brevet Administrator.



Secret Control Officials Michelle Grainger and Steve Le Goff

The



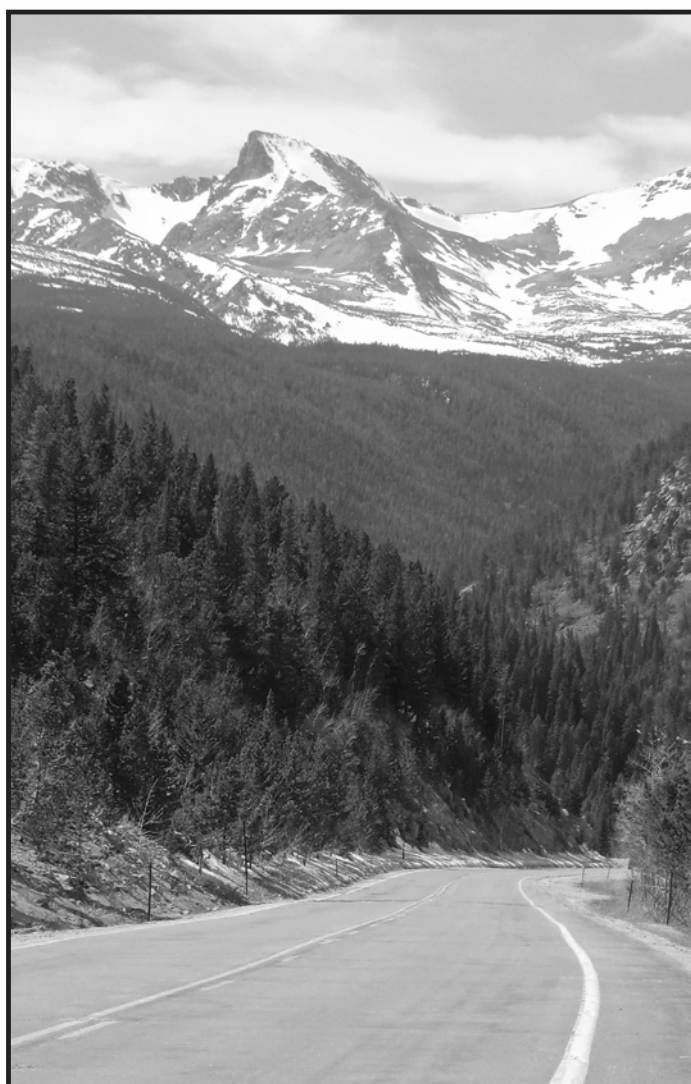
John Lee Ellis on the 600k – M. Grainger photo



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Big Thompson Canyon Narrows on the Drake Doubleback 200k



Indian Peaks from the Peak-to-Peak Highway on the Lefthand Canyon 400k

Horsetooth Reservoir on the James Canyon Jant 200k – John Guala photo





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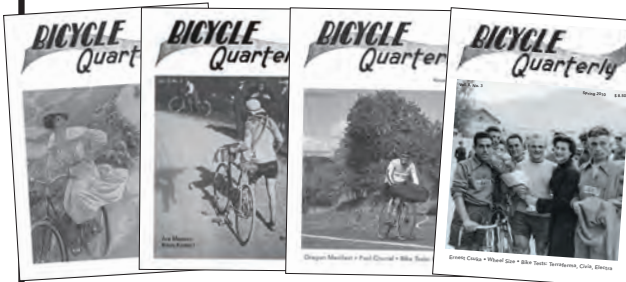
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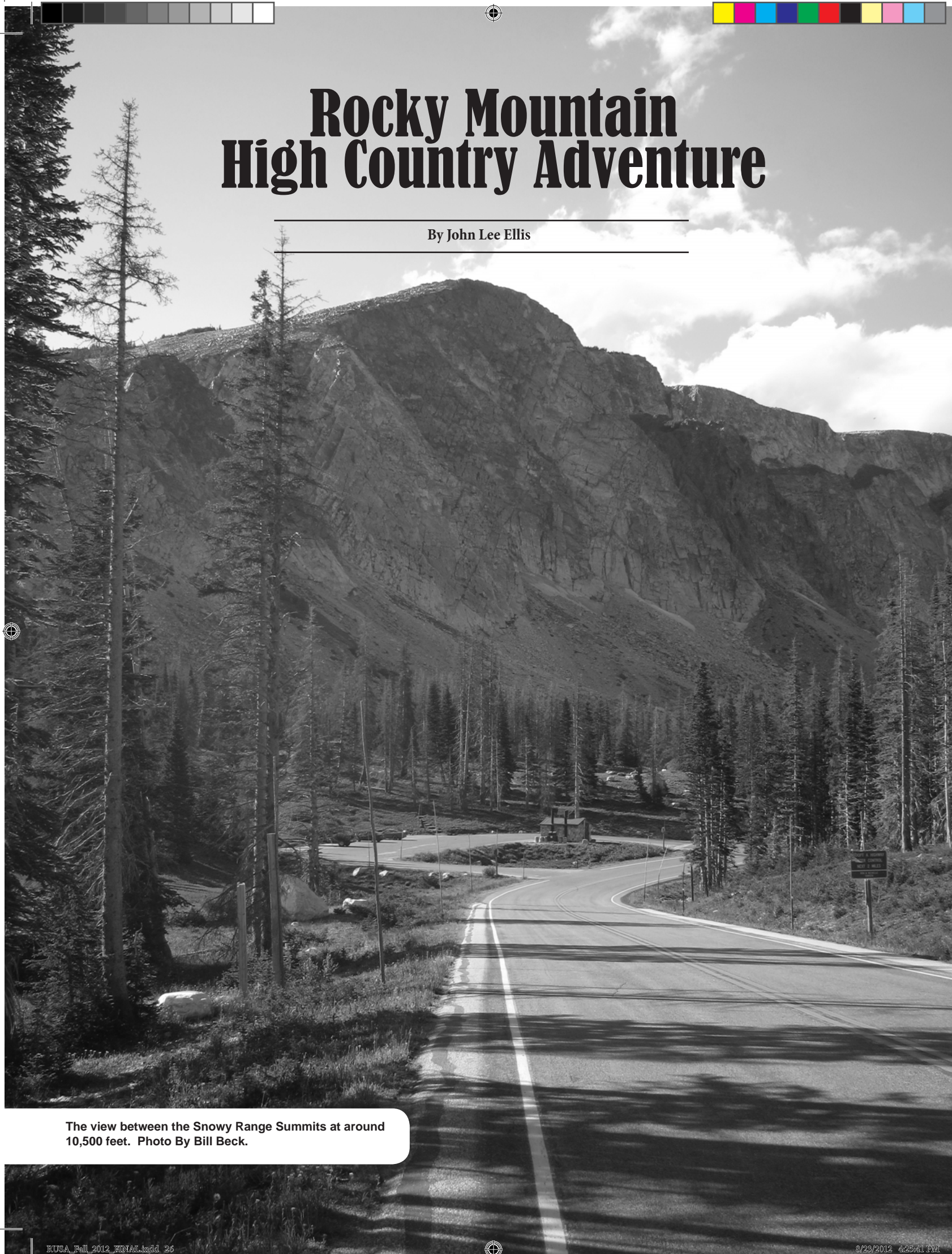
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Rocky Mountain High Country Adventure

By John Lee Ellis



The view between the Snowy Range Summits at around 10,500 feet. Photo By Bill Beck.



Forty-two riders enjoyed splendid mountain conditions, clear skies, fresh air, and wafting breezes, on the second edition of Colorado High Country 1200. I would like to take credit for the fine weather, but can't figure out how to do that. With a 90% finishing rate, though, it was if nothing else, a proof of the High Country's "rideability" absent the confounding factors of adverse conditions. It also didn't hurt that we had an excellent ridership of experienced, cheerful randonneurs ... and wonderful volunteers!

Yet the picture wasn't rosy in the runup to the CHC. Fortunately, all the drama occurred before the event: three successive re-routings because of wildfires and mudslide potential, and the prospect of a hot, dry, smoke-filled Colorado. As if on cue, monsoonal rains on the eve of the event quelled the fires and cleansed the air. The rains also closed part of the original, fire-ravaged route with a mudslide, which the riders bypassed on the new route about 8am the first day.

Ed Felker wrote: "The volunteers provided evening and morning food at the hotel overnight control accommodations, taking away two other worries. We mostly just had to ride, control, eat and sleep — what could be easier?"

Dave Cramer opined: "At the top [of Cameron Pass], there was a little marsh with six moose. I joke I would have asked for a refund if I hadn't seen a moose on the ride. It's just before 7am. I've ridden 1000k in 75 hours. 200k to go. Could this actually happen?"

Moose sightings + good food + a soft bed = a satisfying combination for randonneurs (certainly for me). I pre-rode last-year's event and loved it. I'm so glad we had a chance to share this wonderful country with our fellow randonneurs again this year.

It was great seeing old friends and new faces on this ride. Check out their engaging photos and stories - links here: <http://www.rmccrides.com/brevet-chc-main.htm>.

Some fun stats:

- 42 starters
- 38 finishers (90% finishing rate - nice!)
- 4 finishing their second High Country
- 2 tandems (both finished)
- 0 recumbents (5 last year)
- 0 fixies
- 25 or so raindrops total - near Grand Lake
- 6 moose at Cameron Pass at dawn

High Country 1200k Results	
Rider	Finish
ANDERSON, Rorie	86h58m
ARGO, Tim	83h19m
BAUER, Jeff	82h52m
BECK, William	82h52m
BONNER, Kenneth	80h38m
BOUHUYZEN, Henk	82h52m
BRUCE, Bob	81h43m
CAMPBELL, Dave	82h52m
CHAMBARD, Laurent	87h14m
CRAMER, Dave	83h47m
FELDMAN, Tim Foon	81h43m
FELKER, Edward	82h52m
FUOCO, Art	86h58m
FUOCO, Dan	84h18m
GEISERT, Rodney	84h20m
GERSEMA, Mary	82h52m
HEG, Christopher	87h55m
HERGET, Scott	DNF
HOFFMAN, Ed	84h10m
HOWES, Noel	87h55m
HUNLEY, Fred	85h00m
KIMBALL, Hugh	84h20m
KNOBLAUCH, Tom	66h15m
KNUTSON, Ken	84h01m
KOEN, Bob	85h07m
METCALFE, Mark	83h36m
MYERS (LONG), Beth	84h18m
MYERS, Brent	84h18m
NEMOTO, Toshiyuki	84h02m
OLSEN, Bob	85h11m
PLACIAKIS, Vidas	81h43m
PUSTOW, Bill	DNF
SHAW, Ron	DNF
SILVER, Mordecai	87h55m
SOLANICK, James	79h00m
STROETHOFF, Karel	83h17m
STUM, Richard	81h43m
SULLIVAN, Tim	82h52m
THOMAS, Mark	82h52m
TYER, Vickie	87h55m
WILLIAMS, James	82h52m
WISS, Dick	DNF



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Tim Sullivan climbing toward Gore Pass on the second day. Photo By Bill Beck.

Scenes from the 1



Dave Campbell, Ed Felker and Mary Gersema cruising across the Wyoming high country toward Walden, CO on the second day. Photo By Bill Beck.



Jeff Bauer and Ed Felker at Rabbit Ears Pass. Photo by Mary Gersema.



Mark Thomas approaches. Photo by Mary Gersema.





The High Country 1200k



Heading from Gore Pass to Kremmling on the second day.
Photo By Bill Beck.



Tim Argo riding from Willow Creek Pass to the overnight control in Walden, CO on the third day. Photo By Bill Beck.



Ride organizer John Lee Ellis awaits riders.
Photo by Mary Gersema.



Fred Hunley and Vickie Tyer, outside of Hayden. Photo by Mary Gersema.





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Charly Miller SIR Group Interview

By Maggie Williams

What would it be like, I wonder, to arrive at the start of Paris-Brest-Paris, at 4:20 on an August morning, with a goal of finishing that fabled ride no more than 56 hours and 40 minutes later? “This is madness!” comes to mind, as do the certainties of suffering and inevitable collapse. But that’s just me, a veteran of no PBPs, and a delicate flower of a rider who succumbs willingly to the siren call of gin, tonic, and slumber. And anyway, thank goodness, I don’t have to trouble myself imagining such things, because I have had the opportunity to pose that and other questions to a bunch of fellow Seattle International Randonneurs who also happen to be what we here at SIR now refer to as the Charly Miller Team – Bob Brudvik, Greg Cox, Bill Dussler, James McKee, Robin Pieper, and Ben Whiddon. (To clarify, Robin wasn’t interviewed, but his presence was felt, and his role in the team’s success was well represented.)

So I asked: “At the start of the ride, what was going through your mind?” I waited, but no one spoke. Granted, very little, if anything, goes through my mind at 4:20 a.m., so I nudged. “Expectations, concerns?” Ben said that he had pretty much planned exactly where he would drop out of the group – somewhere before Brest, probably around the 400k mark. (Visions of failure – check.) Bob, who had shared a room with Mark Thomas, was reflecting on how much the president snores and consequently expecting sleep issues. (Anticipatory psychosis – check.) But then he added, “Other than sleep, as I remember, I didn’t have any particular issues that I was concerned about.” Bill said he knew he had done all he could to prepare, and he was ready to start. And Greg added, “By the time we started, I had this Zen-like confidence.” James, too, said he was confident going into the ride that he was in great shape. As they continued to reminisce, all of them in fact – including Ben – mentioned a similar thought: I’m ready, and, whatever happens, I’m fine with it.

Back up eight or nine months, and the thoughts running through these riders’ minds were completely different. Greg declared, “I don’t know about the rest of you, but I was freaking out at the thought of trying to do Charly Miller. It scared the crap out of me.” Ben confessed, “I didn’t even know anything about Randonneuring or PBP.” Bill said that he had known about Charly Miller for a long time, because there’s a page on the RUSA website that talks about it. “I thought that, yeah, it would be nice to do,” he said, “but I knew I couldn’t do it.” That was the thing: Charly Miller was a pipe dream. Even

when they knew about Charly Miller, even when they were intrigued, no one seemed to be able to conceive success. That is, until they began to form a team. And this was what they wanted to talk about, to emphasize: training and succeeding as a team.

When I asked them how the team first took shape, no one really seemed to know exactly how it happened. Greg talked to Bill, Bob emailed Robin, that sort of thing. Robin, as people remember it, got things on track by sending out “come-one-come-all” Charly Miller training ride notices; and Bob started keeping a list of potential riders. I imagined this core group of riders, like Major League scouts, poring over the stats of every potential teammate. But Bob said it didn’t really happen like that. The team, he said, just sort of evolved over the course of the brevet season.

Robin emerged as the de facto leader, although Greg mentioned a couple of times that it wasn’t always a role he relished. But there was a lot to learn – riding in a paceline, proper fueling, efficient use of support, and minimizing time off the bike, for example – and the experience that Robin had gained over the years was invaluable.

“We all understood that Robin was our lead guy,” said Bob. “He knew pacelines, knew a lot of the technical stuff.” Although everyone mentioned that they had learned from each other, they all agreed that Robin was focal point. He was the taskmaster, according to James, and the rider who had the final word. “When somebody was whining about something,” said Greg, “we could just say, well, Robin said we’re going to do it this way, so that’s what we’re doing. You just need one person on the team to do that.” Bill agreed. “Doing this by consensus just wasn’t going to work.”

In the months leading up to PBP, the riders trained hard and trained smart. “Training,” said James, “was about riding together and learning how to ride as a group in a paceline.” They did Sunday training rides and brevets together, honing their skills for speed and efficiency. For every brevet, the goal was to ride four-hour metric centuries. Outside of those structured rides, each rider worked individually, in order to be able to ride with the group at the pace required. In that respect, everyone took a different approach.

Greg, who was, you’ll recall, freaking out about trying to do Charly Miller, looked into hiring a coach and doing a lot of specialized training. He soon realized, however, that between brevets, Sunday rides, and commuting, he was already doing





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plenty of riding. “I realized that as long as I was focused on putting in my best effort doing all of that, I was probably going to be OK.” Bob, on the other hand, did only weekend rides and brevets. “I have to do that. I get burned out otherwise.” Only Ben seemed to come up short in the individual training department, which may be why he was contemplating inevitable failure at the start of PBP. (He has youth and obvious natural ability in his favor; but that won’t last forever, young whippersnapper.) I was surprised to learn that, for the most part, no one was doing a ton of long, slogging rides. James pointed out, and others agreed, that you don’t necessarily need to be doing long, long training miles in order to do a strong ride on a brevet. Shorter, targeted distances can do the job, even when your goal is a Charly Miller PBP.

So, over the season, as Bob said, the team “evolved.” Which is not to say there weren’t any evolutionary dead ends. One of the first training objectives was to learn to ride as a group in a paceline. At the same time, there was talk of bringing in some “horses,” strong riders that could pull the group as far as, say, Loudéac.

Early on in training, they had just such a rider. He never really rode with the group, though, and his strength, which was initially thought to be an asset, thoroughly messed up the group dynamic. “He fatigued the group by going too hard up hills and just being too fast and strong, in general, in ways that weren’t helpful to the team,” said Greg. “It can be very fatiguing if someone in your group doesn’t know how to ride with the group.” Bob agreed. “The main thing about training together was to learn how to ride together,” he said. “When you’re riding in a group, the speed is almost not an issue – you come by it naturally, by virtue of the group riding well together.”

They eventually abandoned the idea of “horses,” most of whom were more interested in the challenges of riding PBP individually anyway, and worked on becoming strong as a team instead. “One of the things that distinguished our approach,” said Bill, “was that we all committed to doing the ride as a team. I think a lot of people can have Charly Miller as a goal, but they’re usually thinking about it as individuals. Or they hook up with someone else that has the same goal, and they plan to ride together but break up during the ride because they’re taking an individual approach. The thing that made our attempt different was our commitment to working as a team during training and during PBP.”

All of the scheduled training ended a few weeks before PBP, although the riders continued to train on their own; most of them did one last “big” ride (Bob and Robin did Race Across Oregon, James the Colorado High Country 1200) before heading to France. Greg was concerned that the team had

“fractured,” but I suspect the break was good for them.

Leading up to PBP, riders who had done PBP before all said that they approached the Charly Miller attempt with more focus. They also had a support crew (Trudy Frantz and Amy Pieper) and a vehicle stocked with food, beverages, and clothes. To make it easier for the crew, they stopped at every other control as far as Carhaix, and then waited there until the team returned from Brest.

At the start, the plan was simple: Get to Brest within 24 hours, sleep for four hours, and return to Paris in 28 hours. Everything ran like clockwork until Loudéac, where they spent almost an hour. “We were ahead of time,” said Bob. “The weather was shitty, and we were hungry.” Plus, added Greg, it just felt really good to stop. They stopped to eat, and they talked about changing the plan, considering sleeping in Carhaix instead of Brest.

“We hadn’t slept, it was raining, we were getting wet,” said James, “and we were going to have to sleep in wet clothes if we decided to stop in Brest, because we weren’t going to have any support there.” Time slipped away. “It wasn’t until we finally got back on the bikes that we realized we had been there for a long time,” said Greg. In spite of all the planning, time management — getting in and out of controls — had become a problem.

In the end, at Greg’s insistence, they decided to stick with the original plan. “In hindsight, said Bob, “changing our plan would have been a big mistake. We were very slow getting to Brest. If we had stopped to sleep in Carhaix, we would have arrived in Brest at about 30 hours, which would have been a disaster – we would have never made it back to Paris in time.” They arrived in Brest behind schedule, and the team scattered in search of food and drink. They had some time to sleep but chose instead to press on. “We were slowing down, and we had no idea how long it was going to take us to get back to Paris – and that was spooking us,” said Bob. “We weren’t going to get any sleep, and we knew it.”

Getting out of Brest was difficult as well. Fatigue was taking a toll, tempers flared, and Greg made a comment that didn’t seem especially constructive. In spite of the rising tensions, the team stayed together. “The most important thing was that we all had a common goal. That was more important than anything else,” Greg said. “Things were tense,” said James, “and we had a pretty quiet ride out of Brest, but we didn’t fall apart. We stuck in our group and got into the paceline and rode.”

And that was the story for most of the rest of the ride: fatigue, tension, get in the paceline and ride. Alex Brede, one





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of the seven starters, was unable to keep the pace and dropped out between Fougères and Villaines (he finished in 65:36). Ben stayed behind in Villaines to eat and sleep for 15 minutes. When he woke up, he felt fine and ready to ride, but he was alone in the middle of the night. “I think one of the things that kept me going was that, when we said our goodbyes at Villaines, James reminded me that there was just 200k left and 10 hours to do it, and he told me that I could do that in Charly Miller time if we were smart about it.” He was, and he did finish – just 9 minutes behind his team. Amazing.

Bob, Greg, Bill, James, and Robin finished as a team in 55:45. Among several of the team members there’s already talk of attempting a sub-50 in 2015. (Ben says before he does any such thing, he’d like to do a slow PBP, so that he can meet the French people and see the countryside. Very wise.)

When I asked them why they would want to do a sub-50, Bill said, “When I first started training, I didn’t see how it was possible for me to do PBP in Charly Miller time, but I did the training as if it were possible. Having done it, I now wonder about what other limits I place on myself because I don’t think something is possible. So that’s why you start thinking about sub-50 and other such goals.”

Maggie Williams, RUSA 3178, rides and reports from the Pacific Northwest. She’s not planning to ride a sub-50 hour PBP in 2015.

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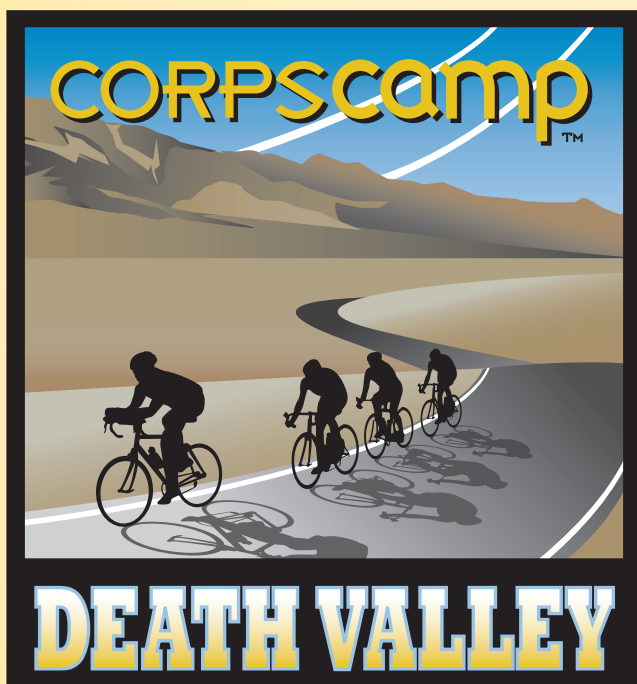
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