



# AMERICAN RANDONNEUR

Volume Fourteen Issue #3

Fall 2011



# adventureCORPS Presents

## Mother Nature's Greatest Sports Arena: Death Valley National Park



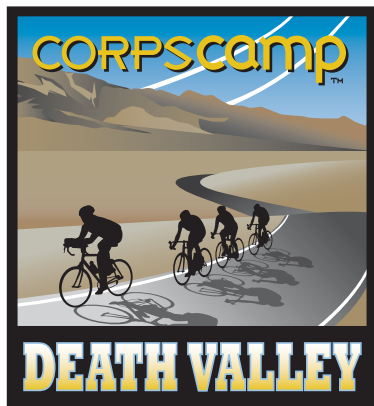
The Fall edition of our Death Valley Century, Ultra Century, and Double Century is held annually in October, providing incredible, one-of-a-kind, 108-, 144- and 197-mile cycling routes to Scotty's Castle, Ubehebe Crater, and Hell's Gate. Limit 400 riders.

**October 29, 2011**



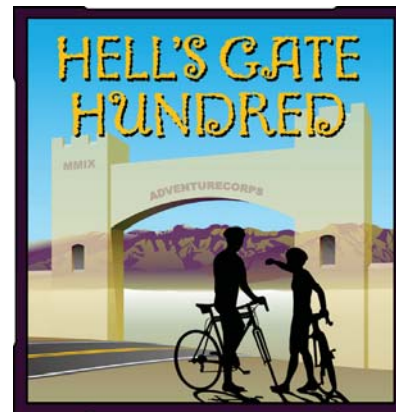
The Spring Edition of our Death Valley Century, Ultra Century, and Double Century is held annually in March, providing incredible, one-of-a-kind, 105-, 150-, and 196-mile cycling routes past Badwater and over the passes to Shoshone and back. Limit 400 riders.

**March 3, 2012**



Our cycling lifestyle camp features five days and 300 or more (or less) miles of epic, one-of-a-kind cycling, plus daily yoga classes, group dinners, and a hike, and then concludes with participation in our Hell's Gate Hundred cycling century. Limit 75 riders.

**March 27-31, 2012**



Hell's Gate Hundred includes locations and sights that are not visited in any other one-day cycling event, including Artist Drive, Daylight Pass, and the ghost town of Rhyolite. The 100-mile route features 8500 feet of elevation gain, while a 65-mile version is also offered.

**March 31, 2012**

For information, registration, and much more, visit [www.adventurecorps.com](http://www.adventurecorps.com)



# AMERICAN RANDONNEUR



Volume Fourteen Issue #3

Fall 2011

### RUSA Executive Committee

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 Treasurer.....Eric Vigoren  
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### American Randonneur

Editor: Mike Dayton. Editorial Committee: Joshua Bryant, William DeRosset, Maggie Williams, Jennifer Wise.

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### On the cover....

The inaugural Colorado High Country 1200K featured breathtaking views like the one on this issue's cover. The photo, "Back in Colorado after the Snowy Range," was taken by CHC 1200 organizer John Lee Ellis. He also contributed an entertaining account of the event. His article begins on page18.

## MESSAGE FROM THE PRESIDENT

Grand Randonnée season is upon us. As many of you have already ridden a domestic 1200k, others are getting ready to head to France to ride Paris Brest Paris. Randonneurs USA is proud to be sending 438 members to France this year. I'm part of that group and looking forward to finally meeting many of you in person.

Planning and visualizing success is an important part of strategizing for any long event. To this end, several members have shared their ideas and some have developed spreadsheet tools that can be used to plan your approach if you are so inclined. My thanks go out to all who have shared their thoughts on our Wiki and on the various email lists across the country. Mike Dayton and his team's special PBP Newsletter issue is absolutely phenomenal. We sure didn't have anything like this for my first PBP.

As I prepare for my 6th PBP, I reflect on the past with a mixture of pride and excellent luck. I made lots of rookie mistakes, but it all worked out in the end. The Centennial PBP back in 1991 was my first trip to France. I spent the month of August sight-seeing and riding around the countryside.

Riding very hard through the Alps near Le Bourg d'Oisans (The Galibier, Croix de Fer, Glandon, and Alpe d'Huez) just a week prior to the big event was a bit too much for me. I should have tapered more, but it was unbelievably fun.

I almost missed the last train from Paris back to St. Quentin-Yvelines and got locked out of my hotel the night before PBP. We were able to wake someone up to let us in but that was an embarrassing moment. I should have been maximizing my sleep and relaxing a bit more before the start.

I rode the 1991 PBP prologue thinking it was obligatory and this meant another trip to downtown Paris via train and then a 70 mile ride back to the start of the event. Getting lost on the way back to the hotel didn't help. I had no clue how to read a French route sheet so simply followed others. It was miraculous that we got back to our hotel OK.

I'd ridden all the brevets with plenty of time to spare and without sleep so I didn't go into PBP with a good plan for when and where I'd eat and sleep. "Winging it" made it more difficult than it needed to be. I soon got in touch with the closing times of each control and developed an overwhelming need to



sleep. I wish I'd started more rested and made a better pre-ride plan for sleeping.

Despite my lack of planning I was successful, in large part due to the help of Brian and Warren who I'd met in Davis during the brevets. I found myself riding with them as we approached Loudéac on the outbound leg. I was ready for sleep but Brian had a plan – "It's too soon to sleep, let's keep going," he said. My luck in finding those guys, Brian's plan and his ease with the French language got me through. When I was sure I couldn't make it during the last night and urged them to go on without me, Brian reassured me by saying, "We could walk and make it!" It was a lie, but in my sleep-addled state, I believed him and it worked. We finished with a couple of hours to spare. I rode over the line with a huge sigh of relief thinking *I'll never do that again!* Now, I simply can't wait to give it another go.

A handwritten signature in blue ink that reads "Lois".

# RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
7001	Maggie	Fitzgerald	Palmer AK	7086	Linda	Kenning	Saint Paul MN
7005	Michael	Braun	Hnchorage AK	7067	Terry	Beasley	Saint Joseph MO
7007	Michael	Pochop	Anchorage AK	6985	Richard	Rodeghier	Wilmington NC
7012	Brij	Potnis	Anchorage AK	7032	Terry	Anderson	Boone NC
7014	Kip	Walrath	Anchorage AK	7037	Billy	Giblin	Carrboro NC
7022	Sharon	Sell	Anchorage AK	7044	Richard	Glover	Cary NC
7027	Bjarne	Holm	Anchorage AK	7060	Oscar	Knight	Boone NC
7043	James	Kaszuba	Chugiak AK	7069	Luke	Heller	Asheville NC
7046	Elisa	Long	Anchorage AK	7089	Patrick	Connelly	Raleigh NC
7073	Thomas	Van Pelt	Anchorage AK	6995	Steve	Lavoie	Concord NH
7074	Rosalie	Hohnstein	Anchorage AK	7056	Eric	Nichols	Newfields NH
7088	Bob	Eder	Anchorage AK	6984	Dean	Krogman	Morristown NJ
7048	Jeff	Feet	Montgomery AL	6994	George	Brandt	Glendora NJ
6997	Joseph	Layton	Mesa AZ	6996	Rudy	Saldia	Sewell NJ
6998	Joshua	Layton	Mesa AZ	7003	Nanette	Hilton	Las Vegas NV
7079	Jason	Canfield	Tucson AZ	7011	Joseph	Voelkel	Fairport NY
6987	Raphael	Gernez	Los Altos CA	7035	Bill	Irving	Gardiner NY
6999	Matthew	Buck	San Jose CA	7036	Patrick	Sheeley	High Falls NY
7008	Rosalie	Kneebone	Moorpark CA	7058	Jan	Bent	Rochester NY
7024	Arthur	Wayman	Cypress CA	6982	Murry	Wilmerding	Miamitown OH
7025	Dick	Caley	Long Beach CA	7083	Ellie	Wallace	Cincinnati OH
7028	Keith	Buckingham	San Francisco CA	7034	Dylan	Farnsworth	Portland OR
7031	Jerry	Hirsch	Rossmoor CA	7072	Scott	Grimes	Parkesburg PA
7033	Cory	Alexander	Marina CA	7039	Paul	St. Jean	Coventry RI
7041	Brad	House	Torrance CA	7047	Chris	Clement	Columbia SC
7042	Lucas	Brewer	Marina CA	7006	Tom	Magee	Midland TX
7050	Don	Williams	Discovery Bay CA	7013	Sam	Teng	Southlake TX
7055	Curt	Hentschke	Gilroy CA	7038	Douglas	Heck	Midland TX
7062	El	Lardizabal	Duarte CA	7070	Cindy	Edmison	Rio Vista TX
7068	Eric	Senter	Davis CA	7080	Bud	Durden	Dalworthington Gardens TX
6986	Hal	Naiman	Denver CO	7081	Chris	Anderson	Amarillo TX
6992	Guy	LeVan	Littleton CO	7082	Markus	Joswig	Fort Worth TX
7019	Bert	Boyce	Palmer Lake CO	7085	Alison	Carey	Midland TX
7045	Mark	Pfeil	Boulder CO	7090	Lisa	Anderson	Odessa TX
7066	Dan	McDonald	Denver CO	7091	Scott	Anderson	Odessa TX
7029	Mike	DeBiasi	Waterford CT	7092	David	Shortes	Odessa TX
7071	Rebecca	Farr	Washington DC	7093	Ron	Holland	Fort Worth TX
7009	Mark	Dennin	Cooper City FL	7059	Dirk	Matthias	Salt Lake City UT
7026	Michael	Snayd	Boca Raton FL	7084	Emily	Hunter	Salt Lake City UT
7057	Kim	Rowe	Dade City FL	6988	Stephen	Palincsar	Alexandria VA
7063	Agnes	Gallo	Oakland Park FL	6990	Emily	Helmes	Great Falls VA
7077	Alan	Koesten	Margate FL	6991	Joan	Oppel	Arlington VA
7015	Gregory	Bachman	Loves Park IL	7061	Sarah	Flack	Arlington VA
7030	Patrick	Evans	Matteson IL	6989	Richard	Edwards	Seattle WA
7064	Michael	Steadman	Oak Lawn IL	7010	Brian	Boon	Gig Harbor WA
7051	Timothy	Stephen	Prospect KS	7016	Aaron	Erbeck	Seattle WA
7052	Paul	Cunningham	Denham Springs LA	7054	Jeff	Angeley	Seattle WA
7075	Mark	Wieneke	Arnaudville LA	7065	John	Kroetch	Seattle WA
7076	Jeffery	Trahan	Destrehan LA	7023	Cory	Zito	Milwaukee WI
7018	Henry	Lane	Whitinsville MA				
7000	Scott	Sheppard	Hanover MD				
7002	Bill	Cunningham	Millersville MD				
7017	Neal	Becker	Frederick MD				
7020	David	Judkins	Potomac MD				
7021	Mohammed	Adawi	Centreville MD				
7049	Rob	Madill	Silver Spring MD				
7078	Dennis	Nardone	Millersville MD				
7087	Amit	Singh	West Bloomfield MI				
6983	Kathy	Mulier	Andover MN				
6993	George	Hagemann	St Louis Park MN				
7004	Philip	Jemielita	North Oaks MN				
7040	Kristopher	Lambert	Minneapolis MN				
7053	Mark	Bayuk	Saint Paul MN				

## PASSINGS

**Marc M. Jarkow**

September 23, 1948 - July 3, 2011

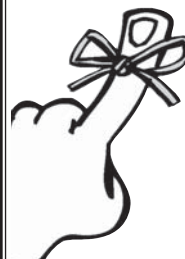
For obituaries and profiles, please visit [www.RUSA.org](http://www.RUSA.org).

### Attention Members



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

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



### Don't Forget...

*...To renew your RUSA membership!*

Memberships run from January through December.

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

# Six Mondial Recipients Announced

*Award earned by logging 40,000K or more in RUSA events*

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.

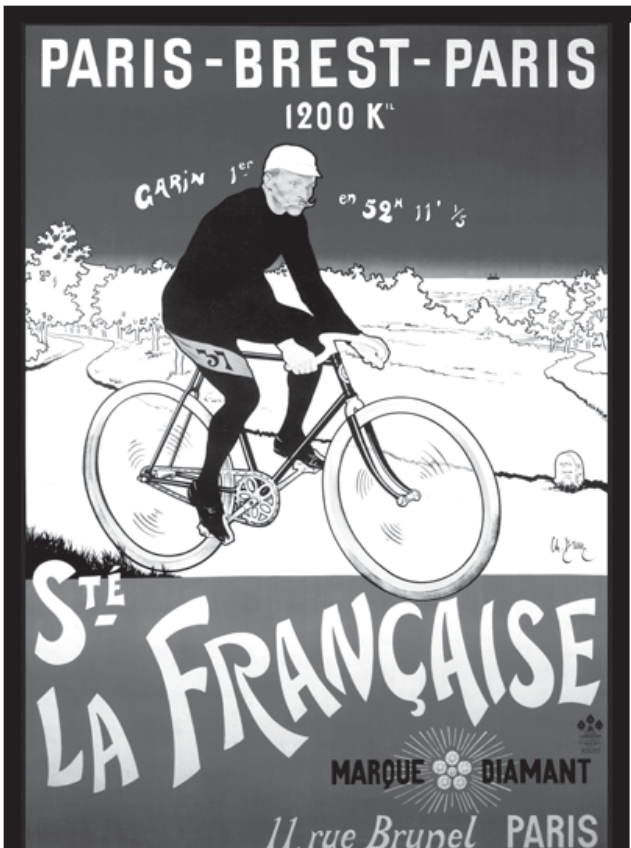
This award can be earned just once by a member and is automatically awarded upon completion of the required distance (no application or purchase required).

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 four riders who have just earned this prestigious award.



Date	Rider	City & State
2011/04/23	Daniel Schaaf	Rowlett, TX
2011/05/11	William Olsen	Califon, NJ
2011/06/09	Paul H Donaldson	Richmond, VA
2011/06/30	Kelly DeBoer	San Marcos, CA
2011/07/04	Robert Riggs	Houston, TX
2011/07/11	Michael R Sturgill	Phoenix, AZ



**Best wishes for a  
year of great brevets  
and success to all  
those heading to  
PBP**

**JONES**  
wares  
U S A

[www.joneswares.com](http://www.joneswares.com)

# List of Latest R-12 Recipients

Gary Dean [2].....Silver Spring, MD  
 Patrick Leahy .....Seattle, WA  
 Andrew D Mead .....Lancaster, PA  
 Ryan McKay .....North Hollywood, CA  
 Sharon Stevens (F) [5].....Richardson, TX  
 Byron E Morton [3].....Raleigh, NC  
 Ray T Rupel .....Centennial, CO  
 Alan R Blanchette.....North Brunswick, NJ  
 Tom Durkin [2].....Portland, OR  
 Dawn M Engstrom (F) .....Millville, NJ  
 William Beck [5].....Woodbine, MD

Joel Lawrence [2] .....High Point, NC  
 Michael OConnor [2] .....Durham, NC  
 Dean Albright.....Carmichael, CA  
 Roger Swanson .....Lindale, GA  
 Christine Newman (F) [2].....Skillman, NJ  
 Vickie Backman (F) .....San Luis Obispo, CA  
 Jerry Phelps [5].....Chapel Hill, NC  
 Andy Speier [2].....Seattle, WA  
 Michael J Dayton [5] .....Raleigh, NC  
 Matthew O'Neill .....Chula Vista, CA  
 Irene M Takahashi (F) [2] .....Boulder, CO

Kevin D Salyer [3].....Lafayette, CA  
 Donald Boothby [4].....Seattle, WA  
 Renee L Smith (F).....Pasadena, CA  
 Daniel Pfaff .....Springfield, MO  
 Alan M Johnson [2].....Morrisville, NC  
 Ian Page Hands .....Raleigh, NC  
 Wayne Dunlap [3] .....Austin, TX  
 Lois Springsteen (F) [2].....Santa Cruz, CA  
 Katie Raschdorf.....Ho Ho Kus, NJ  
 J Martin Shipp .....Raleigh, NC  
 Ray Holzworth, Jr [2] .....Gainesville, FL

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

## Volagi Cycles

Redefining Performance for Endurance Cycling



### Introducing The Liscio

Designed to be the ultimate experience in long distance road riding. A radical departure from traditional carbon fiber road bike.

**LongBowFlex™(LBF) Stay** – We separate the stay from the seat tube and lengthen it to maximize the carbon fiber's inherent ability to absorb road vibration resulting in the smoothest ride, ever!

**Liscio Aero Frame Design** – A cyclist riding 20 mph can use 80% of his/her energy just fighting air. Every component of the frame from the fork, down tube, seat post to the chain stay has been optimized to be aerodynamic.

**High Performance Disk Brakes** – Volagi Cycles is the first bike company to incorporate disk brakes on performance road bikes. Disk brakes modulate better and perform consistently in all conditions - even with broken spokes or bent rims.

Available in 3 flavors:

**Liscio Dura-Ace**  
(white/carbon)  
\$4495

**Liscio Ultegra**  
(red/carbon - shown)  
\$3595

**Liscio Rival**  
(stealth carbon)  
\$2895

For more delicious details, visit our website at: [www.volagi.com](http://www.volagi.com) or **better yet, enter to Win a bike.**

# Six 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.

Year	Name	City & State
2011/03/23	Gary Gottlieb [3]	Aledo, TX
2011/05/03	Daniel Schaaf	Rowlett, TX
2011/05/16	William Olsen	Califon, NJ
2011/05/29	Richard G Carpenter	Reading, PA
2011/05/31	Willy Nevin	Pacifica, CA
2011/06/01	Mike Richeson	Seattle, WA

## How to Ride & Finish Events

### Publications By John Hughes

**Stop Cycling's Showstoppers**—How to deal with mental, equipment & environmental issues, points of contact, ailments on the road and injuries—65 page eBook

**Eat & Drink Like The Pros**—How to make your own tested ride food and drinks providing healthier, tastier nutrition at lower cost—16 page eArticle

**Cramps**—How to prevent and treat them including illustrations of stretches—10 page eArticle

**Mastering the Long Ride**—Training isn't enough! How to plan for and ride a brevet—16 page eArticle

**Nutrition for 100 km and Beyond**—What to eat before, during and after for a successful and enjoyable ride—16 page eArticle

**Available now: [www.RoadBikeRider.com](http://www.RoadBikeRider.com)**





## 2011 Remaining Events

All prices based on double occupancy motels.  
See the PAC Tour web site for more details.  
Web site registration is now open.

Contact: Lon or Susan  
www.pactour.com 262-736-2453  
If you are not going to PBP and you want to  
extend your cycling season, we still have  
space on these tours...

### **Southern Transcontinental**

\$4,495 for 30 riders or less

Arrive San Diego Saturday, September 10th  
26 days, 2863 miles about 115 miles per day  
Depart Savannah, Georgia, Friday October 7th

If you ever dreamed of riding coast to coast this is the best  
tour to fulfill your goal. This route crosses the southern  
states with plenty of mountains and hills. We added some  
new roads and towns while exploring a different way across  
America. This is always a popular tour and a good way to  
extend your cycling season.

### **Building Bamboo Bikes in Ghana, Africa**

October 19-29

This is a very unique tour to the southwestern coast of Africa.  
We will be riding Bamboo Mountain Bikes to area villages to  
learn and help build bamboo bikes. This tour combines a lot  
of cultural exposure while visiting a very friendly part of Africa.

### **Peru Amazon Adventures**

Tuesday, November 15 - Fly to Lima, Peru

Monday, November 28 - Return from Peru

During the past twelve years we have traveled to a variety of  
Peruvian destinations. We have combined many of our  
favorite adventures from past tours. We will participate in a  
wide variety of experiences not usually seen by tourists. This  
tour will offer plenty of opportunities for cyclists and non  
riders to see Peru as the local people really live. This tours  
are appropriate for cyclists and non cyclists. We will travel to  
all the same locations with Peruvian guides in rented  
vehicles. We will ride about 250 miles during five cycling days  
of 35 to 65 miles. All of the days are on paved roads.

## *Coming in 2012*

### **Arizona Desert Camps and Tours**

This will be our 17th year offering early season tours in dry  
and sunny Arizona. Each week has a different theme for  
different types of riders. You can combine weeks to  
extend your cycling training season in Arizona.

#### **Week #1 Cactus Classic Desert Tour**

68-89 miles per day to Wickenburg and back

#### **Week #2 Border to Border Week**

A new week traveling to the border towns of Arizona.  
About 60-80 miles per day.

#### **Week #3 Tour of the Historic Hotels**

50 miles per day between classic Arizona hotels

#### **Week #4 Chiricahua Challenge**

75-90 miles per day to the Chiricahua Mountains

#### **Week #5 Century Week**

Based in Sierra Vista 60-100 miles per day

#### **Week #6 Mountain Tour**

80 -100 miles per day, to New Mexico and up Mt. Graham

#### **Elite Tour Transcontinental**

17 Days, 175 miles per day

Late May

For serious riders only. This tour is too difficult for most riders. If  
you are a really good rider or you need a good training ride to  
prepare you for RAAM, then this tour might appeal to you.

#### **Wisconsin Tour of Southwest Wisconsin**

Mid June, 7 days

We return to ride one of our favorite areas of the state. Each day is  
about 75 to 90 miles. Small rural farm roads are the  
trademark of this region. This is a good tour for recreational riders  
who would enjoy a one week tour with great cycling

#### **NEW Pacific Crest Trail**

15 days about 120 miles per day

Mid July

This is a new tour for PAC Tour following the Sierra Nevada  
Mountains from Washington to central California. This route has  
lots of steep mountain passes and beautiful scenery.

#### **Northern Transcontinental**

30 days, Washington to Virginia 3,400 miles, 125 miles per day

Early August to early September

This is always a favorite cross country tour for cyclists who want to  
ride coast to coast.

***For more information stay tuned to the  
PAC Tour web site:***

***www.pactour.com***

updated 5-28-11

# RUSA Board Member Candidates



**Brenda Barnell, RUSA #2362**

I'm excited about the opportunity to serve as a board member for RUSA. It would be an honor to give back to a wonderful organization that I have thoroughly enjoyed over the years, help spread the word about RUSA by getting others involved, help other members achieve their cycling goals and help promote the RUSA mission. If elected I will support RUSA's membership, board and provide valuable input to keep our organization growing and evolving.

I started randonneuring in 2004 and have been active ever since that first 200k. I participated in Boston-Montreal-Boston in 2004, Paris-Brest-Paris in 2007 along with the Cascade 1200k and Last Chance 1200k in 2010. I was honored to receive the Mondial Award in 2009 and have received the R-12 award for 6 consecutive years. I started with the Lone Star Randonneurs and was happy to be one of their K-Hound (over 10,000k) award members for several years. Recently, I moved to Southern California and I now ride with the Pacific Coast Highway Randonneurs.

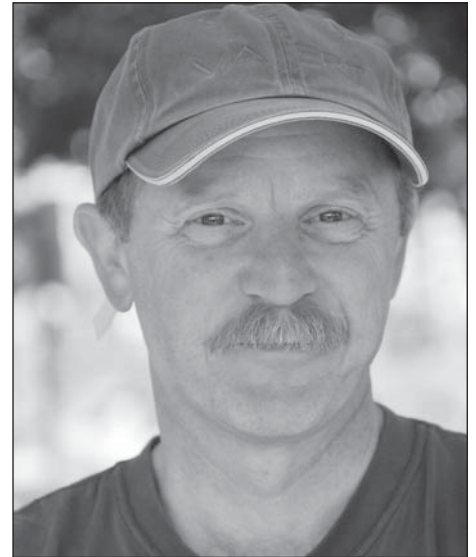


**Jonathan Berk, RUSA #4415**

At some level I think all of us worry about the safety of riding. I know I do, especially in a PBP year. And as the inside front cover of the American Randonneur sadly attests, our fears are not without justification. In the four years I have been a member of RUSA, 4 people have died on brevets. Of course, we are talking about a very small sample, but to put this number in perspective, this frequency implies that if all Americans were members of RUSA, brevet riding would be the 8<sup>th</sup> leading cause of mortality in the country. It implies that brevet riding is more dangerous than motorcycle riding and we have a 50% higher chance of dying in an accident.

Bike riding is not the only dangerous activity I enjoy. I also backcountry ski and I think we could learn something from that sport. Because of avalanche research, backcountry skiers can reduce their risk if they choose. But brevet riders do not have this option. I would like to change that. As a social science professor, I would like to initiate a research study that could ultimately be used by our members to make our rides safer. My goal is to provide riders with enough information so they have the option to

improve their own safety and reduce their chance of an accident. If you are interested in more details about this initiative, have thoughts on this issue, or would like to help, please visit <http://saferando.blogspot.com/>.



**Rob Hawks, RUSA #2515**

I started my randonneuring career in 2004 when I rode my first flèche event with the San Francisco Randonneurs (SFR). In 2007 the SFR RBA was stepping down after many years of service. The club had once been brought back from dormancy and I wanted to make sure that didn't have to happen again, so I stepped forward to take on the role of RBA. My goal then was merely to keep the local club going so the next person could take it over and help the club flourish. Learning as I went, it soon became clear that this was the way I could give back to the local randonneuring scene, and four years later I'm still RBA and the club has grown considerably. The most central point of my efforts with SFR has been to make volunteering for the club easy, and on top of that, desirable. If left to one person, the club might not have grown as it has. That growth happened because many people have stepped up to

## RUSA Board Candidates (continued)

contribute. I get so much out of the randonneuring community here in Northern California so I plan to continue to give back locally as the SFR RBA and by supporting the other NorCal brevet clubs in whatever way I can. A strong national organization will happen when many people step forward to contribute at that level, which is why I'm honored to have been nominated to run for a seat on the RUSA board.



**Paul Johnson, RUSA #1168**

It was a surprise to be notified that I had been nominated to the board of RUSA, especially as I have amassed a decidedly un-outstanding rando palmares. I rode my first brevet in September 2001 and have since earned the Super Randonneur a couple times, annual distance medals of 1,000 through 5,000Km. The R-5000 and the R-12. I've completed five 1,200Km grand brevets, including PBP twice.

I'm more proud of the volunteer work I have done for our local club, and to a lesser degree RUSA. It always amazes me that such a large organization, with fairly complex international obligations gets all of its work done by the good will of its members. We have grown tremendously in the time I have been a member of RUSA and that could not have happened without lots of volunteer effort.

A vote for me is a vote for the consideration of change. Some say "If it ain't broke don't fix it" to which I say "You don't have to be bad to get better." Randonneuring has a rich tradition that should guide us but I will look for improvements that attract more people to the sport.



**Eric Vigoren, RUSA #2942**

As I sit at my desk on this sunny Sunday afternoon, pouring over spreadsheets and IRS forms, I ask myself, do I love RUSA conference calls, processing membership and insurance checks, writing quarterly insurance reports, preparing IRS tax forms, paying vendors, reconciling credit and bank statements, making sure we earn the best rate of interest on our money, and keeping us so flush with cash that RUSA dues are still only 20 bucks a year? Well, not exactly, but...

Do I love this club, our community, the members, the sport, the spirit of volunteerism that makes it all possible, and the satisfaction of working hard to help RUSA grow and thrive? Absolutely! RUSA is a fabulous organization, and it's been an honor and, yes, a pleasure to serve on the board and as treasurer. I'm eager to commit to another three years, and I hope you'll give me the opportunity to continue to work on behalf of our club, its goals, and our members. Thank you!

## RBA Liaison Candidate



**John Lee Ellis, RUSA# 153**

It's an honor to be nominated for the chance to continue what has been a very interesting and enlightening job as RBA Liaison! As an RBA I personally benefit from seeing the many bright ideas and new perspectives that other RBAs come up with. I get to work with fresh, new RBAs each year, and with folks who've been doing a great job since the founding of RUSA.

More than I'd like to admit, a "silly question" has turned out to be a very pertinent one. Why in fact did we decide to do things this or that way? What do I do if such-and-such situation crops up? How many ferry crossings can we have?

Just as randonneurs' goals have mushroomed — whether it's the R-12, multiple SR's in a year, or a 1200k each year (... or more than one!) — so have RBAs' schedules and aspirations. Many RBAs support R-12 hopefuls with brevets in more months. Some offer all or part of multiple SR series. More are organizing intriguing, well-produced 1000k's. And five of the seven 1200k grand randonnées in the world this year are RUSA 1200k's (four of them new!). What are RBAs thinking??

I think this is a great time to be an RBA, and to share in the energy and growth. And if I can help out as RBA Liaison, I am pleased to do so.

# RUSA Board Member Candidates

It is time again for our annual elections. These RUSA members have been nominated for positions on the RUSA Board. The general board members serve three-year terms, while the RBA Liaison, nominated by the RBAs, serves a one-year term. (Remember, only RBAs can vote for the RBA Liaison position.) Read on (pages 10-11) to learn more about each nominee, then use the Election Form on this page to cast your votes. RUSA depends on our volunteers to provide its leadership and operations, and in turn these good folks depend on your vote. If you'd like to vote online, go to RUSA's Website at [www.rusa.org](http://www.rusa.org).

## RUSA Election Ballot

Three positions on the RUSA Board of Directors are on the ballot. Candidate bios are on pages 10-11. Members may vote for TWO candidates from the nominees listed below. The third position is for RBAs only. Check the box to cast your vote. You may also vote online at [www.RUSA.org](http://www.RUSA.org).

- Candidate # 1: Brenda Barnell, RUSA #2362
- Candidate # 2: Jonathan Berk, RUSA #4415
- Candidate # 3: Rob Hawks, RUSA #2515
- Candidate # 4: Paul Johnson, RUSA #1168
- Candidate # 5: Eric Vigoren, RUSA #2942

Your Name: \_\_\_\_\_ RUSA #: \_\_\_\_\_

**This section is to be filled out by RBAs only.**

- Candidate: John Lee Ellis

Your Name: \_\_\_\_\_ RUSA #: \_\_\_\_\_

Please send this form to:  
Edward Robinson  
3750 N. Sam Houston Blvd.  
San Benito, TX 78586

All ballots are due to the RUSA secretary by October 15.

## RUSA IN THE NEWS

# Belgrade rider brings 200K events to Montana

*Editor's note: This article and photo originally appeared in The Bozeman Daily Chronicle and are reprinted with the newspaper's permission.*

BY SEAN FORBES

The “wow” is usually uttered a moment before the “why?”

That just seems to be the natural reaction when Jason Karp, Belgrade's city planner, describes the brevet cycling series he has organized under the auspices of the Gallatin Valley Bicycle Club.

“Yeah, I get that a lot,” Karp said. “And I usually ask myself that too when I'm in the middle of the ride.”

Being propped up on the handlebars for a minimum of 200 kilometers — or about 24 miles past the century mark — will do that.

Welcome to randonneuring.

Derived from a French word for rambling, randonneuring is ultra-distance bike riding. And brevets (bruh-vays) are organized randonneuring rides, a full series of which consists of a 200K (124.3 miles), 300K (186.4 miles), 400K (248.5 miles) and 600K (372.8 miles).

“There is a lot of suffering and a lot of misery involved, but I think the thing that keeps riders coming back is, when you finish one of those things, the high from it, it's really addicting,” Karp continued. “What randonneurs call it is randoesia, because you forget about how miserable you are and go back and want to do it again.”

The brevet name originates with another French term, this one for certificate, which describes the card — “kind of like a little passport,” Karp says — that each rider carries to have marked at the various checkpoints along the route, proving completion.

This style of riding developed shortly after bike design forsook the oversized

front wheel in favor of the matched pair with pneumatic tires, following a brief flirtation with the rough ride of solid rubber. The long distances were adopted to test the new equipment's endurance.

“It's not a race, but you have to finish the ride within a certain time limit,” Karp said. “You've just got to be fast enough, and that appealed to me.”

For the 200K, for example, riders need to finish within 13 hours.

“As long as you keep moving you only have to average about 10 miles an hour,” Karp said. “There's a lot of little tricks to it.

“You don't have to be super fit. I see ‘randos’ that can do incredible distances that even have a little gut on them.”

There's also no need to find a telephone booth to duck in and don a cape. Karp's weekly training includes a minimum of 100 miles of riding, which might seem surprisingly mellow compared to the training of a more traditional road racer like Ryan Hamilton, a member of

Bozeman's newest team, Rockford Coffee/Clif Bar.

“The average week of training for somebody on our team is probably 10 to 12 hours. And that's averaging 19 miles an hour, something like that,” Hamilton said.

Setting aside the variation between distance training and speed work, that's around 190 miles a week for what is usually about a 70-mile race.

“I've always done a lot of riding (and) I've always kind of had that fantasy of racing,” Karp said. “But I've tried it a little bit and I just get dropped off the back. But I enjoyed riding alone; it's just kind of therapeutic.”

But even with an appreciation for time in the saddle, the brevet distances didn't sound any more manageable.

“I thought, ‘wow, that's insane,’” Karp said. “But what made me think it was possible is in 2007 I did a solo tour across the highline of Montana ... The

■Continued on page 15



PHOTO BY NICK WOLCOTT / CHRONICLE

After completing a 600-kilometer ride, Jason Karp has qualified for the longest continually organized bike ride, the Paris-Brest-Paris.

## RANDO LIFESTYLE | Getting Your Goat

By DONALD BOOTHBY

Well, it all starts like this. It rains a lot in Seattle. It isn't so much that it rains a LOT, but it rains FREQUENTLY. We have months on end where I never seem to see dry pavement, much less dry grass. This spring has been very difficult. First it was cold and wet. Then it was warm and wet. The sun would come out for a day, then rain again. By early February, the grass was nearly knee high and I thought I should probably mow it.

Well, I should mow as soon as I got home from that ride I was doing.

I got home, and it was time to cook dinner. Then there was the matter of washing the bike clothes. Of course, the bike needed cleaning, too. By that time, the sun was setting.

"A week or so went by and it was time to do another 300k. As soon as I'm done with that, I'll mow the lawn," I thought to myself.

Well, of course you will....

I looked at the weather forecasts and there in mid-March a n d thought I'd catch a b r e a k about the 19th or 20th. One day of sun

and back to rain. So I put on my rain coat and went for a ride. Wet grass will burn out a lawn mower engine, right?

After having only 3 days without rain in March, the grass was growing just fine, but wasn't getting any shorter. Mimi said nary a word. She's good that way.

April came around. I really do need



to get out there and mow. Remember what I said about March? Well, April was worse. Beautiful weather for riding a bike. Not such great weather for mowing a lawn. Especially a lawn that has not risen to mid-thigh high. I hate the weed eater. It makes funny noises.

There were 27 days of below normal temperatures in April. There were three days it didn't rain. I was not feeling much like working in the yard.

In the meantime, however, I'd done a really fast Seattle Randonneurs 200k and had a great time on the SIR 300k. I also had some unfinished business with the Oregon Randonneur's "Covered Bridges" 400. It rained. A lot. Non-stop. I finished. Then there was the flèche. There was also a need to keep doing 100k's with Mimi. Also, a guy has to ride his bike to work, right?

May came. I needed to get the lawn mowed. But the weather was getting a little better. It only rained 16 days in the month, but it never really got dry. When it did, I needed to get a good ride in. I had a 600k to do. It wasn't going to be easy, so I had to really keep my tush in the saddle. So I rode on the best days I could. By now, the grass was waist high



■ Continued on next page

## Getting Your Goat (continued)

and I said that I would mow as soon as I got done with the 600. And the grass grew while I was gone.

I got home from Arizona and was pretty tired. Then it rained. If you've ever tried to mow waist deep wet grass, you probably understand my dill, Emma. This was going to be a problem.

Mimi asked me if I thought we should just roto-till the back yard and then seed it over. I thought about that. After some deep consideration, I thought that would be more work than mowing. I said that I didn't think roto-tilling was the answer.

A couple more weeks went by. The temperatures warmed up. The grass was now mid-chest high. As soon as I get my July 300K done, I'll mow.

Well, I guess that was the one that did it. Mimi came home one evening and asked what I thought about renting some goats. GREAT!!! Now there's a solution. They can eat the whole doggone back yard! Blackberries, ivy, weeds, grass,



plum tree, fig tree, cherry tree. Mowing, pruning and weed control all rolled into one!

So she did.

I arrived home from my evening commute on Tuesday night to a herd of five goats. There was Ginger (brown adult nanny) and Daisy (black and white nanny with one horn) and three kids. Adorable little pests, they were.

Wednesday, my friend from North Carolina arrived. We met in the north end as he was arriving in town having

ridden from 10 miles east of Stevens Pass that day and fully loaded. I escorted him from Kenmore, along Lake Washington and over some of Seattle's more fun hills to get to I-90 and home.

As we arrived, Mimi opened the garage for us. The herd was off chewing on leaves and berries, but as we rolled into the garage, they were much more interested in what we were doing than in mowing the lawn.

I believe the goat herd wants to join the Randonneurs and do a 100k with me.

I wonder who Mimi will get to mow the lawn now?

In retrospect, it really takes a lot of dedication and devotion to commit oneself to the randonneuring lifestyle. One needs to sacrifice a lot of other things if he or she wants to really give himself to long-distance, unsupported endurance cycling.

I believe sacrificing one's lawn to nature is a really good place to start.

## Belgrade Rider (continued)

farther along I got, I started to feel stronger. Probably the biggest thing that you have to get nailed down is nutrition.

"Almost anybody can do a hundred-mile ride. When you stretch beyond, that's when things start getting tricky. It takes practice just like anything else."

Especially since, unlike racing, brevets are done unsupported. There is no follow car to snag an extra water bottle from or jump into as a last resort. Riders rely on what they want to carry and what they assume can be found alongside the course.

"It emphasizes self-sufficiency and camaraderie with fellow riders," Karp said. "Some riders carry everything but the kitchen sink. Some of them go very minimalist. There's no right way or wrong way to do it.

"(The bike is) more of an SUV than

a race car type of thing."

Many brevet riders opt for steel frames, which [editor's note: some believe] better absorb the bumps, and slightly wider-than-average tires. Recumbent bikes are also popular.

Karp is the only Regional Brevet Administrator currently in Montana, with few others within 500 miles, which puts him in the unique position to set up the first full brevet to start and finish in the state. After making history in the Shields Valley last spring with that 200K ride, he has set his sights on the longest continually organized bicycle event, Paris-Brest-Paris (PBP).

"That's sort of what randonneurs gravitate to, that's their Super Bowl," Karp said. "It's a test of endurance. It's the exotic of riding in France. Of course we all watch the Tour de France and

aspire to that, and a regular guy like me would never be able to do that. So this is kind of the next best thing."

To qualify for the PBP, Karp had to complete a full series of rides before the end of June, a feat he accomplished this past weekend with a 600K tour of the flood-ravaged, mosquito-infested banks of the Musselshell River near Harlowton and Roundup. The PBP, a 1,200K ride, begins Aug. 20.

Prior to that, the Montana series has two more scheduled events: a 200K on the Beartooth Highway (July 23) and a 300K around the Tobacco Root Mountains (Aug. 6).

"I figure if I can go over the Beartooth Pass and back," Karp said, "I ought to be able to do almost anything."

Sean Forbes can be reached at [sforbes@dailychronicle.com](mailto:sforbes@dailychronicle.com).

## Remaining 2011 SCHEDULE | **ACP Events**

Region	200 km	300 km	400 km	600 km	1000 km
CA: Los Angeles	17-Sep				
CA: San Diego	10-Sep				
CA: San Francisco	08-Oct				
CO: Boulder	10-Sep 17-Sep 02-Oct				
MN: Rochester	24-Sep			10-Sep	
NC: High Point	05-Sep 08-Oct	08-Oct	08-Oct	008-Oct	03-Sep 08-Oct
NJ: NYC and Princeton	24-Sep				
OH: Columbus	03-Sep				
OR: Portland	01-Oct				
PA: Eastern	17-Sep				
TX: Dallas					03-Sep
UT: Cedar City	17-Sep				
VA: Northern			10-Sep	24-Sep	08-Oct
WA: Seattle	17-Sep				23-Sep

## Remaining 2011 SCHEDULE | **RUSA Events**

Region	RUSA Events
AL: Birmingham	01-Oct (300)
AZ: Casa Grande	10-Sep (200)
CA: Los Angeles	30-Oct (200) 12-Nov (200) 03-Dec (200)
CA: San Francisco	1-Oct (115) 05-Nov (200)
CA: Santa Cruz	17-Sep (180) 17-Sep (200)
CO: Boulder	9-Oct (129)
GA: Atlanta	10-Sep (200)
MA: Boston	01-Oct (114) 01-Oct (200)
MA: Westfield	09-Oct (150)
NM: Cedar Crest	24-Sep (300) 22-Oct (300) 03-Dec (200)
OH: Columbus	03-Sep (150) 15-Oct (200)
PA: Eastern	15-Oct (150) 15-Oct (200) 05-Nov (200) 03-Dec (200)
TN: Nashville	24-Sep (250) 22-Oct (200) 26-Nov (200)
TX: Austin	03-Dec (200)
TX: Dallas	03-Sep (214) 03-Sep (301) 03-Sep (400) 03-Sep (603) 29-Oct (325) 29-Oct (406) 29-Oct (600) 29-Oct (201) 12-Nov (400) 19-Nov (307) 26-Nov (200)
TX: Houston	21-May (300) 21-May (400) 11-Jun (200) 11-Jun (300) 09-Jul (200) 09-Jul (300) 06-Aug (200) 17-Sep (200) 08-Oct (200) 05-Nov (200) 03-Dec (200)
TX: West Texas	16-Sep (200)
WA: Seattle	11-Sep (110)

### U.S. 2011 1200K Randonnées

Location	Date	Contact	Website
AK: Anchorage	2011/08/21	Kevin Turinsky	<a href="http://alaskarandonneurs.blogspot.com/">http://alaskarandonneurs.blogspot.com/</a>
NC: High Point	2011/09/03	Tony Goodnight	<a href="http://www.bicycleforlife.org/rusa/index.html">http://www.bicycleforlife.org/rusa/index.html</a>



# E-WERK



The E-WERK from Busch & Müller converts the AC output of a 6 volt dynamo to DC, which you can then use to power and charge the batteries of a variety of devices such as cell phones, GPS and PDAs. Both DC voltage and amperage limits are adjustable, so you won't overload your device. Think of it as a battery charger that, instead of being plugged into a wall outlet, is plugged into your bicycle's dynamo.

E-WERK ships with a large assortment of connectors including Mini and Micro USB, Schmidt and Shimano hub connectors, and cables to make up your own custom connectors. E-WERK can be attached to your frame, or carried in a pack. Detailed installation instructions are included. Safe to use in all weather.

E-WERK can also be used to charge the batteries of several Busch & Müller battery powered headlights, such as the Big Bang, Ixon IQ Speed and Ixon IQ. Some devices require an intermediate cache battery which provides the constant voltage needed by certain devices, such as the Apple iPhone 3GS and iPhone 4.

E-WERK and optional cache battery are available now. The E-WERK manual is available for download, along with a list of tested devices. See the web page, below.

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Riders climbing towards Willow Creek Pass during the High Country 1200K

## GAMBLING ON SCINTILLATION

### *The Inaugural Colorado High Country 1200K*

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BY JOHN LEE ELLIS

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A bright, full moon illuminated Poudre Canyon on a mild summer evening as Vincent Muonoke glided down from 10,000-foot Cameron Pass on the home stretch of the CHC 1200. The rushing, white-capped waters of the Poudre River gushed and gurgled past. This is just what Vincent had bargained for: some real work — climbs mixed with a paucity of oxygen — compensated for by satisfaction and splendid scenery, even at night.

**Origins** — How does an event like this start? Well, five years ago, I started thinking about a Colorado 1200k that actually visited the Rocky Mountains. The Colorado Last Chance has its own esoteric

charm — I've ridden it multiple times — but the concept of real climbing, vistas, and trees had a definite allure.

It would have to be quiet, scenic, and survivable ... even for non-mountain-goat randonneurs. So the 12,000 ft. passes were out, as were congested spots like Vail and Aspen. By contrast, the Poudre Canyon, the North Park high plateau, and Steamboat Springs would show a side of Colorado few outsiders knew.

**The Elusive Moose** — My wife Pat and our dog Buster scoured the landscape, gauging traffic, scenery, road widths. We managed to find a number of motels *not* to stay in. We found great scenery, wonderful local folks ... but also gaps in services, and not as many moose as North

Park residents assured you they'd seen ... just before you arrived.

**Stages** — The thinly-populated landscape, long distances between towns and services, and wide temperature range argued for riding the event in stages. Like the Cascade 1200, we would have recommended stages, with overnight lodging, bagdrop, and plenty of grub at those spots. Aside from being logical distances, it would be added assurance that riders would keep their sleep and strength up for the strenuous climbs.

**The Frosting on the Cake?** — Long-time rando and Rocky Mountain Cycling Club president Charlie Henderson

■Continued on next page

## High Country 1200K (continued)

suggested adding, what became the frosting on the cake, (literally, with its hefty snow cover) — the Wyoming Snowy Range. Scenic for sure, but another climb to 10,000 ft.? Would that fly? It proved a winner with riders (including myself).

**Final Prep** — A year ago, Catherine Shenk rode the first two (and hardest) stages, surviving handily. The verdict: potential fun ...at least for the hardy!

Finally, ten days before the event, Tim “Foon” Feldman and I pre-rode the entire route. We got enough sleep and had enough fun to certify the ride concept as “plausible.” This between bites of Vern’s cinnamon rolls in LaPorte and coffee and pastry at the Big Shooter café in Kremmling.

**The Event!** — While Foon and I had luxuriated in dry, brilliant, and clear conditions, monsoon flow then moved in, earlier than usual. This is a wrap-

around Gulf flow of moisture which can produce heavy showers. This expressed itself as electric, violent storms near the ride start — an intimidating effect! But in the mountains it was more muted, with occasional showers and light, small hail the second day. (“That’s right — only small hail — what a relief, ha, ha.”)

**Poudre Canyon** — The 57-mile climb up Poudre Canyon was in the rider info notes, but there’s nothing like riding it in person to lend, well, added reality. Even though much of the grade is slight, it’s still climbing, and more climbing. Yes, but what scenery! The waters were high:

## High Country 1200K Statistics

- 7 climbs over 9,000 ft. (3 over 10,000 ft.)
- 30,000-35,000 ft. climbing
- 48 starters (+2 pre-riders)
- 36 finishers (+2 pre-riders)
- 75% finishing rate

lots of spring snow runoff and showers. Rafters were relishing the flow.

**Walden Transit** — The route passes through Walden three times, twice in the middle of the day. For the two transits that were not overnights, we provided treats and a volunteer, Jim Kraychy, little knowing that those crafty randonneurs would descend like a locust swarm from Cameron Pass. Jim reported, “The cupboard is bare, not a crumb left!” after their first passage. He braced himself for the second go-around from Laramie next day. And he was not disappointed.

**To Saratoga** — Rider info mentioned “big rollers” to the first overnight in Saratoga. This ended up being a striking feature to riders, with posted grades and a climbing lane for motor traffic. Charlie Henderson, looking out for riders at the summit, said he could hear the click of shifters as they surmounted the rise, breathed a sigh of relief, and prepared for gravity to help them sail into Saratoga, where Rick and Sherrie Isham offered homemade Italian Wedding Soup and homemade burritos in the morning.

**Snowy Range** — A 4,000 ft. climb after breakfast might get your attention — even comforted by Rick and Sherrie Isham’s homemade breakfast burritos. And if that didn’t, riders universally were struck by the snow-covered Snowy Range summit. This is a scenic highway

■Continued on next page



PHOTO BY JOHN LEE ELLIS

Heading towards Steamboat Springs, an antique sign advertises the historic F. M. Light ranch store.

# High Country 1200K (continued)

not plowed in winter, and only opened when they get the plows through sometime in spring. The partially ice-covered lakes at the top were worth some snapshots.

**The Toughest Day?** — With three climbs over 9,000 ft. (the first one reaching 10,700 ft.), the second stage was likely going to be the toughest. So it was, augmented by troublesome weather in places. Some riders braced for thunderstorms coming into Walden or leaving, sometimes with a wintry wonderland layer of hailstones. Others had a wet descent from Rabbit Ears Pass to Steamboat. But greeted by Irene Takahashi's homecooked chili over penne pasta. She and Kay Covington probably had the biggest spread, and probably needed to!

**Over the Hump** — The third stage was shorter yet, and milder, with only a couple of passes over 9,000 ft. At first light, riders spied the snowcapped Flattop Mountains as they climbed from Steamboat. Gore Pass was a favorite, a lilt-

ing, wooded climb on a very quiet road. The tour of the lakes — Lake Granby, Shadow Mountain Lake, and Grand Lake — had recreational traffic — not as serene as you'd like - but scenic nonetheless. The final climb up Willow Creek Pass was quiet and bolstered by a tailwind. And suddenly it seemed — sailing into Walden — more like Easy Street. Foon Feldman and Tammie Nakamura offered black beans on a bed of cilantro rice artfully garnished with grated cheese.

**Cameron Pass and the Big Descent** — The final day started with a predawn climb back to Cameron Pass — a couple dozen miles of warmup but only four miles of “real” climbing. Near the summit, some riders saw seven moose. Others encountered eight. Moose quota fulfilled! (There were also elk, mule and white-tailed deer, bighorn sheep, and marmots.)

The rate at which riders descended the 57 miles of Poudre Canyon depended a little bit on the time of day (headwinds

vs. tailwinds) and some on how many photos they wanted to shoot. Riders said it was a great payback for the hours of climbing three days before.

In some ways, the High Country 1200 was a bit of a gamble. Would folks from various climes and altitudes do well on the long climbs and in the thinner air? Would they find the scenery scintillating enough? Would they see enough moose?

When Mike Sturgill of Phoenix registered, he said this was the Colorado 1200k he'd been waiting for. Judging from the number of pix he and others took, the ride panned out well. On that note, a word about the volunteers. For a challenging course like this, event staff play a crucial role. In some ways, it was a labor of love: most of the volunteers are 1200k veterans themselves. And the Rocky Mountain Cycling Club, as usual, provided important and dedicated help.

In the end, we were gratified to have fellow randonneurs come and enjoy our mountains!

## Colorado High Country 1200K Results

Rider	Final	Rider	Final	Rider	Final
AKBARIAN, Hamid.....	DNF	HOFFMAN, Ed.....	DNF	OLSEN, William.....	.88h05m
ANDERSEN, Carl.....	.81h51m	IDE, Larry.....	.81h51m	PETTY, Peggy.....	DNF
BEVAN, Roland.....	DNF	KAISER, Christopher.....	.84h58m	PETTY, Steven.....	DNF
CARRELL, Sara Kay.....	DNF	KANTNER, Kole.....	.86h16m	SEARVOGEL, Kurt.....	.66h40m
CHANG, Jennifer.....	.86h16m	KNUTSON, Ken.....	DNF	SHOPLAND, Ian.....	.82h28m
CRAMER, Cathy.....	.81h31m	LAMBIE, Ashton.....	.82h26m	SILPIO, Kari.....	.86h49m
CUMMINGS, Russ.....	.82h39m	LeBLANC, Todd.....	.82h35m	SMITH, Vernon.....	.72h18m
DURKIN, Thomas.....	.85h53m	MARION, Marcel.....	.71h37m	SOLANICK, James.....	.85h53m
ELLIS, John Lee *.....	.83h30m	MASON, Tim.....	.85h41m	STROETHOFF, Karel.....	.85h22m
FELDMAN, Tim Foon *.....	.83h30m	MCKEE, James.....	.82h28m	STUM, Richard.....	.83h52m
FLANIGAN, John.....	.82h26m	METCALFE, Mark.....	.81h26m	STURGILL, Michael.....	.82h39m
FOX, Michael.....	.84h59m	MUONEKE, Vincent.....	.76h05m	TARDIF, Michel.....	.72h18m
FUOCO, Art.....	.84h06m	MYERS, Beth.....	DNF	TRASON, Ann.....	.81h51m
GAZMARARIAN, Julie.....	.81h51m	MYERS, Brent.....	DNF	WALLACE, Mike.....	.85h55m
HARTWELL, John.....	.86h49m	NEMOTO, Toshiyuki.....	DNF	WATSON, Ryan.....	DNF
HIMSCHOOT, Ronald.....	.84h06m	OLIPHANT, David.....	DNF	WOLFE, Michael.....	.80h37m
HISCOX, George.....	.82h28m	OLSEN, Mark.....	.88h05m		

\* = Pre-Ride

## PBP 2003 | A DEFINING MOMENT

BY MARTY KAPLAN

The memory is hazy now, like much of the return trip from Brest, but it was the middle of the night, it was bone-chilling cold, and I had just seen something while riding through a village that concerned me enough to want to inform an official. Fatigue plays tricks on you, especially after 500 miles in the saddle, so it's hard to know whether I really saw something, or made it up from fragments of data. There's a lot of that during PBP.

As I rode out of town and back into the still, cold night, I kept lookout for the PBP motorcyclist I had seen patrolling the route. As if by

magic he appeared, and after I told him what was on my mind he assured me he'd look into it. He must have sensed my impatience to get moving again because he then tapped my shoulder lightly and asked if I was enjoying the ride, the French countryside and the people of France. I took a deep breath and realized in that moment that indeed, I very much was. It was as if, by pausing, that I slowed down enough to catch up with myself.

And then he gestured to the red speck of light in the dark night sky and asked if I had ever seen anything quite so beautiful. When I looked up I realized I was seeing something that human beings were seeing

for the first time in recorded history – the planet Mars, the closest it had been to the earth in well over 50,000 years.

We randonneurs are a tenacious, goal-driven, hard-headed lot. We've trained hard, planned hard, and we ride hard. In the push to make it to that next control and to that glorious finish, it's all too easy to let the moment we're in pass us by. Assuming motorcycle guys aren't going to magically appear at just the right time to tap us on the shoulder, what simple practices can we put in place so we remember to take that deep breath, to relax those weary, stress-filled arms and shoulders, to engage all our senses and look about

us with fresh eyes, and to feel gratitude for the life force that flows through us and connects us to each other? What can we do to put ourselves into *this very moment*?

What I've learned is that I can get there by simply having that thought. The trick is to remember, in the rush, in the urgency of things, to simply do that. We've come too far to miss the very moments for which we've worked so hard, so make it a practice to tap yourself on the shoulder. Have a wonderful ride, and while you're out there...take a deep breath or two for me.

*Marty Kaplan has ridden Paris Brest Paris in 2003 and 2007.*



## RBA PERSPECTIVE | Registered, On Time & Ready to Ride

BY MILES STONEMAN

As I drove past Lebanon, Illinois, Johnny Cash was singing about a boy named Sue, and one of the tires on my car began to grumble; warning me that it was about to blow its top. That grumble became a roar. I held the steering wheel tightly.

BAM! I steered onto the shoulder and got out to survey the damage. It was a rear tire. The entire casing had blown off of the rim. I looked at my watch; although I was still 30 minutes away from the brevet start location, registration would not close for 1 hour and 30 minutes. I had time.

Properly registering for brevets and arriving on time is as much a part of our discipline as using reflective gear when riding in the dark. A recent thread of discussion, on the RBA list, cen-

tered on brevet registration and late arriving riders. The regional differences were amazing.

In larger, established regions, registration was online, and closed as early as the Wednesday before. Riders needed to make up their minds and risk their money early. In smaller, mom and pop regions, “day of event” registration was *de rigueur*. The larger regions used PayPal for payment, while the smaller regions relied on paper registrations and paper money. (In fact I came across a rumor that the Southern Illinois RBA would accept “dollar off” coupons for a McBreakfast in lieu of cash. Strange.)

Resources seemed to be the dominant theme. Smaller regions not only had less money, and fewer volunteers, they had fewer riders. Fewer riders, however, did not eliminate the question,

“Should I hold the start control open for an hour if a rider is late?”.

Interesting question. The rules clearly state that the start control is open for one hour after the official start time. Theoretically, a rider could show up *after* the official start, put his bike together, pump up his tires, butter his bottom, and *then* check in with the patient RBA holding his cue sheet and brevet card; an RBA, who would now be unable to ride with the rest of the riders, if she were riding that day. What could be done?

One RBA suggested leaving cue sheets and brevet cards under the windshield wiper of a car, then having the tardy rider sign the insurance waiver at the ride’s end. Immediately, a brilliant light flashed on my computer and a text rolled across the screen like thunder, “I DON’T THINK SO!!!” It was either the voice of God or Mark Thomas, I couldn’t be sure. In any case, the “voice” made it clear that the insurance waiver *MUST* be signed *before* the rider leaves the start control. So we were back to square one. What to do with a late arriving rider when the RBA has no volunteers and wants to ride.

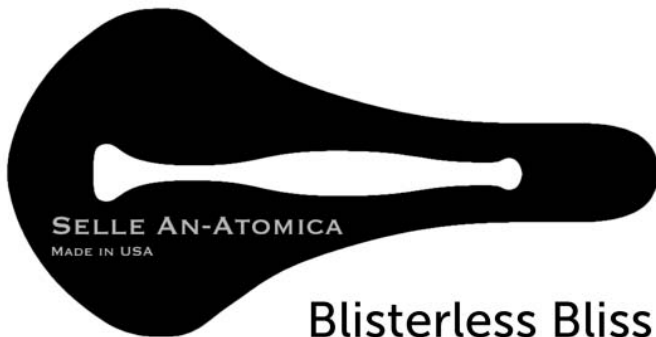
Larger regions with advance registration have volunteers (or paid starving college students) who will wait for up to an hour for registered stragglers, thus

meeting the obligation of the rules. Smaller regions, having neither volunteers nor starving college students willing to hang around for an hour, use the device of holding same day registration and *closing* registration 15 minutes prior to the ride. Their theory is: if you’re not on time, you can’t register; if you’re not registered, you can’t ride. Case closed. Stragglers are free to enjoy a training ride.

But what if you blow a tire on the way to the brevet? Call. All of the RBA’s place serving our riders above personal considerations. Life happens. They know that. Call the RBA and plead your case (while changing your tire.) Or perhaps — leave the house early. What a concept! You practice “banking time” during a brevet to hedge your success against some unforeseen disaster; simply apply that same logic to your travel time.

Life happens, leave early. Arriving on time at the first control is as important as arriving on time at subsequent controls.

RUSA RBA’s want you to achieve your riding goals. Your success is *their* goal, and they are willing to do almost anything within their resources and our rules to help you. You can help create success for everyone; whether you are in a large region or small: register and arrive on time, ready to ride.



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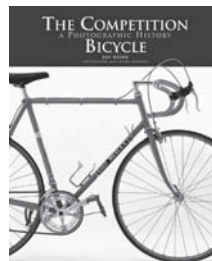
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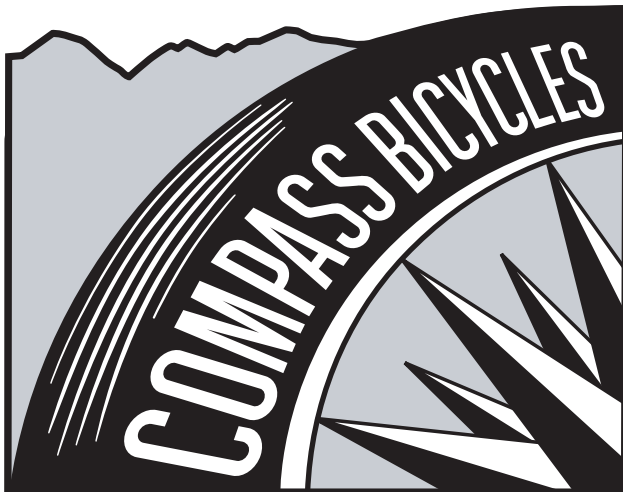
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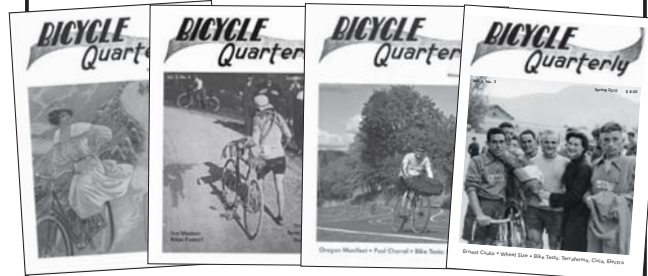


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# Gottlieb Named As Second Galaxy Award Winner

Texas rider Gary Gottlieb has received the Galaxy Award for racking up over 100,000km in RUSA events.

Gottlieb is only the 2nd RUSA member to achieve this milestone. Dan Driscoll, another Texas rider, received the award last year.

Driscoll and RUSA board member Edward Robinson, also of Texas, reflected on Gottlieb's accomplishment:

**• Edward E. Robinson:**

Gary is a veritable chatter-box on rides, constantly talking and yucking it up with good humor. He's also a walking encyclopedia of bike parts and on-the-road repair methods -- I've sought his advice on

parts in the past, as I know others do, and he's always been tremendously helpful with his responses. I know, too, that he's saved more than a few rides for folks by keeping their bikes going with suggestions or tools or parts when things have gone wrong in the middle of nowhere. Perhaps most strikingly, over the last few years Gary has worked hard to achieve an amazing transformation from riding as a "typical" brevet rider at a workmanlike pace to a truly fast and strong distance athlete (aka "Scary Gary"). The change is nothing short of astounding, and is the result of many, many miles and hours of hard riding on Gary's part.



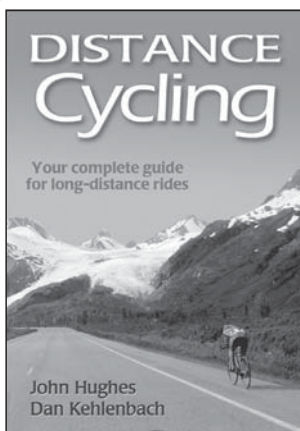
ting example of what a Randonneur should be, he will ride slower than his usual pace just to keep a group together, he will help anyone with anything mechanical to keep them going down the road, he is not bothered by much of anything, he has a positive disposition and I have never seen him grumpy on a ride. He is very strong on the bike, fast on the bike, so much so that we call him "Scary Gary." Gary loves to ride and prefers riding with his wife on a tandem if she has the day off work. He prefers riding with others as to riding alone, but will gladly ride alone either spontaneously or by plan if given the chance. There are few people that I would rather ride with. When I have a low, he will always perk me up. If we are riding into weather he is prepared. When I get sleepy late at night, he will talk for hours to keep me awake. When I am weak, he will tell me to "Harden the Heck up" and "Let's get down the road." He does not need mental or physical recovery time, and averages about a 600 Km per week, without getting grumpy like the rest of us. He is more than happy to pull all day, and never ask for help or be resentful of a pack sitting in on his wheel. We all meet a lot of people every year, some we forget after a few minutes, others we remember for a week or more. If you ever meet Gary, you will never forget him. I could go on and on with individual accounts of experiences we have had together. He is a good person and a good friend.

I rode a fleche with Gary many years ago, before his transformation, and I recall his satisfaction in getting to the finish line after his rear rim split open about 30 miles from the end. He slow-pedaled ahead with an escorting team member after we were time-cleared to leave the final control, nursed the bike along, and we all re-grouped and made sure we finished together as a full team. That was a great ride.

Now, about the only time I'll see Scary Gary is at the start of a ride, since he'll be miles down the road ahead of me, laughing and hollering, not long after we get started! Working on his next distance award, no doubt...

**• Dan Driscoll:** Gary is one of kind, no one else like him that I have met anywhere. He is a hair on the animated side, but that is part of his charm. He has a great laugh and uses it often. He is a fit-

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# Yo, Pierre ... Parlez-vous Français?

BY MAGGIE WILLIAMS

Back in March, *American Randonneur* editor Mike Dayton rallied the *AR* editorial board and asked that we each tackle one or two topics for the 2011 PBP issue, slated to be published in June. Now, I would never normally do something like this so far in advance and in such an organized fashion – or at all, for that matter; but, in this case, I felt compelled to *step up*, or risk becoming probably the only *AR* editorial board member to be let go. Twice. Thus, I carefully considered the topic list and resolved to pitch in. I asked Mike if it would be OK if I debuted the article in *Mark's World*, as I don't often contribute to my own newsletter, let alone actually publish it. He said that would be fine. Scoop!

Being a veteran of no PBPs, I steered clear of topics having to do with navigation, drop bags, getting to the start, controls, etc., and settled instead on the topic “*Parlez-vous français?*” Specifically, the question Mike wanted answered was, do Randos need to be able to speak French – or some French – to get by on PBP? I suspected Mike thought that anyone *other* than the *MW* editor would take up this topic, because the very next day he wrote to the board, “I propose that we ask Jennifer [Wise] and Johnny [Bertrand] about ‘French

language essentials.’ We ran a list of words in 2007 that I’ll look at and perhaps resurrect. I’m taking French right now and have a teacher who lived in Normandy and Brittany. She may have non-cycling tips.”

See? The editor’s name never came up. And yet I pounced, because in June of 2007 I had come quite close to writing on this very subject (though not close enough to actually produce an article, *non!*), because *je parle très mal le français*, and because I had a plan.

The plan was to gather a few of SIR’s PBP veterans, pick their brains, and assemble *the* definitive list of useful French phrases and language tips. Amy and Robin Pieper (1 and 2 PBPs, respectively – the first on a tandem) offered to host the event, and I assembled my expert panel: Peter Beeson (2 PBPs), Greg Cox (3), Bill Dussler (3), Bob Brudvik (2), and Mark Roberts (3). Because I knew I would not possibly be able to scribe down every word and phrase these PBP pros tossed out, I had purchased a new digital recorder, which lay inconspicuously next to a bowl of almonds. To jolly them along, Amy and I made sure everyone had a drink. Their reward, later, would be homemade pie. There was a period of general chit-chat, and, when the time seemed right, the editor popped the question:

“So, how much French do you think you need, to do PBP?” A thoughtful silence followed. The editor readied her pencil. The collective wisdom poured forth:

“None,” declared Amy, which was quickly followed by a “none” from Robin; and then a redundancy of “nones” fell like dominoes across the room. My heart sank, and my (second) short *AR* editorial career flashed before my eyes. I was about to cry out, “I’m supposed to be writing a full effing

*article* here!” when Greg Cox amended his “none” with a *très nonchalant*, “Four or five words, maybe.”

Relieve! “So, what are the four or five words?” I asked, hoping that these words might beget more words. And this, I swear, is all they came up with:

*Bonjour, monsieur/madame* (hello/good morning, sir/madam)

*Au revoir* (goodbye)

*S’il vous plait* (please)

*Merci, merci beaucoup* (thank you, thank you very

■Continued on next page



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Parlez Vous...(continued)

much)

*Je voudrais...* (I would like....) “As in,” said Amy, “I would like to die.” This got a big laugh. Gosh, PBP sounds like fun.

*Croque-monsieur* (grilled ham and cheese sandwich)

*Croque-madame* (croque-monsieur topped with an egg)

*Droit* (right); *à droite* (on the right)

*Gauche* (left); *à gauche* (on the left)

*Tout droit* (straight ahead)

*Attention, faites attention* (look out, be careful)

*L'addition, s'il vous plaît* (check, please); if you don't know this, you may never get out of the café in a timely fashion

The editor threw in *j'ai un problème* (I have a problem), because a long time ago, a culturally knowledgeable NPR reporter living in France mentioned that the French love to assist, if you present them with a problem. Mark agreed enthusiastically.

From this extensive list, and a few general tips that followed it, the editor was able to determine that all you really need to know is: “Good morning, sir or madam. I would like a grilled ham and cheese sandwich, please. I'll take the check, please. Thank you very much. Oh, and which way is Brest? Thanks! Bye!” Really, even later in the conversation, when asked again for helpful words and phrases, the whole lot of them just gave

me the shrug. What they really wanted to do – couldn't help lapsing into, in fact – was tell their stories of simple, human connection; to explain that, so long as one is polite, takes time to say hello and goodbye, and is respectful of others' ways, a lot of French is not *nécessaire*.

“So, any favorite stories of communication problems, successes, lessons learned?” I persisted.

“On the way back, in 2007,” said Robin, “I was riding out of Tinténiac, and I hooked up with this French guy. We rode really well together for, like, 50k; we were just really cruisin'. We were just about into the next control, and I really had to pee. We got to the top of the hill, and I blurted out, “Toilette!” And he just looked at me, as if to say, yeah! We pulled over, went behind the hedge, got back on our bikes, and just rolled down the hill into the control. It was just perfect.”

“So that was a communication success?”

“Yeah! We had ridden for 50k, pretty much just as...cyclists. You can read how someone rides, by watching their pedal stroke, just drafting off each other. He'd ease up, I'd come by him, he'd get on my wheel. And not a word was said.”

“And of course,” added Mark, “one of the great tips for PBP is that you should pee *before* you get to the control, or after you leave.” There was much general agreement here, that you

should *not* be relieving yourself in the villages. Spread yourself around, out in the countryside, but always with discretion and respect, of course. Speaking of controls, the organization of these little bottlenecks is so obvious that, again, you don't need to know any French, in order to get through and be on your way.

Both Bob and Bill told stories of minor language difficulties – both at McDonald's, of all places – which could have resulted in some kind of *croque McDo 911*, I suppose. If McDonald's is your go-to source for fuel, you can visit [www.mcdonalds.fr](http://www.mcdonalds.fr) to learn the names of all of your favorite products. At one point or another, almost everyone did mention that it would be a good idea to learn the French names for various foods. At the controls, a name tag of sorts accompanies each food item, so you can pretty quickly learn what's what. Between controls – say, at a *pâtisserie* in a little village – you might have more need for a little French; but, said Robin, if you say can *pain au chocolat*, you'll be fine. Pointing is also an excellent form of communication.

Everyone except Amy, who speaks French, said that at one time or another they had resolved to learn more of the language. The common theme in their resolutions was, “I've got four years until the next PBP. Imagine how much I can learn in four years!” Alas, the best laid plans. Greg couldn't take more than two

months of listening to tapes in his car (“too painful; I have no capacity for language”); Robin confessed that his French class at the local CC was way more than he could handle; Bob learned “to recognize words” by taking French lessons at a language school; and Peter, whose dreams of fluency were probably the grandest of all, signed up for the deluxe combo of schools and courses and classes, only to realize he simply didn't have the time. Amy pointed out that many people from France and other countries are in the same boat. But if you're willing to open the door and stumble over a few words of French – or any of the many languages spoken by PBP riders – they will be more than willing to do the same for you.

“Robin,” asked Amy, “when we were on the tandem in 2003, how did that conversation go – remember we were riding with another tandem couple for a short time? How did that go?”

“We were on our way back, just before the Mortagne control. We were really hurtin', and we caught up with this Italian couple. I think they spoke a few words of French, but we managed to figure out that the Italian woman had some severe hurt goin' on. They were *way* worse off.”

Amy picked up the story. “It was really Robin, who through a mix of gestures and maybe some

■ Continued on next page

Parlez Vous... (continued)

English, managed to ask basically, ‘how’s your butt?’ And the woman replied, ‘C’est une catastrophe!’”

I ask you: How much French do you need to know to understand *that*? Talk about the universal language of cycling!

When all else fails, as will often happen, gracefully embracing humiliation can save the day. Greg recalled that after PBP, on a Sunday, he was scouring the streets of his Paris neighborhood, looking for a bottle of wine to give to Bill for his birthday. He finally came upon a wine bar and went inside to ask someone where he might find a wine shop open on Sunday. “I walked in and went up to a guy who looked like the *maître d’*. I was kind of in a panic, because I had been looking around for a couple of hours and hadn’t found anything. I said, ‘*Pardon moi, s’il vous plait. Parlez-vous l’anglais?*’ And he just looked at me, totally deadpan, and said, ‘But of course, I must, because *you* cannot speak French.’” This elicited howls of laughter from the group, all of whom recognized the painful truth in this scenario. “I just bowed down to the guy and said, ‘That was the *best* insult I have ever had.’ I was, like, total props to you, dude. That was awesome. After that, he was my buddy, and he totally helped me out.”

I asked for recommendations – books, classes, apps, websites – help me out here, people. *Le silence*. Apparently, any little phrasebook or quick

language guide will suffice. The editor has the Berlitz “Hide This French Phrase Book,” which is divided into sections, such as “Money,” “Hotel,” “Food,” “Havin’ Fun,” “Makin’ Friends,” etc. Oddly, randonneuring is not mentioned in the “Havin’ Fun” section of the book. The Rough Guide phrasebook is nice, with useful phrases, such as *est-ce ouvert le dimanche?* (is this open on Sunday?); concise English-French/French-English dictionaries; a primer on how the language works; and *le dictionnaire* of food and drink, so that when you feel as though you would like to die, you can save yourself by saying, *Je voudrais un gin-tonic, s’il vous plait*.

When I tried to wrap things up, Amy said that first everyone should tell us the name of their favorite food, in French. Bob said, “*Pizza*.” And to think I made pie for these clowns.

In a last ditch effort to collect a few more important French words, I asked, “What are your go-to words, words you feel like you’ve really got to know and that you use a lot?” Thinking, thinking, thinking.

Finally, Amy, normal, helpful Amy, said “*De l’eau* – some water – is good, if you’re wanting to get your water bottle filled up.”

But then worldly, cycle-worn Robin just blurted out, “You don’t need to *say* anything. You just have an empty bottle in your hand, and you look pathetic, and someone will come over and



help you.”

That makes perfect sense, really. It’s what the treasurer does for the editor all the time. It’s the unspoken language of the cocktail hour.

So, I guess *the* definitive list of helpful words and phrases remains the one published in *AR* in 2007 ([www.rusa.org/newsletter/10-02-08.html](http://www.rusa.org/newsletter/10-02-08.html)). I left the Pieper’s, telling everyone that my article was going to be *très petit*. The standard answer – as if they had all rehearsed it beforehand – was, “No it won’t, you can


always make stuff up.” *Mon Dieu! C’est possible!* When I got home, I shot off an email to Mark Thomas, asking him for his *deux centimes* worth on the topic. (He had been invited to the event, specifically requested strawberry-rhubarb pie, and then didn’t show up.) If only I had gone to him first. He wrote, “Smile. Learn how to greet someone and how to say thank you in French. Use both with everyone you meet. Point at what you need. Smile more. Ride your bike. You’ll be fine.”

# Fit Function

# Style

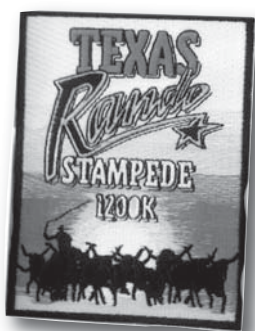
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# Stories from the Texas Rando Stampede 1200K

Editor's note: LSR rider Pam Wright compiled the following accounts from riders and volunteers at the inaugural running of the Texas 1200K.

### **George Evans, LSR "Route Meister"**

I was the organizer for the Texas Rando Stampede. My goals were to provide a randonnée of moderate difficulty that showcased the beauty and variety of the Lone Star state. Little did any of us realize that Texas does not suffer fools or randonneurs lightly, as evidenced by two days of torrential downpours and headwinds the entire route.

The riders certainly earned their miles as Texas gave away nothing for free. Our volunteers really made the ride a success by efficiently getting riders housed and fed at each of the overnight controls and providing support at many of the regular controls and even shuttled riders to and from the airport.

Without their help, Stampede simply could not have happened and I am grateful to everyone who gave up their time to lend a hand. I had a great time meeting randonneurs from across the US and beyond. What a great group we had! Thanks to everyone who attempted the routes, and congratulations to all our finishers. Chapeau!



Dan presents George with "Mr. Stampede" Trophy.

### **Jeri Baughn, LSR Crockett Overnight Control Volunteer Extraordinaire**

I volunteered to head up the organization of the control in Crockett, TX. The first thing I did was look at the map to see where the heck was Crockett, TX. It was about 630 miles into the ride. Crockett was an overnight control and the plan was to have the riders' dinners loaded into the refrigerators in their motel room and they could microwave the food themselves. Thank goodness for all of the other volunteer helpers that drove to Crockett to help run the control! Thanks to the kids from

Crockett High School (Go Bulldogs!) who came and helped us.

### **Sara Kay Carrell, KS 1st 1200 Km**

Two Words: Cake Bites!!

### **Carey Chappelle, Port Elgin, Ontario, Canada**

Cycling on the first half of the route, Dick Felton let me know how hungry he was and we stopped at this Saloon in the middle of nowhere around 11pm! Hoping a sheriff would be inside, we entered. REAL COWBOYS had us sit at the bar with a group of LADIES! We discussed cycling, the Texas Stampede and were treated with a... LONE STAR!. DELICIOUS! Another night, 2 sheriffs each in their own police car...escorted us (about 20 cyclists) out of town....out of their county...lights flashing! What every successful randonneur can say about the TEXAS STAMPEDE.... AWESOME!!! Having beds guaranteed, along with meals unbelievable! Thanks TEXANS!

### **Dan Driscoll, LSR RBA, Volunteer & Official Finisher**

My personal definition of "Stampede" was carved in stone long

■Continued on next page

Texas Stampede (continued)



Da Stampede Herd

before the invitations were sent out. It was simple: we would herd ourselves across Texas in a Stampede, keeping the largest group of Rando Riders together possible. Camaraderie would be king and we would take great pleasure in working to keep the “Herd” rounded up. Sure we would lose some off the front, some off the back and the thunderstorms would scatter us at times, but the object of this game would be to “keep those Doggies Roll’n down the trail.” We would compromise on a comfortable pace, wait for most riders at controls, regroup with announced departure times at overnight controls and help each other with flat tires..... just like in the Ol’ West. The victory at the end would not only be one of individual accomplishment, but also of a group effort. A huge thanks to two of our most experienced randonneur guests from over the pond, Dave Minter and Judith Swallow. They helped change tires, set

the pace, entertain the curious and keep us company. We had lots of big pistons powering the diesel down the road, thanks to all that worked as a team to keep the pace steady and the “Herd” together. I loved the overnight hotel set up (thanks

Pam) with great meals in the rooms. Call me twisted, but I really enjoyed the thunderstorms; riding in the rain and lightning was part of the adventure, it was never cold, and the headwind helped keep the group together.

**Wayne Dunlap, Hill Country Randonneurs RBA, Marble Falls Overnight Control “Round up Man”**

Hill Country Randonneurs wanted to make the first overnight control of the inaugural Texas 1200k memorable. The skies opened just before the first riders arrived and there was not a dry cyclist in the bunch. In spite of this, riders’ spirits remained high as they enjoyed a hot meal. The next morning, after a quick pre-dawn breakfast, they started their day with a nice climb out of Marble Falls. The attitude of volunteers at the control can make the difference between finishing and giving up. These volunteers lived up to their

role as the “12th man” on the team.

**Charlie Fenske, LSR 1st 1200Km**

*(Editor’s note: Fortunately, there are randos who wear nothing but rose-colored glasses and we’re glad LSR has one in Charlie!)*

The Texas Stampede 2011 was AWESOME AWESOME AWESOME AWESOME \* Organizer, Outstanding, awesome \* Hotel Volunteers Check in, Outstanding, awesome \* The Great \* Food at night,



Stampede Swag!

Outstanding, awesome \* The

Continued on next page

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## Texas Stampede (continued)

route, Outstanding, awesome \* Q-Sheet, Outstanding, awesome \* Riding condition, Great \* Controls, Great Great \* Sag Help, Outstanding awesome \* Welcome back in, Outstanding, awesome \* Sum Total = Outstanding, awesome. Problems= **None!**

**John H. Fusselman, TX,  
Official Finisher**

The ride was not supposed to be tough. Sure it might be hot and windy, but there were no mountains to climb. However, a loop ride with four days of head winds, sometimes with gusts to 30 MPH, is tough. It was never hot. In the late afternoon of the first day, riders

were drenched by chilly rain as the temperature dropped 20 degrees in a few minutes. There were intermittent downpours the next morning followed by a very chilly night. Who needs arm and leg warmers for hot weather? What if it's not hot? Texas weather is unpredictable.

**Rodney Geisert, MO,  
Official Finisher**

Organization for the ride was nothing short of remarkable. Overnights provided food when we arrived and people were there to take our bikes and bags to the room. The countryside in Texas was beautiful with rolling hills, river bottoms

and forest regions. I did see one sign in a yard which said, "If you can read this, "YOUR IN RANGE" which increased my pace immediately. TRS was anything but easy with the front loaded climbing in the first two days combined with headwinds (20 mph), rain, and chip & seal roads making TRS one heck of an epic ride.



Irene Takahashi celebrates Rando-style!

**Charlie Jenkins  
LSR, Volunteer,  
Full-time SAG**

I volunteered out of the love of the sport and to give back to what I enjoy so that others could also enjoy. It was great to watch the trials and tribulations of the riders, most conquering the obstacles, some not so lucky. It was nice to see how much something like oiling chains for a group of riders as they went into Whataburger to eat brought so much happiness to them. A 1,200 Km is never an easy adventure; we look at them as a planned ordeal, but it is nice to know that, by transporting drop bags and offering mechanical support, we made things a bit easier for the riders.

**Pat Jenkins, LSR,  
Volunteer, Full-time SAG**

We had one moment (on the way back from picking Steve Petty up) about 3 a.m. We were driving on the way back to Sealy and came up on

■Continued on next page

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**Stephen Hazelton, LSR,  
1st 1200km**

The Texas Rando Stampede was the high point of my two years of randonneuring. The ride was harder than anticipated, but I also had more help and support than anticipated, in the ride itself and in the months leading up to the ride. I learned that success wasn't just a matter of physical endurance, but required dealing with numerous minor issues, including weather, equipment malfunctions, time management, and lack of sleep. My most vivid memory is seeing one friend zipping down a steep dark hill in the pouring rain, illuminated by lightning, while calling out, "I don't have any brakes!"

Texas Stampede (continued)

a rider by himself. When we went by we gave a quiet thumbs up and words of encouragement. After the 1200k was over he told Charlie that we helped him out a bunch because he had been falling asleep and that seeing us come by that late woke him up and helped him to finish the day out. We also helped the couple on the tandem from Canada find a rando hotel (Post Office) to take a nap in because they were getting sleepy and needed a short power nap before continuing on.

**Spencer Klaassen, MO,  
Official Finisher**

La Grange - The sun is setting on day two of the TRS and I am getting sleepy. After a hard day of fighting headwinds and dodging storms, we were treated to yet another day. Rod and I pull into a bar in Cistern and order a sandwich and come to the realization that we are a long way from the overnight control at Sealy. We are soon

back on the road and making slow but steady progress. The sleepiness has not gone away and I begin to nod off as I am riding. The next thing I know is that my head hits the handlebar/GPS as I am riding. I suddenly awake and am amazed that I am still upright with my legs moving (riding fixed). The adrenaline burst wakes me up for 15 or 20 minutes as we plod along. I try to help my situation by eating some caffeine infused gel, but it is not working. I turn on my head torch and calculate the distance to the next town that might offer somewhere to sleep. I see La Grange and, thinking back to my youth, wonder if the ZZ Top song was about this very place? This gets my mind working and I start humming ZZ Top. Rumor spreadin' a'round in that Texas town'tout that shack outside LaGrange And you know what I'm talkin' about. Just let me know if you wanna go To that home out on the range. They gotta lotta nice girls ah

The miles roll by a little better. We enter town and see, what looks like, all the hotels as we enter town. Since the control is a Whataburger, we continue to roll a few miles to the other side of town. Have mercy. A pow, pow, pow, pow. A pow, pow, pow.

When we finally make it to the control, we find that it is closed. I am overcome by frustration as I realize there will be no late dinner or sleep as I don't see a hotel. We begin to chat with two other riders who say there is a hotel about one mile north on a frontage road. My spirits rise...Well, I hear it's fine if you got the time And the ten to get yourself in. A hmm, hmm, and I hear it's tight most ev'ry night, but now I might be mistaken. Hmm, hmm, hmm. The four of us check in and I take a quick shower. The next thing I know, I am awakened by an alarm. I sit up and realize that

I never turned off the lights and I fell asleep in a towel on top of the bed. Oh well, I feel amazing after that short rest. I get dressed and join my fellow riders to leave La Grange at 3:00 A.M. As I am buzzing along, I continue to look, but never see that famous chicken ranch....

**Dave Minter,  
Middlesex, UK,  
1st US 1200Km**

Texans have a reputation for being generous and doing things "bigger than life-size." My first ride in Texas (and the USA)

■Continued on next page



Dick Felton, Rodney & Carey finishing Stampede

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## Texas Stampede (continued)

showed just how true that is. I just had to mention to the ride crew that I'd found the first day a little too hot for comfort and they arranged the mother of all thunderstorms that night to cool down the next day for me. OK, I didn't realize you could have over 1000 km of headwind on a 1200 km loop. Just another example of bigger than life-size, I guess. It seems the reputation matches the reality.

### Bill Pustow, KY, Official Finisher

I've found Kentuckians to be extremely friendly and outgoing....and then I rode the Texas Rando Stampede. That first day, because of heat and my legs were still on the hard KY 600K the week before, I would fall off the back of the Dan Driscoll group (the famous K-Hounds). Riders would fall back and pace line me, a total stranger, back to the group. At rest stops, they would encourage me to ride with them and get protection from the constant wind. At overnights, people insisted on carrying my bike up to my second floor motel room and the volunteers — wow! Have you ever gotten to an overnight control in the middle of the night and had a dozen people blowing horns, cheering and applauding your lone arrival? Well, I did at the Crockett control. I could go on, but let me just say that in my next reincarnation I want to come back as a Texas randonneur.

### Bob Riggs, Houston Randonneurs RBA, Sealy Overnight Control "Sheriff"

To me, the main thing is the sense of accomplishment from helping out. We had a great group of experienced people, and we worked hard to make sure all the riders had what they needed. We met a lot of wonderful cyclists who had struggled with terrible weather, but with real randonneur spirit they kept on going. That memory will inspire me at

PBP and beyond. I was proud to see that everyone who made it to our overnight control finished the ride.

### Tom Russell, CA, Official Finisher

This ride was wild and unpredictable. In Lampasas a truck turned left in front of me across a flooded intersection and waves swamped my recumbent and shorted out one of my taillights. After two more downpours, both of my Superflashes were out. I made the Jonestown control and found five randonneurs waiting out the storm. Dick Felton, a Canadian cyclist, had a spare taillight, which he let me use. Two days later, I came across Irene



Pat and Charlie to the rescue.....AGAIN!

Takahashi, whose taillights were looking dim, and passed on Dick's taillight to her, which enabled her to reach Crockett. Thanks for the help, Dick!

### Daniel Schaaf, LSR, 1st 1200km

Despite some initial doubts, in the end we knew we would have an official finish as our band of recumbents crossed the finish line together. This was more like a bike tour, enjoying good humor and camaraderie with our ride companions. Of course there were moments wondering if success or failure were in our future. But everyone kept a smile on for just about the entire ride. In spite of headwinds each day, some storms, sleep deprivation and a

few flats, it was still quite enjoyable, and I thank my ride mates for helping to make it so!

### Kalleen Whitford, LSR, Final Control Captain

Hi, I volunteered to do the finish line celebration. Not having experience with 1200K's or what the standard was, I planned a party! With Stampede as the theme, finishers were greeted with hooping, hollering, cowboy boots, hats, tin stars and pop-guns shooting in the air. I think they got a kick out of it. We herded 'em into the dining room for that hard earned medal and pictures with props like "I'm a Stampedeer" to I'm "Wanted" and even a buffet to feed the Wanderers of Texas with sit down time to share tails of the road. After some of their stories I'm glad I volunteered to make their experience even more memorable.

### Pam Wright, LSR, Volunteer, 1000k Official Finisher

What a gift to play a part in Stampede growing from an idea to an international event for its debut! Being part of the advance work and during the event too, gave me a whole different perspective as we showed off our Lone Star State. Yep, the storms were big, the wind was strong, but the jokes, camaraderie and Texas spirit were even bigger and stronger! Why, I even had family come meet me on the course, meet some friends and shake their heads as they saw my hobby in real life. Thanks for coming to our party folks!

### Dan Driscoll

LSR has talked about hosting a 1,200 Km for years. I had concerns about over-taxing volunteers. I dreamed of routing a course to Austin and Houston to make this a "Texas

■Continued on next page



## Texas Stampede (continued)

Thing” rather than all LSR by bringing multiple rando clubs together for more great volunteers! The dream couldn’t have happened without George Evans who willingly built the route, did the paperwork and website to make this a reality. Volunteers came out of the woodwork to help, making my job easy and making me really look good. My fears of recruiting and organizing enough volunteers was without merit as friends from all over Texas helped make Stampede shine. Quite simply, Stampede would never have become a reality without them!

Most know a list of riders from LSR is never complete without a list of volunteers, so in true rando and LSR spirit.... “Thank you!” to: Jeri Baughn

\* Debbie Breaud \* Jim Bronson \* Dave Campbell \* Dan Driscoll \* John Droese \* Wayne & Emily Dunlap \* Jeff Elmer \* George Evans \* Charlie Fenske \* Bill Fox \* Dottie Gibson \* Bob Hammond \* Stephanie Harnden \* Al Hicklin \* Charlie & Pat Jenkins \* Brian Madison \* Craig Matthews \* Eduardo Mendes \* Bob Millay \* Alain Nimri \* Pat Nolan \* Becky Reiley \* Bob & Marianna Riggs \* Edward Robinson \* Daniel Sanchez \* Ann & John Stiles \* Cindy & Vickie Tyer \* Kalleen Whitford \* Clay Wilson \* Mark & Ruby Wooldridge \* Pam Wright.

Thanks also to the finishers of the inaugural Texas Rando Stampede!

Alain Abbate \* Viktoriya Abbate \* Hamid Akbarian \* David Baxter \* Debbie Breaud \* Bob Bruce \* Sara Kay Carrell \* Conor Carroll \* Carey Chappelle \* Dan Driscoll \* Dick Felton \* Charlie Fenske \* Kevin Foust \* John Fusselman \* Rodney Geisert \* Stephen Hazelton \* Donald Jagel \* Spencer Klaassen \* Tim Lucas \* Dave Minter \* Peter Morrissey \* Chris Moss \* Jeff Newberry \* Bill Olsen \* Peggy Petty \* John Preston \* Bill Pustow \* Tom rusel \* Daniel Schaaf \* Mike Schmit \* Chris Schulten \* Ian Shopland \* Geof Simons \* Judith Swallow \* David Thompson \* Ann Trason \* Vickie Tyer \* Richard Whittenberg \* 1000 Km Finishers: Walley Bigler \* Catherine Shenk \* Irene Takahashi \* Pam Wright.

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