

AMERICAN RANDONNEUR



RIDE SMARTER
not harder

pg. 10

RUSA
introduces
new RBAs

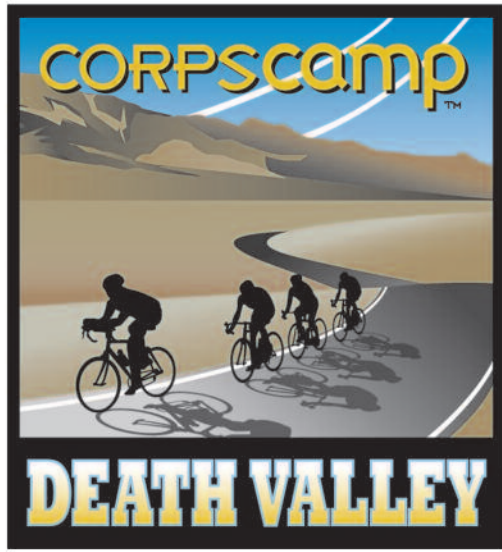
pg. 30

HUFFMAN:
a pocket
adventure

pg. 14



adventureCORPS Cycling



February 25-28, 2013

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



April 15-19

Located at 4200 feet elevation, Julian is the premier mountain getaway just an hour east of San Diego in the beautiful Cuyamaca mountains. Riders in our Velo & Vino cycling retreat will enjoy world-class daily rides with multiple distances offered, plus wine tasting, a group dinner, yoga classes, a hike, and more. We guarantee the riding, camaraderie, and setting are so fabulous that this camp will become an annual pilgrimage for all who attend! Held immediately prior to our Mount Laguna event, so come spend a solid week in sunny Southern California and do it all!



April 20, 2013

The Mount Laguna Bicycle Classic is a Southern California 'bucket list' event featuring 101 miles with over 10,000 feet of climbing and three dramatically different ascents of San Diego County's Mount Laguna! There are just three stop signs and no traffic lights on this incredible route which starts and finishes just 44 miles east of San Diego in Pine Valley, CA! 45- and 75-mile routes also offered. If your schedule allows, come out a week early and join us for Velo & Vino Julian, too! Now THAT is Spring training!

Information and Registration: www.adventurecorps.com



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On the cover

.....
Todd Teachout, former
San Francisco RBA, rides in
the Diablo Range.
Photo courtesy Velocia.

Co-op. I have always encouraged randonneurs to think of themselves as members of a cooperative, an organization which is operated and owned by its members who share in its benefits. As a volunteer-driven, member-managed organization, Randonneurs USA works well because our riders consider themselves members of our co-op. Riders of many other kinds of cycling events may see themselves as customers of events sold by third party vendors, but that relationship would work poorly for us, in my opinion. The richness of brevets, permanents, and awards available to us bears witness to the success of this approach.

Member involvement ranges from assistance provided to a fellow rider on a brevet to volunteering for RUSA at a national level.

Randonneuring exists here because of the efforts of our volunteers. We are grateful for all of their efforts and I offer a heartfelt thanks to all who have contributed. I would like specifically to thank one of our super volunteers. Jennifer Wise, RUSA member #1, is finishing up her term on the RUSA Board of Directors. We'd be hard-pressed to find anyone who has given more to RUSA - from her instrumental role in its founding nearly 15 years ago to her current role as administrator of our well-stocked store of safety gear, logo merchandise, and awards. Thank you!

Members have their annual opportunity to select board members. In this issue, you'll find the ballot as well as statements from a great field of candidates, all of whom are significant volunteers to our sport already.

We have five great candidates for the two at-large board positions (two of the six such positions are elected by the membership to three-year terms each year) and two candidates for the RBA Liaison position (which is filled annually by vote of the RBAs only). I encourage you to vote, which can be done easily by mail or online.

At the risk of sounding like a broken record, I also encourage everyone to volunteer in some capacity. As is readily apparent from the 2013 calendar in this issue, we have a very full offering next year. I'm sure that the organizers of these events would be grateful for assistance. In addition to event help, many opportunities also exist to help the RBAs or regional clubs - maintaining a local website or mailing list, for example. At a national level, RUSA has many volunteer opportunities, including needing assistance with this newsletter. Please contact me or any other board member if you can help out.

And all of us can help randonneuring by promoting the sport to new riders who would benefit from, and contribute to, our unique cycling niche.

See you on the road.

Mark

Mark Thomas
—RUSA President





Available now, the Grande Route from Tout Terrain. Chrome-moly frame and fork, integrated rear rack, clearance for 35mm tires and fenders, disc brakes, fittings for dynamo light wiring and “The Plug” charger, many component options, and wheels built by me. The bike pictured here is our medium size demo fitted with Ultegra 10 speed STI triple gearing, Berthoud fenders, Schmidt dynamo hub and lights, and Berthoud leather saddle on a Nitto NJS-P72 seatpost. I’ve left the steerer extra long for fitting many different test riders. Drop by and take it for a spin. Send me an email and I’ll reply with a spreadsheet listing many component options and pricing. See the URL below for photos and info.

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Cascade 1200K: Rainy Pass

by Tim Lucas

The Cascade 1200K was held June 23 to June 27, 2012. Tim Lucas traveled from the Tar Heel State to enjoy the adventure and bring us back this ride report.

Day One: I stayed at the base motel in Monroe, Washington Friday evening. Breakfast at 5:00am and 80 cyclists from around the world roll out at 6:00am for an epic randonneuring adventure. A cloudy, cool morning quickly produces cold rain that lasts several hours. I settle in, getting as comfortable as possible. Pedal hard, stay warm; weather will change eventually. The long climb into Mt. Rainier National Park keeps the engine warm. Exiting the park to the south, we cruise along a creek between cascading waterfalls on both sides of the road. At times, the sound of rushing water is so loud you can't carry on a conversation. It's a very mystical place.

We have lunch in Eatonville (mile 95). I'm riding a bit with Ed from Portland, OR. We stop at Subway with several others. Ed is one of those guys who always carries a big smile, no matter what's going down. Finally, mid-afternoon, it stops raining and we're in Packwood (mile 140), at the base of White Pass, where a 17-mile, 2800-foot climb awaits. Three hours later, I reach the summit and take some pics to prove I was there. Now it's wheel! time. This is my favorite descent on this trip.

Smooth asphalt, a wide shoulder, and easy turns make it fast and furious.

Clear Lake (mile 170) is our final stop before the overnight control. We're frigid. I'm shaking badly from the cold descent. I have to hold my hot chocolate with both hands to keep from spilling. Volunteers ply us with warm stuff. I recover a bit, but pedaling is the ultimate cure. We ride around the huge lake, then to Naches (mile 208), arriving at 11:00pm. Shower and fresh clothes. After a dinner that includes hot soup, it's off to the gym for sleep. The air mattress in my drop bag comes in handy. Three hours' sleep.

Day Two: Awake at 4:30am. Blueberry pancakes, hot off the griddle. The support is awesome. The pancakes are the best ever. Rolling at 5:30am. We're doing an out-and-back to Lodgepole campground near Chinook Pass, 45 miles into the wind. Volunteers serve more food and coffee. Back down to Naches. Now we head east of the mountains into the high desert plains. In previous years, temps soared into the 100s here, but today it's only 85F;

pleasant, after yesterday's cold rain. We ride long rollers and then shallow grades that permit recovery.

First flat at mile 305. Glass in the rear tire. Packed up and ready to go, I notice the flat front tire. I remove a thorn; must have been from the tumbleweeds that occasionally blow across the road. Two flats from different objects at the same time.

I see snowmelt irrigation of many acres of hops. Now I'm getting thirsty. Wow, this is a lot of hops. Stocking up for those long winters, I presume. We have lunch in Fruitvale. Afterwards, we travel around the city on greenway bike trails before returning to the desert.

En route to Mattawa, we cross the Columbia River and turn right. The road goes straight up to the top of a plateau. Surely this isn't right, I think as I check the cue sheet and read, Yes, up that hill.

I'm finally over the top and see more of these plateaus ahead, but none are as tough as that one.

I'm in my lowest gear and I have to stand to turn the pedals. Gotta be 15+ percent. Ouch!

Getting dark now, and I see bicycle lights ahead and behind me on the long, straight road. I finally roll into Quincy (mile 418) around 12:30am. After a hot meal and shower, it's bedtime on another gym floor. Only two hours' sleep.

Day Three: Up at 4:00am. I chat with John Morris from Durham briefly before he leaves, then eat a continental breakfast and roll by 5:00am. Today we're cruising around several lakes to Dry Falls. We have a very angry headwind. This is madness! I have a hard time just holding on. Dry Falls is another beautiful place, but then we have to climb to the moon to get out of there. We go west then north to Bridgeport, across the river to Brewster. More spectacular river views.

We're now in Malott (mile 535), at the base of the mountains. Loup Loup Pass is a 17-mile climb that takes 3+ hours. I'm leapfrogging several riders, including my new Japanese friend who keeps reminding me how many meters of climbing remain. We summit just before sunset and throw on everything we have for the cold descent. Two deer cross my path within a mile. I'm riding

the brakes while others fly by. Sunset is a bad time for dodging deer.

At the bottom, it's 25 miles to the overnight control in Mazama. I do sprints, trying to stay focused, and catch up to Matthew from Southern California on his recumbent. I usually don't ride well with others because I cycle an inconsistent pace, but I chill a bit and make a friend. We stop a couple of times and walk around to clear our heads. It's a beautiful evening, and the summer Milky Way is brilliant in the night sky, glowing so bright you could read by it. It also brightens my spirits. We cruise along the Lost River and it sets the mood. An hour or so later, we make the control. Three Canadians arrive soon after and we grab dinner, showers, and this time we have rooms with beds. Yea! 2.5 hours of sleep.

Day Four: Breakfast comes at 3:45am, but I don't stir for another half hour. Yesterday took everything I had. I start rolling at 5:10am, thinking that I'm getting an early start. There are 20 or so bikes still at camp when I leave. Fewer miles today, but the event's biggest climb is the



Photo by David Litt.



East of Elbe, near the entrance to Mt Rainier National Park.

Photo by David Litt.

first order of business. It's 18 miles to the top of the world: Washington Pass.

A couple hours in, I'm relaxed and feeling great. My pace is better than on my previous climbs. About three miles from the summit, we cross the snowline and I flat soon after. Did I mention it's 36F and raining? Climbing provided warmth, so I quickly get the tire changed before the engine cools down.

As the mountain peaks come into view I stop for pics. This is a wondrous place. I'm in awe and enjoying being here. I spend perhaps too much time goofing off, posing my bike against a snow bank, and taking some video. Finally, I jump back on the bike and climb the last mile to the summit, where I see a rider loading his bike into a support vehicle. His ride is over. I pull over to photograph the sign. A volunteer — I didn't get his name so I'll call him "Nick" because he reminds me of Nick Nolte — walks up to me and asks if I want to load my bike. "Why?" I respond. "Because the next control is 56 miles away and you're not going to make it before the cut-off. I am the sweeper," he explains, "and you are the last man standing." "What about those 20 bikes I left at camp?" I ask. "They're DNFs, going on the truck," he responds. How could this be!?! I think, as my elation turns to despair.

My Big Screw-up: This is where I discover that this year's route was shortened from its historic 1240K to 1201K. I had planned based on ride reports and cue sheets from previous years. Oops. I wondered why breakfast was so early today, but didn't put the pieces together until it was too late. I calculated time and distance to the Marblemount control. I knew there were some serious downhills coming up, but there was also a climb up Rainy Pass, though this was only a couple of miles long. "What about the last 30 miles to Marblemount?" I ask Nick. He responds that it's rollers and flats. A glimmer of hope.

Physically, I feel great. I just need to put together the ride of my life. I mount the Ridley, tell Nick I'm going to finish what I started, and roll. The rain makes the descent a little hairy. I shiver, which creates some serious wobble. Zoom the straights, knees squeezing the top tube for stability, brake hard before each turn, and stand and pedal through the turns for warmth.

I'm out of the saddle going up Rainy Pass. Near the top, I see Nick, who says I'm going to make it.

Down again. Support truck ahead has food. Matthew is pulling away as I approach. My hands are frozen; I brought the wrong gloves for this weather. Volunteers find me some liners that help. I fuel up and head into the rollers. Calculating speed and arrival time. Giving it everything I have. Finally, I catch another rider and then see three Canadians, who are finishing up a flat change.

I roll into the little town of Newhalem, just 14.6 miles from the control, and Ed is waving me down, "You are still very short on time, but this store has coffee." "Do they have gloves?" I ask. My fingers are frozen; it takes both hands to shift. "Grab some coffee and I'll see what I can do." Ed DNF'd after he locked up his knee on a freak, awkward pedal stroke and now he is helping others. This is a great sport! Ed brings me his own waterproof gloves. Lifesaver. I have one hour to ride 14.6 miles to Marblemount. Please God, I pray, No serious hills. No flats. Amen.

I nearly reel in Matthew but I can't catch him. He's killing it, too. We reach the control five minutes before it closes. I am totally wasted but ecstatic. My Japanese

friend shows me his pretty watch. Nice! . . . Oh crap! Sign in, doofus, you have three minutes!

We can ride easy to the finish. No hard sections, and the time limits are relaxed. Just have to stay awake and focused. It's still cold and raining, but the rain stops during the next section. I'm riding again with Matthew, and we're joined at times by the Canadians and the Japanese rider.

Granite Falls is the last control. We stop at McDonald's with 23 miles left. Our international group stays together to the finish. We experience some minor issues, including my 4th flat, slow climbs, and obligatory battery changes. It's a slog, but I'm thrilled as we roll in together. Post-ride beer and pizza! Breakfast party the next morning. Pack up the bike, wash clothes, and waste the day away under beautiful, 70F, clear skies. Dinner with John from Durham then depart home. 750 miles and 40,000 feet of climbing in 88:55. Add some cold, rainy weather, and you have EPIC! That ride totally rocked!

Tim Lucas (RUSA 6016) lives and rides in North Carolina.

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RIDE SMARTER - Not Harder

“You cannot expect to hold top form throughout the season, but you can peak for two or three specific events, races or particularly long or difficult randonnees.” (The Long Distance Cyclists’ Handbook 2nd edition; Simon Doughty p.164)

Those words hit me like the proverbial Big Box Store bicycle. I slumped back on the couch, pondering the simple wisdom I had long ignored - to my peril. I was burning out, at the tender age of 52.

I had hitched my wagon to RUSA in 2009 and immediately devoured the ride reports in the archives with wonder bordering on hero-worship. “These riders ride their bikes!” I concluded. “These people are the real deal!” And I wanted to be the real deal, too. It was time to strap on my six-guns. Hi-Yo Silver! Away!

Full SR series? I’m in. R-12? Me, too. P-12? Why not!? PA Endless Mountains? Wow! I could only dream and try to be ready. Accept the responsibilities of the RBA for the Marion, IL region? Watch Ol’ Bandit run.

Then suddenly, like a track sprinter, first stumbling and then falling headlong, I fell apart on a 600k and continued falling through the rest of the year.

The “fun meter” and my desire to ride dropped to zero. It was time to ride smarter, not harder.

If you are planning which guns to take to a gunfight - more is more. But if you’re planning which brevets to ride this year - less might be more. As you drool over and dream about the randonneuring events in this edi-

tion, choose wisely, grasshopper. According to “The Long Distance Cyclists’ Handbook”, the acronym SMARTER can be used to help you with goal setting.

- Specific - focus on a particular event, or achievement. You can’t do it all, no matter what Gloria Steinem says.
- Measurable - rather than a vague “go farther” or “get better” goal, set a distance, or time to achieve. Then you’ll know when you get there.
- Agreed - share your goals with others. Public disclosure may help you to maintain your training, and will allow others to share in your accomplishments and encourage you along the way.
- Realistic - be sensible. Take into account all of the important aspects of your life, and keep in mind that this is only bicycling.
- What doesn’t make you stronger, can kill you. Les Paroles de l’Homme de Pierre (Sayings of the Stone Man).
- Time-Phased - set a timescale that’s also realistic. Rome wasn’t built in a day. And despite Mr. Einstein’s theory, time isn’t really relative. It’s limited.
- Exciting - A goal which isn’t exciting, results in training which isn’t fun. #2 “If it ain’t worth writing home about, it ain’t worth doing.” “Les Paroles de l’Homme de Pierre” (Sayings of the Stone Man).
- Recorded - write it down. Write it in your diary. Tape a note on the bathroom mirror. Use it as the “signature” on your email or blog. Get a tattoo! (Or not.) Just find ways to remind yourself what all of the training is for.

In the forward to “The Long Distance Cyclists’ Handbook”, Rocco Richardson, Chairman of Audax UK (2001) wrote:

“Long-distance competition may have declined over the years in favour of shorter, more easily absorbed events, but the challenge still exists, offering an opportunity for the ‘stayers’ to show their mettle. In fact, participation in ultra-distance riding for pleasure has never been greater, with audax rides (randonnees) and sportive rides attracting more and more people every year.”

Indeed, in the Summer edition of the American Randonneur, RUSA welcomed over 330 new members and our president, Mark Thomas wrote that 2012 brought “our biggest early season growth in years”. If you are one of those new members, welcome. Take off your coat

and stay a spell. Just beware: avoiding burnout is one of the keys to sustained interest, and therefore a sustained active membership. Remember, less can be more. Ride smarter, not harder.



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



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RUSA Events

Region	RBA Name	RUSA Events
AK: Anchorage	Kevin TURINSKY	04/13 (100 km) 04/27 (100 km) 06/16 (100 km) 08/24 (100 km) 09/14 (100 km)
AL: Birmingham	Steve PHILLIPS	10/26 (200 km)
AZ: Casa Grande	Susan PLONSKY	04/27 (200 km) 04/27 (300 km) 05/10 (200 km) 05/25 (200 km) 05/25 (300 km)
CA: Davis	Dan SHADOAN	2012/11/17 (dart) 2012/12/31 (200 km) 09/28 (103 km) 11/16 (dart) 11/16 (dart) 12/31 (200 km)
CA: Los Angeles	Greg JONES	2012/12/02 (100 km) 01/06 (101 km) 08/24 (dart) 09/28 (212 km) 10/27 (201 km) 11/09 (206 km) 12/07 (103 km) 12/07 (206 km)"
CA: San Diego	Dennis STRYKER	2012/11/17 (200 km) 2012/12/08 (100 km) 2012/12/15 (200 km) 03/23 (100 km) 10/19 (200 km) 11/16 (200 km) 12/14 (200 km)
CA: San Francisco	Rob HAWKS	01/26 (114 km) 06/08 (dart) 06/08 (dart) 06/22 (114 km) 09/14 (114 km) 11/2 (200 km)
CA: Santa Cruz	Lois SPRINGSTEEN	08/17 (dart) 08/17 (dart)
GA: Atlanta	Kevin KAISER	2012/12/08 (200 km) 11/09 (300 km) 12/07 (200 km)
IA: Central	Greg COURTNEY	10/05 (100 km) 10/05 (200 km)
IL: Marion	Miles STONEMAN	2012/11/17 (200 km) 01/05 (102 km) 02/09 (102 km) 03/23 (102 km) 03/23 (177 km) 03/23 (235 km) 05/04 (122 km) 06/03 (139 km) 06/04 (132 km) 06/05 (122 km) 06/06 (158 km) 06/08 (103 km) 10/19 (158 km) 10/19 (321 km) 11/30 (210 km)
LA: New Orleans	Patrick HORCHOFF	2012/12/08 (238 km)
MA: Boston	Bruce INGLE	04/20 (107 km) 09/29 (114 km)
MA: Westfield	Don PODOLSKI	03/17 (100 km) 10/13 (100 km) 10/13 (170 km)
MD: Capital Region	William BECK	2012/12/08 (200 km) 01/12 (100 km) 11/09 (200 km) 12/07 (200 km)
MN: Twin Cities/Rochester	Rob WELSH	04/06 (100 km) 04/27 (100 km) 07/13 (100 km) 07/20 (100 km) 07/21 (100 km) 10/19 (100 km)
NC: High Point	Tony GOODNIGHT	01/01 (100 km)
NC: Raleigh	Alan JOHNSON	2012/11/24 (100 km) 2012/11/24 (200 km) 08/17 (100 km)
NJ: NYC and Princeton	Katie RASCHDORF	04/20 (120 km) 05/04 (115 km)
NY: Central/Western	Peter DUSEL	10/19 (200)
NM: Cedar Crest	John MAZZOLA	2012/12/01 (200 km)
OH: Columbus	Bob WADDELL	03/30 (100 km) 07/13 (150 km) 09/07 (200 km)
OR: Portland	Susan FRANCE	03/16 (100 km) 11/02 (110 km)
PA: Eastern	Tom ROSENBAUER	2012/12/01 (200 km) 10/19 (150 km) 10/19 (200 km) 11/02 (200 km) 12/07 (200 km)
PA: Pittsburgh	Jim LOGAN	03/09 (100 km) 03/30 (100 km) 05/25 (100 km) 06/29 (100 km) 07/13 (200 km) 07/14 (200 km) 08/17 (100 km) 09/28 (100 km)
TN: Nashville	Jeff SAMMONS	2012/11/24 (200 km) 09/28 (250 km) 10/26 (200 km) 11/23 (200 km)
TX: Amarillo	Nick GERLICH	2012/12/31 (200 km) 12/31 (200 km)
TX: Austin	Wayne DUNLAP	2012/12/01 (200 km)
TX: Dallas	Dan DRISCOLL	2012/11/17 (211 km) 2012/11/17 (308 km) 2012/11/17 (403 km) 2012/11/17 (600 km) 012/12/08 (200 km) 01/01 (107 km) 01/19 (217 km) 03/02 (206 km) 03/02 (317 km) 03/16 (211 km) 03/16 (308 km) 04/06 (206 km) 04/06 (317 km) 04/06 (400 km) 04/13 (208 km) 05/25 (200 km) 05/25 (362 km) 05/25 (600 km) 07/06 (200 km) 07/06 (362 km) 07/06 (600 km) 11/02 (213 km) 11/02 (309 km) 11/02 (400 km) 11/16 (400 km) 11/23 (307 km) 11/30 (200 km) 12/14 (200 km)"
TX: Houston	Robert RIGGS	07/20 (207 km) 07/20 (314 km) 11/09 (200 km)
UT: Cedar City	Lonnie WOLFF	04/13 (100 km) 06/29 (100 km)
UT: Salt Lake City	Richard STUM	08/17 (200 km)
WA: Seattle	Mark THOMAS	2012/12/20 (200 km) 03/03 (100 km)
WA: Tri-Cities	Paul WHITNEY	03/02 (100 km)

New RUSA Members

RUSA #	Name	City	State/Prov.	RUSA #	Name	City	State/Prov.
7974	James Benning	Seaford	UK	8017	Mark Horning	Boca Raton	FL
7975	Brant Grifka	Eagle River	AK	8018	Dave Donley	Highlands Ranch	CO
7976	Bruce McMillan	Milford	NH	8019	Christina Goodwin	Falls Church	VA
7977	Joseph Rivers	Orlando	FL	8020	Matthew Jungers	Phoenix	AZ
7978	Dianna Oda	Lewisburg	OH	8021	Ray Metz	Everett	WA
7979	Sharon Shapiro	Plano	TX	8023	Cindy Watkins	Stow	OH
7980	Lisa Purul	Highlands Ranch	CO	8024	Michael Throop	Durham	NC
7981	Thomas Teichmann	Atlanta	GA	8025	Venkatesh Srinivas	Holmdel	NJ
7982	Ricardo Serrato	Odessa	TX	8026	Charles Jones	Covington	LA
7983	Martin Renner	Homer	AK	8027	Scott Wohlgemuth	Dalton	PA
7984	Timothy Snyder	Virginia Beach	VA	8028	Nick Kukla	Brooklyn	NY
7985	Barbara Wong	Anchorage	AK	8029	Tom Shipman	Piqua	OH
7987	Marie Villarba	Seattle	WA	8030	Carolyn Frazee	Middletown	MD
7988	Sol Manion	Seattle	WA	8031	Gregg Hart	Hathaway Pines	CA
7989	Tracy Sorensen	Fort Worth	TX	8032	Joni Moore	Salado	TX
7991	Tom Buzas	Kensington	MD	8033	Teresa Beck	Torrance	CA
7992	David Beach	Santa Rosa	CA	8036	Jeff Dilcher	Atlanta	GA
7993	Craig Collins	Portland	OR	8037	Scott Agatep	Davis	CA
7995	Jim Brasic	Fremont	OH	8038	John McSwain	Ridgeway	SC
7996	Cindi Pannone	Eagle River	AK	8039	Todd Stephens	Newberry	FL
7997	Richard Herrera	Plantation	FL	8040	Leigh Fanady	New York	NY
7998	William Klitgaard	West Windsor	NJ	8041	Christine Hornbeek	Mansfield	TX
7999	Andrew Walz	Portola Valley	CA	8042	Jeff Cole	La Mesa	CA
8000	Debbie Hawley	Grass Valley	CA	8043	Nathaniel Cavalieri	Oakland	CA
8001	Maria Parker	Lumberton	NC	8044	"Jan Kasprowicz, Jr"	North Haledon	NJ
8002	Roswitha Sidelko	Weston	FL	8045	Vadim Gritsus	Paramus	NJ
8003	Dennis Desmarais, Jr	Glastonbury	CT	8046	Sam Placette	Boulder	CO
8004	Jim Dickinson	South Lake Tahoe	CA	8047	Lawrence Perry III	Denver	CO
8006	Matt Speier	New York	NY	8048	Philip Bennett	Austin	TX
8007	Christine Benkly	Royal Palm Beach	FL	8049	Rebecca Book	San Francisco	CA
8008	Aaron Young	Vancouver	WA	8050	Chuck Bahl	Canal Fulton	OH
8009	Richard Randall	Draper	UT	8051	J Norton	Atlanta	GA
8010	Amy Russell	Waco	TX	8052	Gregory Morse	Long Beach	CA
8011	Robert Couperthwaite	Martensville	SK CAN	8053	Allan Scott	Durham	NC
8012	Elizabeth Hadfield	Fort Lauderdale	FL	8054	Dennis Ordiway	San Clemente	CA
8013	"Michael Sullivan, Jr"	Mandeville	LA	8055	Robert Gundersen	Houston	TX
8014	Jay Peacock	Gainesville	FL	8057	Barry Chaffin	Monte Sereno	CA
8015	Eileen Kirkpatrick	Seattle	WA	8059	Scott Farrell	Newport News	VA
8016	Cassie Soeffing	Sioux Falls	SD	8060	Frank Pedrick	Nevada City	CA



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A Pocket Adventure: The 2012 Alaska Randonneurs Solstice 600

by Max Huffman

Sam Huffman riding north along the Richardson Highway, June 23, climbing toward Isabel Pass in the Alaska Range. Credit: Max Huffman.

My brother Sam and I returned this summer to join the Alaska Randonneurs for another ride. I needed to erase the memory of my failed attempt at the 2011 Big Wild Ride Grand Randonnée. (Sam also abandoned that ride, in his case to get me to a hospital. Blood is thicker than Perpetuum.)

I'm a casual randonneur, but I have been at this sport long enough to have ridden with several different clubs. There is no randonneur I do not like, and I like those I have come to know in Alaska as well as any. Kevin, Tom, and Joy put on the friendliest imaginable ride. Roger and Ted were tremendous riding companions. I reported on the Alaska Randonneurs 600k in 2009 (12 American Randonneur No. 3, at 30 (Aug. 2009), and am pleased to bring back this updated report.

We met for breakfast and introductions on Saturday at 5:30 am at the Gakona Lodge. This shows the huge work RBA Kevin Turinsky has put into this ride in the past three years: the 2009 edition began in a dirt pull-out at the junction between Highways 1 and 4. Don't get me wrong: that rusticity had tremendous charm, and I have since enjoyed reciting the tale of meeting a random group at a highway pull-out and spending the next 36

hours riding with them. But a breakfast buffet at the lodge, away from the bugs, is a very civilized way to start an adventure.

The Solstice 600 is elegant. If you searched a map for a natural route, your eyes would gravitate toward this triangle of roads in Central Alaska that forms a perfect 600k.

But such elegant simplicity presents a psychological challenge. I like to break my rides up into segments: for example, I might focus on riding 15 miles to the next turn. Tackling the 138 miles between the first and second turns is no small task. Fortunately, Kevin, Tom, and Joy made that much easier. First, there are intermediate controls — Gakona Lodge at mile 70, Dot Lake at mile 200, and Chistochina at mile 340 — that are not technically necessary for routing purposes. One does not cut corners in Central Alaska. But the controls provide manageable intermediate goals. Second, Kevin correctly em-

phasizes that brevets are self-supported, but he still keeps a close watch. Just when Sam and I worried that, due to the heat, our three bottles would be insufficient to make the 61 miles from Delta Junction to Dot Lake, Kevin appeared road-side with a jug. Apparently this issue had arisen before.

By the afternoon on Saturday we definitely noticed the heat. In 2009, we were thrilled to get any sun at all, but now the temperatures reached the low-80s. That's not hot in D.C. where I usually ride, but I'm a guy who joined Pete Dusel's Western New York Finger Lakes 400k to avoid a predictably hot D.C. Randonneurs ride. (The Finger Lakes 400k is another real treat of a destination ride.) Sam comes from predictably cool Oregon, and Ted, like many Alaska Randonneurs, hails from the Anchorage area, a place that rarely sees the high-70s. Even Roger, from Tucson, acknowledged some discomfort. We were slow-roasted from 8 am to 8 pm, minus a brief hail-storm. Long daylight means a longer period of intense sun. Stunted spruce forests and extreme road cuts (protecting drivers from moose, and vice versa) mean no shade.

About 190 miles in, Sam's inflamed knee brought his ride to an end, and I found myself alone on the Alaska Highway. Roger the Arizonian was up the road and Ted, from Alaska, was sticking to his well-planned itinerary. I hurried to the Dot Lake control, where I had a nice chat with Tom, Joy, and a group parked next to them who invited me to join in their "fun." 200 miles and 15 hours is about when my body and brain say "uncle." But like a character Robert Frost might have written were he a randonneur, I left Dot Lake at 9:11 pm with 48 miles remaining to Tok, plus one more to the fourth control at Young's Motel, which I hoped to cover before dark (the sun finally set at 11:49 pm). Thankfully, there are things that can help with that, obtainable at any gas station. I embarked on a caffeine and folic acid-fueled rampage, heading East into the twilight.

It was between Dot Lake and Tok that I first noticed the hills. I reported in 2009 something about "trivial" and



Ted Timmons riding north along the Richardson Highway, Saturday, June 23. Credit: Max Huffman.

"climbing." The terrain on the Solstice 600 is not hard. But there is nothing trivial about the foothills on the north side of the Alaska Range, coming after the Black Rapids Lodge (miles 100-120), with several long climbs in the 6% range. The rollers after Dot Lake (miles 203-250) might be called trivial if they didn't appear 15 hours or more into the day and if I wasn't remembering my own prior, inaccurate description of this stretch as being "mostly downhill." The hills we encountered on Sunday, south of Mentasta on the Tok Cut-off (miles 300-345), were much more substan-

tial than I had recalled. And then there's that one short, steep climb coming right at the very end . . . Hard, no. But there's nothing trivial about riding a 600k in this vast, mountainous state.

Kevin, Tom, and Joy had arranged pizza at Young's Motel in Tok; Roger had arrived and Sam had found his way there. We ate, chatted, and generally unwound. Sam found us a room down the road, a short commute that produced my only flat of the ride. I hit the sack at 12:45 am and snapped awake three hours later, just after the 3:30 am sunrise.

I hope I never forget the three hours from 5 am to 8 am on Sunday, the morning of the second day, on the Tok Cut-off, riding southwest toward the Wrangell Mountains. The temperature had cooled to the low-50s. The sun rose high behind me. The highway stretched ahead, bordered by fireweed and white spruce. The Wrangell Mountains rose in front of me. And nobody disturbed me. I saw a massive raptor of an unknown variety, seemingly asleep, low in the trees. The terrain was rolling hills and the road surface the best of the ride. I was riding without a computer and lost myself for miles at a time. My mind landed on a Dwight Yoakam song: "I'm a thousand miles from nowhere. Time doesn't matter to me. I'm a thousand miles from nowhere, and there's no place I'd rather be." Close, but Yoakam's lyrics evoke something stark — the desert, the high plains, even the black spruce forest I would encounter 75 miles later. I was a thousand miles from nowhere, but unlike Yoakam, I was surrounded by incomparable majesty.

Let me make another correction to the 2009 report. I wrote then that “no one place has a monopoly on beauty.” I take it back, and with apologies.

Alaska may indeed have that market cornered. Sam tells me the Icefields Parkway on the Rocky Mountain 1200 is on par, but until I ride it I will not believe it. And I have seen a lot else, much of it nice, some of it incredible, but nothing competes with the scenery on this ride when the sky is clear.

Alaska was not done with us yet. The wind! It would be unfair not to mention the tailwind through Fort Greeley early Saturday afternoon (miles 120-140), but we paid for it later. We first got socked about 20 miles after Delta Junction, a 60-minute blast that included some hail. Things quieted down until the first night on the flats leading into Tok, when we felt the tail-end of a distant storm that had provided a great light show. And Sunday illustrated an important randonneuring lesson: Ride

when the riding is good. I started early enough to enjoy about six hours of beautiful, cool sunshine before spending the last 3.5 hours feeling like I was pedaling through molasses. Roger and Ted, though, left Tok later and encountered the wind with more miles ahead of them. Had any of us started earlier — perhaps not sleeping at all — the last 200km might have gone much more easily.

I learned a few other things, too. I spent some time talking to Kevin, who is a former mountaineering guide and knows Alaskan geography better than most. He has become an expert in this part of the state, and his rides introduce us to what he knows. Gakona Lodge is wonderful, historic and quaint, situated at the confluence of the Copper and Gakona Rivers. Paxson Lodge, on the north end of Paxson Lake at the Denali Highway junction, is the real Alaska. Black Rapids Lodge is a marvelous timber-frame building sheathed in slate shingles, situated with an idyllic view across the Delta River to the Alaska Range. The service at the lunch counter in Delta Junction is tremendous. Mentasta Lodge has friendly service and makes the best breakfast I’ve had north of Gakona. Posty’s Store serves as the Chistochina control and is a marvelous local grocery with good coffee and a



Alaska Range mountains over Summit Lake. Credit: Max Huffman.

selection of microwave delicacies — I went with pizza — and outdoor seating.

This ride is a pocket adventure. Kevin puts this on for a mere \$60. Not wanting to pay the airline trolls for safe bike passage, I rented a nicely equipped Trek from Chain Reaction Cycles for \$50/day; the shop even swapped the stem to help me hit my desired measurements. The ride takes 48 hours from leaving Anchorage to returning; add another 24 hours to get to and from your door, if you fly in from out of state. But it is a rare ride that is this kind of big. Evidence? This is my first ride carrying bear spray in my jersey pocket, and the occasional rustling bush made me glad I had it. Maybe there's no t-shirt (though do yourself a favor and check out the whimsically perfect "Moose of Flanders" Alaska Randonneurs jersey), but for a busy randonneur's summer epic the Solstice 600 is hard to beat.

When Max Huffman (RUSA #4007) isn't slow-roasting in Alaska, you'll find him riding with the D.C. Randonneurs.



Roger Peskett riding south along the Tok Cut-Off (Highway 1), with a mile-marker reflecting 13 miles remaining.
Credit: Carmen Gloria Salas.

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Available now: www.RoadBikeRider.com

November in August

It's Friday, August 17th, predicted to be the hottest day of the year in the sunny Pacific Northwest. My esteemed editor says they are juggling schedules and has asked me to submit something a little early for the winter issue. So I've put on my wool jersey, my tights, and set up my bike and trainer in the bathtub. The shower is pouring cold water in 'Pulse' mode and I have brought in the floor fan, cranked to "typhoon", so that I can be in the proper frame of mind for a winter article. It is 99 degrees Fahrenheit out and I am sweating profusely as I clamber into the tub surround. This whole mashup is a little precarious.

I like to take stock in December. I review the passing year and then give a little thought to my goals for the coming year.

Alrighty then! My Showers Pass jacket is pretty much soaked through now, and there is a little rivulet of cold water running into my shorts. That fan does a good job of blowing the cold shower water in my left ear as it sweeps from front to back. Forget about seeing anything through these riding glasses!

If I have been very organized, I can look back on what I had planned this time last year, see what of that was accomplished, what was missed, and give some thought to how I might have better follow through in the coming year. I never get all the 'goals' checked off so occasionally last year's goals carry forward to the next year.

My fingers are now officially numb. My gloves are no longer havens of warmth but have become soggy cold compresses, sucking the warmth from my digits. I occasionally clench my fists and watch the dye-stained water splatter on the bathtub floor. This is not very realistic, more like surreal.

I get one of those laminated, 24"X36" AT-A-GLANCE-12-month, Yearly Planner calendars and hang it on my office door. I get a few fresh dry-erase markers in sev-

eral colors too (they only seem to last about a year) and then mark the important dates: my club's rando events, the spring training camp in Wenatchee, my wedding anniversary, my wife's birthday, the Portland and Seattle Koi shows, and any out-of-the-area cycling events for which I might want to keep options open.

I smear my thumb across the little mirror attached to my glasses and notice a wide dark streak half way up the shower enclosure. I sit up to look over my shoulder. It is a mud / chain lube roostertail from my back wheel. This may be a little point of contention later with the other shower user.

In that moment I feel a slight sense of vertigo and too late, I realize the bike the trainer, and I are tipping, already past the tipping point.

I jerk the bars to the left in a losing attempt to stay up. Bad move; this just accelerates the fall. I reach out and grab the shower curtain, bringing it and the bar it hangs from to the floor with me.

This planning-ahead phase is exciting and inspiring. The road ahead is filled with possibilities and seeing all the possibilities on that calendar, mapped out in red, blue, green, and black, motivates me to get out on the bike regularly through the winter, so that I can be ready for the events in the spring and summer.

The crash reverberates through the bathroom and then rolls out to the far corners of the house like thunder across a wide valley. I lie motionless on the cold tile floor, my left foot still clipped in, ears ringing. The trainer and bike are partly in the bath tub, cantilevered in the air. I somehow hit the shower head on the way down, so it is now mindlessly spraying me and the bath-

RUSA Safety Committee Update

RUSA Voluntary Accident Reporting System Now Available

If you were involved in an accident serious enough to require a hospital visit or to obtain other significant medical services during a RUSA event, please fill in this form and submit it to RUSA.

A copy of your report will be sent to RUSA's Safety Coordinator, the event organizer (RBA) or permanent route owner, and RUSA's Board of Directors. The RBA or route owner will have the opportunity to add a statement to your report but cannot otherwise modify any part of your submission.

By submitting a report, you give RUSA permission to disseminate a summary of your accident to its members, its insurance carrier, or the general public. Your name, RUSA member number, and all other personal identifying information will be removed from any summarization that RUSA might produce.

RUSA's intent is to collect and summarize the facts about accidents rather than attempt to assign or determine fault. RUSA's Board of Directors believes this will help enhance the safety of RUSA events by providing additional information about accidents. The basic principle is that riders are self-sufficient and responsible for their own safety; these reports will assist riders as they make their own decisions about risk.

http://www.rusa.org/cgi-bin/accidentreport_GF.pl

room floor. The fan continues to sweep back and forth. For a brief moment I consider how realistically this simulates going down on wet pavement out in the Skookumchuck valley, and then my wife rushes in to see what the commotion was all about. She stares at the scene in disbelief, unable to even voice a question.

There is no doubt that maintaining base miles through the winter is essential in order to assure that you are ready for your "A-list" rides later in the season, especially if these happen to be endurance events.

"Honey...what, what are you...doing?" The question is as much a matter of facial expression and tone as any words that come out. My shoulder, shin, and ankle begin to throb. I pull the torn shower curtain away from my face and reply, "I'm writing my article for the winter edition of American Randonneur."

Post script: The doctor said it was a high ankle sprain, and I should be good for the bike in a few weeks, maybe a month. The plumber said he could patch the two holes in the tub surround and they should be almost unnoticeable. I'm thinking we may take a 'sun break' trip to the California central coast again this mid-winter.



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

2012 RUSA Board Elections

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 Liason, nominated by the RBAs, serves a one-year term. **Remember, only RBAs can vote for the RBA Liason position.** Please read the candidate statements presented below to learn more about each nominee, then either use the Election Form at the end of this article to cast your votes, or go to RUSA's website at www.rusa.org.



Paul Rozelle

RUSA 2955

Although I've been cycling my whole life (including commuting for 20+ years), I didn't ride my first brevet until 2005, when I explored a whole new world on an Ohio Randonneurs 200k. I was inspired by the adventure and challenge, but especially by the interesting and inspiring people I met. Since then, I've done six 1200ks (including two PBPs) and a myriad of brevets around the country and the world. I also enjoy time trials and cyclocross and race for a fixed-gear cycling team. Although competing can be fun, randonneuring is different, and that's what makes it special to me. Randonneuring is about camaraderie, having a good time, and exploring oneself and environs, no matter the pace.

Off the bike, I'm a husband and a father of two preschoolers. (Of course, cycling is a favorite family activity.) Professionally, I am an attorney for the county Sheriff. Before entering public service, my practice included representing companies in the cycling industry in product liability suits. I am also an editor of American Randonneur and the RBA for Central Florida.

I would be honored to bring my enthusiasm for randonneuring and diversity of cycling experience to the RUSA Board. I hope you'll give me the opportunity to serve our club and membership. Thank you for your vote!



Tom Rosenbauer

RUSA 2250

When Mark Thomas unexpectedly informed me that I had been nominated as a candidate for the RUSA board, he also mentioned that there were a number of "great nominations" but that several had already been declined. That made it easy for me to put aside my initial reservations and accept. Although I wasn't quite sure if he considered my nomination one of the "great" ones, I knew I couldn't also decline this vital opportunity to help sustain our organization.

Those familiar with the events I organize as RBA for the Eastern PA region will know about my attention to details and commitment to our sport. My fellow RBA's will know about my active participation on our RBA discussion group. Endless Mountains 1240k volunteers and participants will know about my ability to coordinate a large project and handle unexpected eventualities. If elected, I will certainly apply the same level of attention and commitment to my duties as a board member. In addition to meetings, votes on proposals, and handling problem situations and appeals, board members may also come up with their own initiatives. While I can't say for sure which personal initiative I might take up, I can say after having had the experience of meeting a rider in the emergency room instead of the finish, that safety is one of my biggest concerns.



.....
Paul Johnson

RUSA 1168

Why take on this task? The better question might be: why would you choose me to fill this position?

I've always been a volunteer. Ask me about the time I once 'volunteered' a suggestion in Army basic training. I was the dad who coached the kids in soccer. The parent who helped run the all-volunteer preschool. I was a volunteer fireman and EMT for nearly 15 years. I live rural, where much of the doing gets done by volunteers. I work professionally with non-profits and community groups, helping them build their capacity to create and implement action plans.

Consequently, serving on the board of an all-volunteer organization isn't a stretch. Randonneuring is a fun and occasionally funny way to spend time with friends. It's this very aspect of the sport that has gotten me past the inevitable low spot along the route of a challenging 1200k. That this magic happens only because of the efforts of volunteers makes randonneuring all the more special.

However, I think we can be better. In my brief time in RUSA I have seen enormous change. Imagine if a volunteer hadn't cooked up our Permanent program a few years ago? Ten years ago, BMB was the only 1200k Grand Randonnée in the USA. There are more things we can do better while adhering to those traditions that set our sport apart from double centuries, charity rides, and races.

I have gotten a lot from this sport. It would be a pleasure to serve you on the RUSA board.



.....
Mike Dayton

RUSA 1609

I rode my first brevet in 2002. I was immediately drawn to the challenges of randonneuring and the camaraderie. And the fun. The best part of randonneuring remains the many friends I've made in North Carolina and across the country.

I got involved as a RUSA volunteer after Jennifer Wise did a big favor for my riding buddy Adrian Hands. I wanted to return the favor, and I volunteered to be RUSA newsletter's editor, a position I held for eight years. I'm still active on the Newsletter Committee. I've had many other volunteer opportunities as a RUSA Board member, RUSA Vice-President and RUSA Secretary.

I'm a three-time PBP ancien, and I've also completed London-Edinburgh-London, Cascade 1200, BMB 1000K, the Natchez 1000K and Santa Cruz 1000K. Along the way, I've earned the Ultra Randonneur Award, the R-5000 Award (3x), the R-12 Award (6x), and the K-Hound Award for 10,000Ks in one year. The highlight of my cycling career occurred in February when I received the American Randonneur Award — and then got to ride an epic 600K with good friends.

I believe in bicycling safety and advocacy. I am a League Certified Instructor (LCI) and an appointed member of Raleigh, N.C.'s Bicycle Pedestrian Advisory Commission.

In my 11 years of randonneuring, I've seen the phenomenal growth in our sport and the challenge that poses for our volunteer organization. I'd like to help RUSA continue growing, and I hope you'll give me the opportunity to continue my service on your behalf.



RUSA RBA Liason Candidate

.....
John Lee Ellis
RUSA 0153

It's been a big year for our RBA family. Seven new RBAs have joined us, adding two new regions, reviving another two, and providing graceful succession for three. RUSA's 53 RBAs have been responsible for 644 events this year, including the five US 1200km grand randonnées. Impressive by any measure. What a bunch of overachievers!

Why the stats? Because that's what makes my job as RBA Liaison such a pleasure — dealing with energetic and thoughtful RBAs . . . and getting to know more of you, from phone and e-mail, and from rides like Richard Stum's Moab Double Whammy 200k and Tony Goodnight's Taste of Carolina 1200k.

RBAs and RUSA as a whole need to be strategic — how many events, how difficult, what rider education, how to promote individual goals and awards — and detail oriented, too: thinking about each route, each rider, and the myriad of logistical details. I believe we must remember the basics — why riders get into randonneuring — while continuing to innovate each year, whether it's new routes, new programs, or other initiatives, so riders stick around and grow as randonneurs.

This continues to be an invigorating, expansive time for RUSA. The backbone of the organization, and RUSA's growth and energy, is its RBAs, providing events to ride, guiding rider development, and promoting randonneuring.

I hope you have enjoyed working with me, too. In that light, I would appreciate your support to continue as RBA Liaison this coming year. Thank you!



RUSA RBA Liason Candidate

.....
Bob Riggs
RUSA 2739

I have been RBA in Houston since 2006. We run a relatively large number of events, from populaires to 1000k. It's a demanding, but very rewarding position, especially helping other riders meet their goals. We typically have 90-100 members each year. We don't do much advertising, so the new ones are usually unclear about the concept. Sometimes they have to be steered away (like the 14-year-old who left me a voice mail that he wanted to ride our 400k – solo – two hours before the event), and sometimes they just need a little encouragement (like the century rider who wasn't sure he could do 200k).

I love doing this stuff, and I admire the commitment and attitude of the RUSA leaders I have worked with. If elected, I will do my best to keep up the great work John Lee has been doing for the past few years.



Bill Beck
RUSA 3446

I've been an active randonneur since my first 200K brevet with DC Randonneurs (DCR) in March of 2006. As a volunteer, I've served as DCR treasurer and a member of the RUSA Team Randonnées committee. For the past 4 years I've had the privilege of being the Regional Brevet Administrator (RBA) for DC Randonneurs, one of the most active clubs in the US.

As a rider, I've served as captain for a few fleche teams, earned the R-12 (6x), ACP Super Randonneur (7x), R-5000, American Explorer, and RUSA Cup. I've also completed three 1200Ks: PBP in 2007, Endless Mountains in 2009, and Colorado High Country in 2012. Through riding the 1200Ks and working on the American Explorer award I have met riders from other parts of the country and experienced some of the amazing range of scenic routes and weather challenges that we have within RUSA.

I think RUSA is already a well run organization and an excellent model for the way a volunteer organization should operate. If elected to the board, I would like to help continue that tradition with the adjustments and new awards that are necessary to keep randonneuring interesting for veteran riders while providing an appealing entry path for new randonneurs.

RUSA Election Ballot

Two positions on the RUSA Board of Directors are on the ballot. Candidate statements are presented on this page, and the three preceding pages.

Vote Online by December 31: Go to www.RUSA.org

Members may vote for TWO candidates from the nominees for the board listed below.

RBAs may ALSO vote for ONE candidate from the nominees for the RBA Liason position.

Please check the box to cast your vote. You may also vote online at www.RUSA.org.

RUSA Board of Directors (vote for TWO)

- Bill Beck, RUSA 3446
- Mike Dayton, RUSA 1609
- Paul Johnson, RUSA 1168
- Tom Rosenbauer, RUSA 2250
- Paul Rozelle, RUSA 2955

Your Name: _____

RUSA Number: _____

For RBA Voting ONLY

RBA Liason Ballot

(to be filled out by RBAs only, vote for ONE)

- John Lee Ellis, RUSA 0153
- Bob Riggs, RUSA 2739

Your Name: _____

RUSA Number: _____ Region: _____

Please Send this ballot form to:

Mark U. Thomas
13543 160th Avenue NE
Redmond, WA 98052

**All Ballots are due
to the RUSA secretary by
December 31, 2012.**



ACP Events

PAYS COUNTRY	ACP CODE	DATES DES ORGANISATIONS EVENTS CALENDAR															
		200			300			400			600			1000	1200 et +	Flèche	
Alabama (AL)	901004	12-Jan	9-Feb		2-Mar			27-Apr			18-May					29-Mar	
Alaska (AK)	902006	13-Apr	27-Apr	18-May	18-May			1-Jun	22-Jun		22-Jun				21-Jul		
		26-May	1-Jun	22-Jun													
Arizona (AZ)	903020	12-Jan	16-Feb	17-Aug	2-Feb			2-Mar			13-Apr					22-Mar	
California (CA)	905014	1-Jan	2-Mar	28-Sep	23-Mar			20-Apr			3-May				24-Jun		
	905082	1-Jan	12-Jan	2-Feb	9-Feb	23-Feb	18-May	2-Mar	6-Apr	27-Apr	6-Apr	18-May	12-Oct	13-Sep		15-Mar	
		3-Mar	13-Apr	18-May	31-Aug			21-Sep									
		19-May	8-Jun	13-Jul													
	905140	19-Jan	20-Jul	14-Sep	9-Feb	15-Jun	17-Aug	16-Mar			20-Apr			11-May			
	905030	26-Jan	17-Feb	30-Jun	9-Mar	13-Jul	24-Aug	13-Apr	20-Jul		11-May						29-Mar
		13-Jul	14-Jul	10-Aug													
905106	16-Mar			6-Apr			27-Apr			25-May							
905048	19-Jan	2-Feb	23-Feb	12-Oct													
	1-Jun	2-Jun															
	13-Apr	20-Apr	27-Apr	11-May	18-May	3-Aug	18-May	1-Jun	8-Jun	18-May	22-Jun		22-Jun	11-Sep	3-May		
Colorado (CO)	906002	13-Jul	27-Jul	17-Aug			22-Jun							11-Sep			
		21-Sep	5-Oct														
Florida (FL)	909062	19-Jan			23-Feb			16-Mar			20-Apr			12-Oct		29-Mar	
	909005	2-Feb			2-Mar												
	909014	5-Jan			9-Feb			9-Mar		6-Apr							
Georgia (GA)	910004	1-Jan	19-Jan	16-Feb	2-Feb	2-Mar	13-Apr	16-Mar	27-Apr	27-Sep	13-Apr	25-May	28-Sep	27-Sep		29-Mar	
		13-Apr	25-May	26-May	22-Jun												
		20-Jul	17-Aug	12-Oct													
Illinois (IL)	913005	11-May	1-Jun	22-Jun	11-May	1-Jun	22-Jun	13-Jul	27-Jul		13-Jul	27-Jul					
		13-Jul	27-Jul		13-Jul	27-Jul											
	913044	9-Feb	4-May	3-Jun	23-Mar	4-Jun		4-May	5-Jun		7-Jun						
		7-Jun															
913042	6-Apr	25-May	22-Jun	25-May	22-Jun	6-Jul	22-Jun	6-Jul		6-Jul							
Iowa (IA)	915005	20-Apr	11-May	8-Jun	11-May	13-Jul		8-Jun	13-Jul		13-Jul						
		13-Jul															
Kentucky (KY)	917002	2-Mar			23-Mar			20-Apr			18-May						
Louisiana (LA)	918002	5-Jan	9-Feb	22-Jun	23-Mar			20-Apr			25-May						
Maryland (MD)	946012	16-Feb	9-Mar	23-Mar	20-Apr	4-May	11-May	18-May			1-Jun					5-Apr	
		13-Apr	7-Sep	5-Oct													
Massachusetts (MA)	921005	4-May	29-Sep		1-Jun			22-Jun			20-Jul	3-Aug				17-May	
	921033	24-Mar	27-Apr		13-Apr	11-May	17-Aug	1-Jun			22-Jun					3-May	
Minnesota (MN)	923013	4-May	1-Jun	13-Jul	1-Jun	20-Jul	3-Aug	15-Jun	24-Aug		29-Jun	7-Sep				17-May	
		20-Jul	21-Jul	3-Aug													
		21-Sep	5-Oct														

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924002	Michelle WILLIAMS	mwilliams_spmr@hotmail.com
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PAYS COUNTRY	ACP CODE	DATES DES ORGANISATIONS EVENTS CALENDAR															
		200			300			400			600			1000	1200 et +	Flèche	
Mississippi (MS)	924002	2-Feb	2-Mar		6-Apr												
	925001	23-Mar			6-Apr			27-Apr				11-May			25-May		19-Apr
Missouri (MO)	925034	6-Apr	20-Apr	4-May	4-May	18-May											
		18-May															
Montana (MT)	926001	4-May	28-Sep		15-Jun			20-Jul			31-Aug						
Nebraska (NE)	927005	8-Jun			9-Jun			11-Jun									
New Jersey (NJ)	930029	24-Mar	20-Apr	18-May	4-May			18-May	7-Sep		8-Jun						
		20-Jul	6-Oct	3-Nov													
New York (NY)	932030	27-Apr	5-May	21-Sep	18-May	2-Jun		8-Jun			22-Jun			4-Sep		10-May	
	932005	28-Apr			22-Jun												
	932034	24-Mar			13-Apr			11-May			1-Jun						
North Carolina (NC)	933057	5-Jan	27-Jan	2-Feb	6-Jan	27-Jan	2-Feb	26-Jan	2-Feb	9-Mar	26-Jan	2-Feb	9-Mar	4-Jul	10-Oct	29-Mar	
		23-Feb	9-Mar	30-Mar	9-Mar	22-Jun	4-Jul	22-Jun	4-Jul	27-Jul	22-Jun	4-Jul	27-Jul	12-Oct			
		22-Jun	4-Jul	27-Jul	27-Jul	7-Sep	12-Oct	7-Sep	12-Oct		7-Sep	12-Oct					
		7-Sep	12-Oct														
933045	6-Apr	17-Aug		20-Apr			11-May			1-Jun							
Ohio (OH)	935012	13-Apr			4-May			25-May			22-Jun						19-Apr
Oregon (OR)	937020	30-Mar	11-May	29-Jun	20-Apr	20-Jul		11-May			1-Jun						
		5-Oct															
Pennsylvania (PA)	938017	5-Jan	2-Feb	23-Mar	20-Apr	4-May		18-May			1-Jun				8-Aug	5-Apr	
		20-Apr	4-May	2-Jun													
		13-Jul	17-Aug	7-Sep													
938016	23-Mar	13-Apr	27-Apr	27-Apr	18-May		18-May										
	15-Jun	3-Aug	7-Sep														
Tennessee (TN)	942046	26-Jan	23-Feb	9-Mar	23-Mar			20-Apr			11-May						
23-Mar																	
Texas (TX)	943037	1-Jan	11-Mar	13-Mar	13-Mar	15-Mar											
		15-Mar															
	943048	23-Mar	20-Apr		20-Apr												
	943026	1-Jan	9-Feb	27-Jul	19-Jan	9-Feb	14-Sep	2-Mar	16-Mar	14-Sep	16-Mar	6-Apr	14-Sep			1-May	29-Mar
		14-Sep															
943030	5-Jan	26-Jan	18-May	26-Jan	13-Apr	18-May	16-Feb	9-Mar	13-Apr	9-Mar				12-Oct			
943003	19-Jan	23-Feb	23-Mar	23-Feb			23-Mar				13-Apr						
	13-Apr	20-Sep															
Utah (UT)	944007	5-Oct															
	944008	20-Apr			11-May			1-Jun	12-Jul		12-Jul						
Virginia (VA)	946013	23-Mar	24-Mar	3-Aug	13-Apr	24-Aug	4-May	14-Sep		25-May	28-Sep			12-Oct	6-Jun		
Washington (WA)	947018	9-Mar	16-Mar	21-Apr	23-Mar	6-Apr	17-Apr	19-Apr	18-May	24-Aug	15-Apr	8-Jun	7-Sep	28-Jun		3-May	
		20-Jul			3-Aug										15-Aug		
	947004	16-Mar	18-May	14-Sep	6-Apr			27-Apr						20-Sep			

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938017	Tom ROSENBAUER	trosenbauer@rcn.com
938016	Jim LOGAN	jimlogan@verizon.net

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943030	Robert RIGGS	elantier@hotmail.com
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944008	Richard STUM	Richard@DistanceBiker.com
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947018	Mark THOMAS	mark@muthomas.net
947004	Paul WHITNEY	pdwhitney@gmail.com

The first randonnée was held between Rome and Naples, Italy in 1897.



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Pete Dusel – Upstate NY RBA

Come see the sunrise over Niagara Falls!

How did you get involved with randonneur cycling?

After my first wife passed away in 1990, I joined the local bicycle club to meet people and get a little exercise. I fell in with the wrong crowd, so to speak, and was soon considering a Century as a pleasant Saturday morning outing. So, I tried a 200k brevet, then a 300k brevet... and... well... you know the rest of the story.

When did you start hosting RUSA events?

I started designing routes and hosting satellite RUSA events in summer 2004. I became the RBA for the Western and Central NY region in the Fall of 2008.

What made you want to be an RBA?

There was a coverage hole in my area of Western New York. Then, when the neighboring Central, New York RBA retired, I took over both regions, to serve the local randonneuring community.

What is the most popular (well-attended) ride in your area?

The Lap Of Lake Ontario 1000k. Like most of my brevets, the LOL starts and finishes from my home in Ontario, New York, on the shore of Lake Ontario. The LOL route is unusual because it includes two countries, and is shared with Randonneurs Ontario, Canada, of which I've been a member since 1995. It's their turn to run LOL this year, with a start near Toronto. My wife and I will host the first overnight stop at our home.

What is the most popular (well-attended) brevet distance?

The 1000k draws riders from out of the region and out of the country. Niagara Falls is to the west, and the Thousand Islands (an archipelago that straddles the Canada-



Pete Dusel at Paris-Brest-Paris 2011.

U.S. border in the Saint Lawrence River) is to the northeast of Lake Ontario.

What is the most rewarding part of being an RBA?

Seeing the big grin and satisfaction riders have at the finish of their first brevet, and handing them the medals. I keep a small stock of medals on hand for first time finishers.

What attracts riders to your region to do a brevet?

My region has the advantage of being near the US/Canadian border. From my location, I host brevets/permanents that go into the Finger Lakes region of New York, or into Canada. I have a colorful palette of terrain to choose from. One fleche team (made up of US and Canadian riders) rode a route that started in the US, rode a portion in Canada and finished in the US. Riders saw the sunrise over Niagara Falls when they crossed into Canada, then watched ocean freighters transit the



Pete Dusel's Bike Top Tube.

Welland Canal between Lakes Erie and Ontario, before crossing another border on their way to the finish. There aren't many RBAs who do a passport check at the start of a brevet!

What's the most difficult part of being an RBA?

Waiting for the last rider to finish an unsupported ride.

What does the future hold for randonneuring in your region?

The future is good here. There aren't many of us, but I see a small trickle of new riders, and hope it grows. The New York Finger Lakes region is great for cycling, and I think the word is getting around about it.

Who is the cyclist you most admire?

Bill Schwarz. Followed by Drew Buck and Sophie Matter, who remind me that this should be fun, and not to take ourselves too seriously.

What is your favorite bike ride?

PBP. A close second is any ride I finish with good company.

What is your greatest randonneur cycling achievement?

It was a brief moment at PBP 2003. I was in a small town, at the 700k mark, and stopped by the side of the road, to make a quick adjustment. A young girl, perhaps 10,

came across the street to me and timidly held up a pad and pen. "Autograph, s'il vous plait?" she asked. It took me a second to realize that she actually wanted my autograph. In my miserable French, I replied "Bien sur!" and signed her little pad. Someone actually asked me for my autograph because of my cycling abilities! In FRANCE! In FRENCH!

What is your motto?

"It's only a bike ride." I have photos of my family along the top tube of my bike to remind me of the things that are far more important.

Reminder!

Renew your
membership
online at
www.RUSA.org

RUSA Introduces New RBAs and Regions for 2013!

Long Island, NY Region

Paul Murray (RUSA #5904) started randonneuring in 2010, solely as a means of getting to PBP in 2011. (Paul stumbled across PBP when searching for dynamo lights online!) A successful PBP got him hooked on riding brevets and the desire to give back to the sport by becoming an RBA. Paul's inaugural rides for the new Long Island, NY region will be a 200k and 300k in 2013, with both events exploring the eastern end of the island. The 200k includes two short ferry rides, to and from Shelter Island. The 300k heads to Orient Point, at the tip of the north fork of the island on the Atlantic Ocean, and hugs the north shoreline before returning back to the start on a more central route. Randonneurs will especially enjoy the ease of access to events, with the rides starting and ending conveniently near commuter rail, enabling quick and easy access from the New York metro area. When not riding along the water, you'll find Paul in it. He was president of the largest scuba diving club on Long Island from 2008 to 2011, and we're glad to have his sense of adventure and organizational expertise among the ranks of RUSA's RBAs!

Central Florida Region

Florida sees several changes for the new season. Long-time Central/South Florida RBA Tim Bol, renowned for conjuring up serious hills in the flattest state in the Union, hands off the reins to the renamed Central Florida region to Paul Rozelle (RUSA #2955). In 2013, Central Florida will run a full ACP series, a flèche, and, in the Fall, a 1000k that tours the peninsula. With his penchant for climbing (see *Ventoux: Mad Men of the Mountain*, *American Randonneur* (Feb. 2012), expect Paul to follow Tim's lead in seeking out interesting and lumpy terrain.

New England Randonneurs

Bruce Ingle (RUSA #607) succeeds Tracey Ingle (RUSA #1591) as the RBA for New England Randonneurs. New England and the Boston Brevet Series have a long and storied history of excellent rider support, routes, and participation. Bruce and Tracey took over the series in the early 2000s and succeeded in filling some mighty big shoes (Charlie Lamb, RUSA #83, was the club's founder). NER — which in 2009 was set up as a non-profit corporation — focuses on a team-based approach to putting on its annual brevet series and encourages participation by many to ensure that no one shoulders the burden alone. With the help of some dedicated Northern Vermonters, New England is now offering rides around Burlington, VT.

Omaha, Nebraska Region

Spencer Klaassen (RUSA #1989) revives the Omaha, Nebraska region, which was previously headed by Larry Larson. Among Spencer's legendary randonneuring palmarles is the six-state, 3000km, free-route permanent epic that he rode with Danny Clinkenbeard in 2008 and recounted for us in *The Pony Express Rides Again*, 12:1 *American Randonneur* 27 (Feb. 2009). Like Kevin Kaiser (Georgia), Steve Phillips (Alabama), and Paul Rozelle (Central Florida), Spencer joins the ranks of RBAs you'll find riding brevets on a fixed-gear. As this issue goes to press, Spencer is in Australia riding his fixie on the Great Southern Randonnée. Spencer hails from St. Joseph, MO (100 miles south of Omaha) and the Sand Hills of Nebraska, where the brevets will be held, are several hundred miles west of Omaha — such are the massive expanses in this part of the country. The Sand Hills are the largest area of intact, natural habitat in the Great Plains. (And yes, there really are sand dunes, some 300 feet high, in the middle of the United States!) In 2013, Spencer will offer a budget brevet tour of the region (200, 300, and 400k) organized over four consecutive days. As for the future? Spencer teases, "You never know what a mind will do with lots of wonderful roads and minimal traffic, but only time will tell."

South Florida Region

John Preston (RUSA #2375) revives the long-dormant South Florida region, which will also host a full ACP series in '13. South Florida has seen recent, explosive growth in randonneuring, thanks to the enthusiasm, camaraderie, and hard work of John and his crew of Crazy Amigos. John, who is a PBP ancien and veteran of six 1200ks, takes pride not only in the unique geography of his region (Big Cypress swamp, the Everglades, Lake Okeechobee), but in the outstanding corps of volunteers who create oases of truly gourmet food and drink for riders. As we go to press, John continues his quest of becoming the newest K-Hound, with less than 1,500km to go to join that vaunted club. Jim Wilson (RUSA #970), who begins his 10th season as the RBA for Gainesville, rounds out the Florida RBA leadership. So, when it's dreary and cold out and you're sick of shoveling (or riding through) snow, come check out the randonneuring offerings in the Sunshine State!

NYC and Princeton, NJ Region

Katie Raschdorf (RUSA #3106) succeeds Leroy Varga as the RBA for NYC and Princeton, NJ, which has been hosting brevets since 2001. Katie, who began her service to the club as its secretary and bookkeeper, has been integral both to the growth in participation and the quality of brevets in the region. Some of the routes take riders through the state's finest preserved farmlands and parklands into the foothills of the Kittatinny Mountain Range. Riders on the upcoming 400k and 600k will visit the famed Catskills. It's not all leg-breakers, though. Flat pine barrens and tidal lands enable some to knock off 400k in daylight, and Jersey Devil and Snookie sightings were reported in the wee hours of the morning on one overnight ride to the Shore. In 2013, look for a full series of events with monthly rides scheduled from May through November. If all of this isn't enough reason to book your trip now, Katie entices us further: "Janice's brownies are legendary."

Desert Rivers Randonneurs

Paul Whitney (RUSA #2218) formed the new Desert Rivers Randonneurs, based out of the Tri-Cities, Washington (Kennewick, Pasco, and Richland). Paul, a self-described "happy back-of-the-pack randonneur" previously organized brevets in Eastern Washington under the auspices of the Oregon Randonneurs and the DRR brevets have attracted riders from around the Pacific Northwest. In 2003, like so many others, Paul discovered randonneuring through the internet presence of the Seattle International Randonneurs, after searching for cycling events that extended beyond some of the regional staples like Seattle-to-Portland and RAMROD (Ride Around Mount Rainier in One Day). In 2013, DRR will offer multiple 200ks, as well as a 300k and 400k. We welcome Paul as an RBA as he shares his deep appreciation both of bicycling itself and the friends he has met through riding, organizing, and volunteering on brevets.

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Contact us... 262-736-2453 or
info@pactour.com

Coming Events in 2013

Arizona Desert Camps and Tours

February and March. This is our 18th year offering early season tours based from Tucson, Arizona. Each week has a different theme for different types of riders. You can combine weeks to extend your cycling season in Arizona. Check out the PAC Tour web site for available tours

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

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

Week #2 Mar. 2-9

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

Week #3 Mar. 9-16

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

Week #4 Mar. 16-23

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

Week #5 Mar. 23-30

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

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

Elite Tour

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

San Diego, CA to Savannah, GA

May 11-29

17 riding days 2,850 miles 165 miles per day

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

Northern Transcontinental

Everett, WA to Williamsburg, VA

July 6 to August 8

32 riding days 3,571 miles 115 miles per day

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

Southern Transcontinental

San Diego, CA to Tybee Island (Savannah)

Sept. 7 to Oct. 5

27 riding days 2,876 miles 107 miles per day

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

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The American Randonneur Award

Once a year, the RUSA Board of Directors and the RUSA Awards Committee present an award to a member of the organization who has made a significant and outstanding contribution to randonneuring in the United States.

This person is to be recognized for having gone above and beyond the call of duty to help our niche of cycling grow. It can be a RBA who has dramatically increased brevet participation, a hard-working RUSA volunteer, or someone who has helped randonneuring flourish by a selfless act, good sportsmanship, camaraderie, or by being a good Samaritan.

RUSA wishes to recognize that special volunteer and inspire others to do the same. This is a most prestigious award, a high honor of American Randonneuring. It is the only award we have that names a single winner; all other awards can be earned each season by any number of our members who qualify successfully.

This person must be a RUSA member. (Check the RUSA website Members Search to see if the person that you have in mind is a current member and note their membership number).

The American Randonneur Award is given by the RUSA Board. The nominees' names come from the general membership. The Board then votes on the award winner. Please note that the Board has decided to exempt itself from any active nominations for this award in order to avoid possible conflicts of interest that could then affect other Board matters. If an American Randonneur Award nomination comes in for a sitting Board member, it is held over until that person's term of office is ended and then placed among the next batch of nominees.

You may nominate a member by email. To make a nomination by email, send your name and your RUSA membership number with your nominee's name and RUSA membership number to Johnny Bertrand at johnny_bertrand@mindspring.com. Or fill out a candidate submission form and mail it to the address below by December 31.

The previous recipients of the award:

Year	Recipient
2001	Johnny Bertrand
2002	David Buzzee
2003	Jennifer Wise
2004	James Kuehn
2005	Daryn Dodge
2006	Bill Bryant
2007	Robert Fry
2008	Dan Driscoll
2009	Mark Thomas
2010	Don Hamilton
2011	Mike Dayton

NOMINATION FORM

Your name: _____

Your RUSA # _____

Nominee Name: _____

Nominee's RUSA # _____

Brief reason for nomination: _____

Send this form to:

Johnny Bertrand, 858 Carrick Pike, Georgetown, KY 40324

E-mail: johnny_bertrand@mindspring.com

A Well-Travelled Parlee Tour

As we milled about the start of the Taste of Carolina 1200k in September, Bill Beck took note of my "big year" for Grand Randonnées and commented that I must really have the bike dialed in to do these rides. Thinking back, I chuckled to myself, because I had only been on this bike for a year. When I took it to New Zealand for a 1200k in February, that was my first venture over 200 kilometers on it.

I also find it modestly amusing to have been asked to write a piece on rando bikes, because I've always believed (and said) that we randos spend entirely too much time obsessing about equipment. Over the years, I have had the good fortune to participate in many randonneur events all over the country and the world. Looking around at those rides, I have seen bikes of all descriptions. As long as you can attach lights to the bike and carry some gear, you can probably ride a brevet on it.

For my own riding, I stray far from bicycle monogamy. I rode my first PBP in 1999 on a Litespeed Ultimate titanium bike, designed, I assume, for racing. Other bikes joined the stable in the garage, but the Ultimate came back for two 1200k rides in 2010 and PBP 2011. For a while, a Serotta Ottrott carbon and titanium custom built for randonneuring carried me around on brevets, including PBP 2007. I completed a full SR series a few years back on a Bianchi San Jose sin-



Fenders and carbon wheels! The Parlee gets wet in Canada. Credit: Stephen Hinde



Above: Parlee getting ready for 1200km in Korea. Right: Take me with you! Parlee in a box. Credit: Mark Thomas



gle speed steel bike and then rode it extensively last fall and winter as I prepared for an early 1200k in 2012. Other brevets have seen me on a Bianchi Eros, a disc-equipped Marinoni Turismo, a Litespeed Blue Ridge, and a Co-Motion Nor'Wester Co-Pilot.

Last year, I had an opportunity to ride a demo bike from Parlee Cycles, a small custom carbon bike builder in Massachusetts. My wife and I used to own a bicycle shop that sold Parlee bikes and the new owner had brought in the demos and suggested that I ride the Parlee Tour, a bike that he knew had interested me. The demo happened to be my size. I took a ride on it, fell down, got back up, rode some more, decided it was a nice bike, returned it to the shop, and thought no more about it. A few weeks later, however, the shop owner mentioned that the demo bikes were being sold off at a discount and I bought it.

The ride has been extremely comfortable for long distances.

I don't know enough about bikes and materials to begin to explain why, but I feel pretty good, even after finishing a 1200k. Just a day or two after completing the Colorado High Country ride, I decided to do the Rocky Mountain 1200, assuming that they'd let me in. Whether that was due to bike comfort or to residual endorphin high, I really can't say.



Rando bike diversity at a Korean 7-11. Credit: Mark Thomas

Inquiring rando minds will, of course, ask about the equipment. My Parlee Tour is largely outfitted with relatively high-end but readily available componentry. A Campagnolo 11-speed compact double drivetrain suits my low-ish cadence riding well. (If I can't grind up a given hill in my 34-29 lowest gear, I can probably walk it more quickly and am happy to do so for the rest a good stroll can provide). Although the Tour has mounts for a full rear rack, I have yet to use it with one. The third bottle cage, on the other hand, has been much appreciated on long summer rides. Paul Components Racer center-pull caliper brakes provide room for my Continental Grand Prix 4-Seasons 28mm tires and will accept fenders.

Over the years, however, I've come to think of fenders much as I do umbrellas. I don't use them on sunny days and I consult weather forecasts to figure out whether to take them or not. The penalties for guessing wrong are minimal - extra gear if I expected rain and didn't get it or

a wetter me if I guessed incorrectly that it would be dry. Unlike the Wicked Witch of the West, I have yet to melt. If the forecast call for rain, I use Planet Bike's clip-on bike fenders, augmented with reflective mudflaps like those found in the RUSA store. I'm a great believer in those. The front one keeps my feet much drier and the rear one keeps my riding companions much drier (and less gritty). The extra expanse of vertically-oriented reflective material on the rear flap is a nice visibility touch.

This year, I've outfitted the bike with two different wheelsets for Grand Randonnées. The demo came with some Enve Composites carbon clincher wheels. At first, I was reluctant to trust a 1200k to these, more from lack of personal familiarity than from any study of their characteristics. But I enjoyed riding on them at the Rocky Mountain 1200 in Canada, even with the dreadful conditions of the first day, and at the Taste of Carolina 1200. On my other 1200k rides (NZ, Korea, Colorado), I used



Dam. Nice bike. Korea 1200k. Credit: Greg Cox

a more traditional hand-built wheelset - Mavic CXP-33 rims, lots of spokes, a Campy rear hub, and a Schmidt SON generator front hub.

The generator hub is paired with a skewer-mounted Schmidt eDelux light. For a spare, I like the B&M Ixon IQ light, which provides a similar beam and runs off AA batteries. When not using the generator hub, I have used rechargeable lights from Light & Motion, again with the Ixon as a spare. I like having an AA-powered spare light because I can buy batteries from any convenience store in a pinch. (Normally I use rechargeable NiMH batteries). Taillights are Portland Design Works Radbot or Planet Bike Superflash lights, which share a common mount. The Radbot light has an integrated reflector which is handy in countries where the road laws require bicycle-mounted reflectors.

As many have noted, the body to bike contact points are saddle, pedals, and bars. Rando rears are probably like snowflakes, but mine happens to be comfortable for mega-kms on a Fizik Alliante saddle (in this case mounted to my first ever carbon seatpost). I prefer the greater "walk-ability" of a mountain bike shoe, so I use Shimano SPD road touring pedals. The bars are carbon (also from Enve) with Fizik gel pads on them under the bar tape.

For "luggage" I've used an underseat bag (either the giant wedge bag from Jandd or a waterproof bag from Ortlieb), a frame bag (either the Jandd frame bag or my new favorite bag - the Tangle frame bag from Revelate Designs), and often a small handlebar bag (Metro from De-tours). I like keeping a few key things close at hand (in a

handlebar or frame bag). These include electrolyte tablets, sun-protective lip balm, snacks, and the battery backup for my GPS. A couple of nylon straps allow me to carry wet clothing outside of my underseat bag.

As noted above, I firmly believe that there are a wide range of excellent choices of bikes (and accessories) for any given randonneur to ride. I have been pleasantly surprised by how comfortable my new Parlee Tour has been for my year of Grand Randonnées. So far, too, my Luddite fear of too much carbon has proven largely unfounded, as I've completed my first 1200k rides on carbon wheels, carbon seatpost, and carbon bars. I guess good bikes can be made from all kinds of materials. I've had good luck in randonneuring with different bikes and different materials. My favorite bike is always the one I'm riding. For most of us, the joy comes from the sport, not the bike.

Mark Thomas (RUSA 64) is 2012 President of RUSA.



Antipodal Parlee on the left in New Zealand. Credit: Duncan MacDonald



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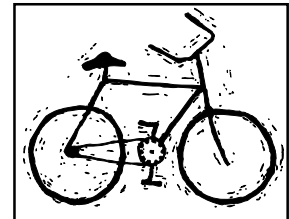
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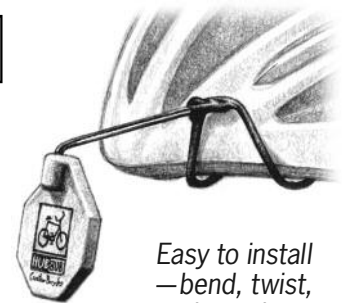
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Goal Setting: Achieving the R60

by Jan Heine

The R60 has been a welcome challenge, encouraging myself to push my fitness and find a sense of achievement. The R60 formalized a goal that always had been in the back of my mind: Riding a 600 km brevet in 24 hours (40 hour time limit x 60% = 24 hours) has always held a special allure. Two magic numbers: 24 hours, 600 km.

I was confident that I could ride the shorter brevets in 60% of the allotted, but the 600 was another matter. The 600 km brevet time limit is based on the same average speed as the shorter brevets, even though the distance is greater and you have to ride at night, which always seems slower than during daytime.

First Attempt: Not even close

After the R80/R70/R60 Challenge was introduced in 2009, my first 600 km brevet was one organized by Ryan Hamilton and myself. Seattle International Randonneurs had a theme that year: "Return to the Mountains." The course lived up to the theme: It went up Mount Rainier, and Mount St. Helens, and then went on to cross the Cascades twice.

I knew from the onset that it would be impossible to complete that course in less than 24 hours, at least for me.

I still tried to achieve the fastest time possible, but most of all, I had a wonderful ride. I enjoyed the scenery of my favorite mountain passes, and didn't even mind too much when I was held up by a landslide for almost half an hour. I finished strong, and realized that on a less challenging course, my goal of 600 km in 24 hours might be attainable. (A ride report was published on the Cyclos Montagnards web site at www.cyclosmontagnards.org.)

Second Attempt: Close, but not quite

In 2010, I entered another 600 km brevet. The course crossed the Cascades twice, but there were only a few climbs in between the mountain passes. I thought I might stand a chance, and planned a schedule that had a best-case scenario of finishing just under 24 hours. The ride started well. Even a flat tire early on did not hold me up for long. A few strong riders caught up, and I enjoyed their company. We shared pulls and banter for an hour or so until the slopes of Stevens Pass had everybody ride at their own pace. I always enjoy the old road to the pass, and it was no different on this day. I reached the top sooner than anticipated. Even though it was well into the day, the mountain air at 4500 feet was frigid, and I put on extra layers before embarking on the descent.

Riding along the Wenatchee River is dynamic, even though the whitewater is more spectacular during the spring and early summer. The loss of more than 3000 feet of elevation, together with the rising sun and, to a small extent, my progress eastward, all contributed to warming temperatures, so that I was quite toasty when I reached Leavenworth, my first resupply stop. I bought what I needed at a convenience store and continued the descent toward the mighty Columbia River. Riding along the Columbia, I was pushed by a welcome tailwind, and I felt strong over the climbs near Lake Chelan. My pedals were turning with metronomic regularity, and I was having fun.

The sun was setting as I left the Columbia River and started the long, gradual climb toward the Methow Valley. I was on schedule, and felt perhaps a little too exuberant. I pushed the pace, as I looked forward to the "overnight" control in Twisp. In the warm night, volunteers were serving chili outside. Nothing is more pleasant after riding for 14 hours than sitting in a camping chair, having a volunteer bring a bowl of chili, and chat about the ride, the weather forecast... I enjoyed the company and rest so much that I stayed longer than planned. I got back on the road 30 minutes after I stopped.

The stars vanished as clouds moved in. I knew the forecast predicted rain, and I hoped to cross the Cascades before the front moved in. As I began the climb up the slopes of Washington Pass, my legs were unable to respond to the increasing gradient. The gods of cycling exacted payment for my earlier exuberance. I shifted through my gears, but even the smallest gear was not small enough. So I got off my bike and walked for a while. After my legs had rested, I remounted, and climbed the pass. Instead of feeling like a soaring eagle, I felt more like steam train slowing to a crawl on the steep slope. The cloudy night was pitch black. I remembered another 600 km brevet where we climbed this road under a full moon. The moonlight illuminated the mountains around us, reminding me of the famous photos of Ansel Adams. We turned off our headlights, as we did not need them. Tonight, all I could see was inside the cone of my headlight beam.

As I rounded the last hairpin of the climb, I felt the first raindrops. My excitement about cresting the pass was tempered by knowing that more climbing lay ahead.

The short, but steep descent chilled me, but I warmed up again on the climb to Rainy Pass. Here, it started raining in earnest. Facing a 20+ mile descent, I put on every layer of clothing I carried in my handlebar bag.

As much as I enjoy climbing mountain passes, I don't enjoy the wide-open descents, especially at night. Not only is it easy to get cold, but without the exertion of pedaling, or even the stimulation of hairpins turns, it is easy to zone out and drift off to sleep. The rain did not help. I was glad when I reached the short, steep hills toward Newhalem, but even these climbs were not enough

to keep me alert. I decided to stop for a sleep break. I knew that this would put my goal out of reach, but safety and enjoyment of the ride had to come first. I rolled into town and spotted a bench under the overhanging roof of the general store. I unfolded up my space blanket and went to sleep. After about 25 minutes of slumber, I continued my ride. The rain increased in intensity as the front moved in. The last two hours to the finish in Arlington were certainly the least pleasant part of the ride. My time was just under 25 hours – close to the goal, but not quite there.

Third Time Lucky

The upcoming Paris-Brest-Paris gave my training in 2011 a special focus. I knew I would ride the entire spring brevet series. Since I made cycling a higher priority than usual, I would train more and thus start the 600 in better shape than usual. The course for the Spring 600 km Brevet skirted the Cascade Mountains before heading westward, with a return along the Hood Canal and the steep Tahuya Hills. It's a course I had ridden twice before, each time in just under 25 hours.

I studied my control cards from the previous rides, and calculated my average speeds between controls. I realized that in 2007, we had ridden too fast early on, then slowed down more than was ideal toward the end. A tiny steel wire embedded in my tire had caused multiple flat tires that had cost further time. If I avoided these mistakes and had a little luck, it should be possible to ride this course in less than 24 hours. I made a schedule that was based on my actual times from four years earlier, but adjusted to ride slower in the beginning and faster toward the end.

The ride to the downtown Seattle start of the brevet was a good warm-up. After greeting friends and acquaintances before the start, we rolled out, past the stadium where concert fans already were lining up for tickets for that night's performance. Talk about endurance! The first climb saw Chris Ragsdale, Hahn Rossman and me at the

front. We worked together as we left the suburbs of Seattle. Chris is a very strong rider, and whenever he went to the front, his speed made it hard for us to hold his wheel. Thinking about my previous performance on this course, I told Hahn: "I'll back off." Hahn replied: "I had the same thought." I figured that if Chris was continuing at this effort, he'd complete the course in less than 20 hours!

So we rode at our own pace over my favorite roads through the Cascade foothills, then descended the Skate Creek Road to Packwood. Hahn had never cycled on this wonderfully curving, undulating road along the creek, and he exclaimed: "Now I understand why you wax so lyrically about this road!"

We reached Packwood 20 minutes ahead of schedule, but more significantly, 20 minutes later than I had four years earlier. After a short stop, we continued our ride, facing a headwind on an otherwise gorgeous, sunny day. The official course followed the highway, but we "got lost" and followed a little byway that winds its way along the valley sides. The day was getting hot, and we

quickly agreed to an unscheduled stop in Morton. Refueled with ice-cold drinks in our water bottles, we embarked with renewed vigor on the hilly section toward Centralia.

In Hahn's case, the vigor did not last, and he began to lag on the hills. Usually a strong rider, he suffered from the heat, and soon, he was out of water.

We stopped at a church, where members were tending the grounds. They refilled our water bottles, and we continued.

As we approached Centralia, a bird flew in front of my wheel. I swerved and avoided it, but the bird flew right into the path of an oncoming car. I turned my head to follow its path, and was relieved that it made it safely across the road. When I looked ahead again, I noticed

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that I was riding on the edge of the road. Most cyclists know the feeling of trying to get the bike away from the edge, but not being able to do so. Without countersteering beyond the edge, there is no way to initiate a lean. After a few agonizing seconds, I deliberately steered off the edge and onto the soft gravel of the slope toward the ditch. Hahn later reported that my bike performed an impressive slide as I tried to return to the road. My efforts were not crowned with success, but at least I had lost enough speed when the bike finally fell over to cause only in minor abrasions, and no damage to the bike. Within seconds, I was back on the bike, and washed my bloody knee with water from my water bottle. I was lucky to have plain water in the bottle after refilling it at the church, rather than the usual mix of apple juice and water that is less suited for wound care.

We reached Centralia and stopped at the gas station that served as the control. Our escapades on the last leg had put us a few minutes behind schedule. I asked Hahn how long he wanted to rest. He told me: "It will be a while. It is best if you continue by yourself. I'll ride with the next group that comes through." After ascertaining that he was only fatigued and otherwise OK, I continued.

The flat roads toward Oakville allowed me to stretch my legs. With just a slight headwind, the bike now flew along. I looked at my watch and realized I was making up the lost time, without exerting myself too much. The evening light was beautiful on the fields and pastures, and the rough asphalt hummed loudly under my 32 mm tires. I wished for my new bike with its 42 mm tires. Its more stable handling might also have avoided the earlier crash. But as a Secretary of Defense once famously said: "You ride the bike you have, not the bike you plan to have or the bike you wish to have." (or something to that effect.)

When I reached the "overnight" control in Potlatch, I found Chris Ragsdale still there. He was about to leave, but since preferred to ride at night with me, he told me he would wait if my stop was brief. As much as I appreciated the wonderful volunteers and all their efforts in providing a plentitude of food and drink, I decided to keep my stop short and leave with Chris. I stretched out my legs as I ate a bowl of soup. Just ten minutes after I arrived, we already were heading out of town. The evening ride through the hills to the Hood Canal was

lovely, and we were making good progress. The view across the water to the other shore with the spectacular backdrop of the Olympics was worth the trip all by itself. However, our pedaling strokes did not match, and when Chris accelerated hard when taking the lead, I dropped back. For a long while, we rode a quarter mile apart, then I stopped for a bathroom break, and he pulled away. When I arrived at the control at the foot of the Tahuya Hills, Chris was just rolling out.

The control at the foot of the hills always is a highlight of the ride. It is at the very edge of civilization, surrounded only by sleeping vacation houses on the water. From here, the course goes into the mostly uninhabited hills.

A single gas lantern makes the open-air control an oasis of light in the dark night, and the enthusiastic volunteers are welcome company after the solitary hours of the road.

I sat in a camping chair and ate a bag of chips. I wished I could stay longer, but with every minute, it would be harder to catch Chris, and riding together in the night was a good way to keep on schedule.

After eight minutes, I remounted my bike. It was so dark that I missed the turnoff into the hills. Knowing the roads, I turned around, and started the first climb. My legs felt good, and it was a pleasure to change positions after the long, flat cruise along the Hood Canal. Incrementally, I increased my effort. On top of the first hill, I got into the aero tuck and flew down the twisty descent, then climbed the next climb. The Tahuya Hills are steep, but not very long, and they have a nice rhythm. Tonight, I was in sync with the hills and felt like one of the owls that I heard hooting in the dark as I swooped over the climbs and descents. Even though I had not ridden on these roads in four years, I remembered them well enough to know where I could let the bike roll up to 50 mph or more, with my bright Edelux headlight illuminating the road ahead. I knew to ignore the first "dangerous curve" on the route sheet, but brake hard for the second one with its rapidly decreasing radius that had caused a moment of excitement when I first encountered it many years ago.

As the bike rushed into the forested valley on the other side of the hills, I was surprised to see a cyclist's taillight ahead. This was the first vehicle I had seen in more than an hour since I left the last control.

The taillight belonged to Chris' bike. From then on, we rode together. We stopped and stretched at the next control in Seabeck. It was two o'clock in the morning, and the store was closed, so we answered a question on our control card to prove that we had been here. In the past, I had traversed this section almost two hours later, and it had been completely deserted. Tonight, we came through just after the bars closed on this Saturday night. First, we passed a car lying in a ditch with one wheel missing. The people standing around it did not appear injured, so we continued. Then, as we climbed the notoriously steep Anderson Hill Road, we came upon a police officer who was arresting a person hiding in the ditch next to the road.

We already had more than 500 km in our legs when we reached this succession of three steep stairstep hills. The first one was easy, as we gained enough speed on the downhill in the aero tuck to coast almost all the way up the other side. Having exhausted our momentum, the second climb required real effort. On the third, I got off and walked. Chris' racing shoes are not suitable for walking, so he remained on his bike. I reached the top about five bike-lengths behind Chris and quickly caught

up to him. We made good progress through a sleepy Poulsbo, across Agate Pass and through the hills toward the finish. Whoever was feeling good took long pulls, while the other rested in the draft most of the time. We arrived at the finishing hotel 22:31 hours after we started. I had accomplished my goal. In the process, we had set the fastest time on an SIR 600 km brevet. It had been a challenging, enjoyable ride from start to finish.

Conclusion

Achieving the R60 was a satisfying process. It gave a focus to my riding, and a sense of achievement. I was able to achieve the R60 with a limited commitment of time and money. Careful planning and teamwork were an important part of achieving this goal.

Editor's Note: the R60 is an honor independently administered by the Cyclos Montagnards. RUSA recognizes only one distinction among riders on its events, that of finisher.

Jan Heine (RUSA 136) is editor and publisher of Bicycle Quarterly. He lives and rides in Seattle, WA.

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RUSA Awards

P-12 Award Recipients

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



Events that count toward the P-12 Award are:

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

Date Approved	Name	City, State
2012/07/23	Joel Lawrence	High Point, NC
2012/08/04	Kalleen Whitford	Cleburne, TX
2012/08/05	Patrick Horchoff [3]	River Ridge, LA
2012/08/06	Lois Springsteen	Santa Cruz, CA
2012/08/08	Albert Meerscheidt	Federal Way, WA
2012/08/09	Allyson Welsh	Kirkland, WA
2012/08/13	Chris Johnston	Kirkland, WA
2012/08/20	Thomas R Russell [2]	Alamo, CA
2012/08/27	Annie Bilotta (F)	Seattle, WA
2012/08/27	Rosemarie Schmidt	Seattle, WA
2012/09/10	Jon Salmon	Uniontown, OH
2012/09/19	Millison Fambles	Olympia, WA
2012/09/21	Ralph Rognstad, Jr [2]	Springfield, MO
2012/09/25	Daniel Sanchez	Katy, TX
2012/09/29	Jerry Austin [4]	Arlington, TX

RUSA Awards

R-12 Award Recipients

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



Events that count toward the R- 12 Award are:

- Any event on the RUSA calendar of 200 Km or longer.
- Foreign ACP-sanctioned brevets and team events (Flèches), Paris-Brest-Paris, and RM -sanctioned events of 1200 Km or longer.
- RUSA permanent s — a particular permanent route may be ridden more than once during the twelve-month period for R-12 credit. The applicant must be a RUSA member during each of the twelve months. RUSA congratulates the latest honorees, listed below.

Date Approved	Name	City, State
2012/07/23	Joel Lawrence [3]	High Point, NC
2012/08/04	Dick Wiss [2]	Boulder, CO
2012/08/05	John T Conklin [2]	South San Francisco, CA
2012/08/07	Roland Bevan [4]	Ben Lomond, CA
2012/08/07	Albert R Pacer	Zebulon, NC
2012/08/10	Bill Alsup [3]	Beaverton, OR
2012/08/12	Alan Bell [3]	Seatac, WA
2012/08/12	Alan Bell [4]	Seatac, WA
2012/08/13	Ross Gridley	Pickerington, OH
2012/08/13	Albert Meerscheidt [2]	Federal Way, WA
2012/08/13	Allyson Welsh	Kirkland, WA
2012/08/17	Patrick Horchoff [5]	River Ridge, LA
2012/08/18	Brenda Barnell [7]	Torrance, CA
2012/08/18	Wallace J Bigler	Houston, TX
2012/08/18	Steven T Graves [5]	Gretna, LA
2012/08/18	Brad House	Torrance, CA
2012/08/20	Eric Senter	Davis, CA
2012/08/22	Dan Jensen [3]	Seattle, WA
2012/08/30	Christopher Heg [4]	Seattle, WA
2012/09/02	Robert Riggs [7]	Houston, TX
2012/09/03	Cory E Alexander	Dahlgren, VA

2012/09/04	Charles Jenkins [5]	Denison, TX
2012/09/04	Patricia Jenkins [5]	Denison, TX
2012/09/04	George Winkert [6]	Highland, MD
2012/09/05	Lynne Fitzsimmons [3]	Portland, OR
2012/09/06	Curtis B Hunter	Alexandria, VA
2012/09/06	Joseph Platzner [3]	Bellevue, WA
2012/09/06	Joseph Platzner [4]	Bellevue, WA
2012/09/10	Kevin M Brightbill	Portland, OR
2012/09/12	Jeff Newberry [3]	Austin, TX
2012/09/13	Kalleen Whitford [2]	Cleburne, TX
2012/09/14	Richard Stum [4]	Mt Pleasant, UT
2012/09/15	Suzanne Nowlis [4]	Seattle, WA
2012/09/16	Roger Swanson [2]	Lindale, GA
2012/09/17	Jo Ann Frink	Santa Clara, CA
2012/09/17	Spencer Frink	Santa Clara, CA
2012/09/18	Robert D Bergeron	Raleigh, NC
2012/09/18	Donna C Bush	Canal Winchester, OH
2012/09/19	Millison Fambles	Olympia, WA
2012/09/20	William Fischer [4]	Elmira, NY
2012/09/22	Chris Eisenbarth	El Granada, CA
2012/09/23	Clyde Butt [2]	San Jose, CA
2012/09/23	Tyler T Gillies	Seattle, WA
2012/09/23	Ken Knutson [5]	Tracy, CA
2012/09/24	Bobbe Foliart	Alamo, CA
2012/09/24	Bob Torres	Carlstadt, NJ
2012/09/25	Gardner M Duvall [2]	Baltimore, MD
2012/09/25	Daniel Sanchez [2]	Katy, TX
2012/09/25	Andrea Symons	Cupertino, CA
2012/09/28	John Kranzler	Gainesville, FL
2012/09/29	Susan Cady	Seattle, WA
2012/09/30	Daniel Tuchyner	South Weber, UT
2012/10/01	Ruth Sneed	Seattle, WA

RUSA Awards

Mondial Award

The Mondial Award is for RUSA members who have successfully completed at least 40,000 km in RUSA events. The name “Mondial” comes from the French adjective meaning worldwide or global. The name relates to the fact that the circumference of the Earth is approximately 40,000 km.

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

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

RUSA congratulates the riders who have just earned this prestigious award.



Date Approved	Name	City, State
2012/07/21	Steve Davis	Auburn, WA
2012/08/12	Wayne W Methner	Lake Forest Park, WA
2012/08/12	Catherine Shenk	Boulder, CO
2012/08/29	Mark W Olsen	Rochester, MN
2012/08/29	Jerry Phelps	Chapel Hill, NC
2012/09/02	David Nakai	Fallbrook, CA
2012/09/23	John Preston	Plantation, FL

RUSA Notes

Dart Populaire: A New Team Event!

RUSA is pleased to announce the introduction of a new type of team event — the Dart Populaire — and that we have also reworked the existing Dart. The Dart Populaire brings traditional populaire distances to team events and should encourage the same folks interested in the P-12 award to ride a team event. It's a good way to get acquainted with team event rules and get your pals to try out the team event concept. It's also an attractive event for the off-season.

Here are the three RUSA team event types:

Event	Duration	Minimum Distance
Dart Populaire	8 hours	120km
Dart	13½ hours	200km
Arrow (unchanged)	24 hours	360km

A full rule-set for each of these events can be found at <http://www.rusa.org/rules.html>.

Finishing a Dart Populaire satisfies the RUSA Cup team-event requirement.

Dart Changes: There will no longer be a range of minimum distances for the Dart — e.g., no more 180k Darts. All Darts will now have a minimum distance of 200km.

So start thinking about your team-riding plans for next year, perhaps including a Dart Populaire!

RUSA memberships run for the calendar year
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Please renew your membership online at
www.rusa.org/memberservices.html.

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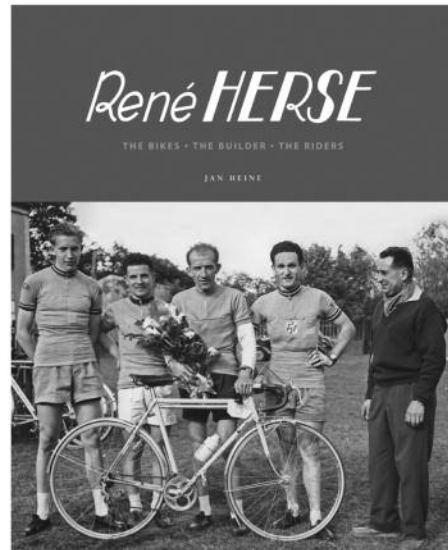


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by Rob Welsh

RBA's Corner: Minnesota Randonneurs Overview

The starting group at the Apple Valley 600k

Randonneuring has been active in Minnesota since the 1980's but has really taken off in the past five years. We have become one of the fastest growing and most active randonneur groups in RUSA. Our focus is to provide fun, safe randonneuring experiences for riders of all levels. We are aligned with the Twin Cities Bicycling Club so joining TCBC (\$25/year) lets you ride all our brevets at no additional cost.

Minnesota Randonneurs holds 16 - 20 brevets and other events a year, primarily in the April – October timeframe.

Minnesota is consistently ranked as one of the best states in the country to ride a bicycle so we take advantage of our great roads, lots of bike trails, polite Midwestern drivers, and a wide variety of scenery, depending on where we go in the state.

Ambitious randonneurs can complete two or possibly three Super Randonneur series, depending on the year and how focused they are. We also offer a good variety of 200k and 100k populaire rides through the season to encourage potential randonneurs to try out the sport and for our more experienced riders to get together for a fun ride.

We regularly host randonneurs that drive from nearby states for our brevets. Our central location and easy access from the Twin Cities International Airport to most of our events has drawn riders from many other states. Visiting randonneurs enjoy our quiet roads, interesting scenery, great summer climate and friendly approach to randonneuring.

Most of the controles on our brevets are convenience stores or Subway-type stops to keep things simple, but we do our best to end all our rides at places where riders can relax, rehydrate, have a bite to eat and someone to talk with about the ride. Getting together like this is one of the best parts of what we enjoy about randonneuring.

Our brevets run the gamut from reasonably easy to quite challenging, depending on your randonneuring tastes and fitness. Some of our more notable rides are:

Cry Me a River 200k – an introductory brevet through the Minnesota River Valley and the Lake country west of the Twin Cities. It features great roads, low traffic, not too many hills and is easy to access for metro riders.

Nelson Challenge 200k – a heart thumper up and down 10,000 ft of hills in the Mississippi River valley.

Munger Bungo 600k – first held in 2012, this ride covers a variety of geographies from rolling plains, beautiful river valleys, the north woods and a stretch on the north shore of Lake Superior.

Apple Valley Classic 400k – a fairly tough cruise through the hills and valleys of SE Minnesota, with some good climbs, pretty streams and quiet, safe roads.

In 2013, Flèche Teams from nearby states are invited to join us at a central location for our Second Annual Great Upper Midwest Flèche Get-Together, which includes a finish reception, and a post-ride story-telling breakfast buffet the next morning.

To get us through the winter months we hold the Minnesota Randonneurs Winter Conference where we get together to listen to randonneuring topics from various



Black River Falls Weekend 2012. Dan Diehn's daughters created the poster behind the riders.

gurus and fellow randonneurs and enjoy a day to dream about the upcoming riding season.

Several Minnesota Randonneurs have created a potpourri of permanents covering many parts of the state and into Western Wisconsin. On an occasionally regular basis we assemble informally to ride someone's permanent route together. Our favorite group perm this year so far was a night 200k ride, the Golden Pancake, over the 4th of July weekend, under a full moon.

Come and ride with us. Visit our website at www.MinnesotaRandonneurs.org or contact Rob Welsh, the Minnesota RBA at TCBCBrevet@aol.com.



Michele Brougher and Ronaele Foss at the finish of the Munger Bungo 600k. Ronaele is from Colorado and has come to two of our 600ks. Michele was the course designer and one of our randonneuse extraordinaires.



On the road with group of riders from Apple Valley 600k.

The Volagi logo is located in the top right corner of the advertisement. It features the brand name "Volagi" in a white, italicized, sans-serif font, set against a red background that has a subtle, abstract graphic element resembling a stylized bird or wing.

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Known as “The Toughest 48 hours in Sport,” Furnace Creek 508 is the world’s premier ultra-distance bicycle race. This 508-mile bicycle race is revered the world over for its epic mountain climbs, stark desert scenery, desolate roads, and its reputation as one of the toughest but most gratifying endurance challenges available, bar none. The course has a total elevation gain of over 35,000’, crosses ten mountain passes, and stretches from Santa Clarita (just north of Los Angeles), across the Mojave Desert, through Death Valley National Park and Mojave National Preserve, to the finish line at the gateway to Joshua Tree National Park, Twentynine Palms, CA. Solo, two-person relay, and four-person relay divisions are offered, with seven age groups, plus recumbent, tandem, and fixed gear sub-categories. Applications for the 30th anniversary edition will be accepted March 4-18, 2013 only.

For information and much more, visit: www.the508.com