



AMERICAN RANDONNEUR



Summer 2013 • vol. 16 #2





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American Randonneur Magazine
Volume Sixteen, Issue Number 3—Summer 2013

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On the cover

The cover photo was taken by Rodger Friedman on a 200K Permanent, "Flatlander's Delight," designed and managed by George Swain of New Paltz, NY. Says Friedman: "We are not sure what he had in mind with that name, since the vertical elevation gain over the course of the ride exceeds 6,000 feet. Certainly the 'delight' part is true...." And the bike? "The bike is a 1984 Waterford-built Schwinn Paramount, built to 'touring' specs, as they were called in the day," Friedman says. "Around 2004, I had the rear triangle spread to accept a modern cluster, and hung the frame with early 21st-century components. No amount of praise is adequate to describe it."

From the President

by Mike Dayton

SPRING IS IN THE AIR, AND OUR RANDONNEURING SEASON IS in full swing. As I write this, our local 200K is in the history books. A fine time was had by all. The 200K is the event where riders who have completed a century or two decide to dip a toe into the sport of randonneuring. I spent much of the day with three riders attempting their first ACP brevet. I'm pleased to report all three were successful.

On the return leg we enjoyed a long stretch at a tourist pace, and I asked what had brought them out. Each showed up at the start with a different motivation: one was training for the Assault on Mount Mitchell, a torturous century to the East Coast's highest point. A second rider said he'd burned out on a season or two of racing and thought randonneuring would restore his passion for cycling.

And the third? A workday bike commuter, he said a full day on the bike sounded like a good time. Smart fellow. He also said he was looking forward to the camaraderie of our sport. I knew immediately he'd been to RUSA's website, as the word *camaraderie* is front and center in the definition of randonneuring:

Randonneuring is long-distance unsupported endurance cycling. This style of riding is non-competitive in nature, and self-sufficiency is paramount. When riders participate in randonneuring events, they are part of a long tradition that goes back to the beginning of the sport of cycling in France and Italy. Friendly camaraderie, not competition, is the hallmark of randonneuring.

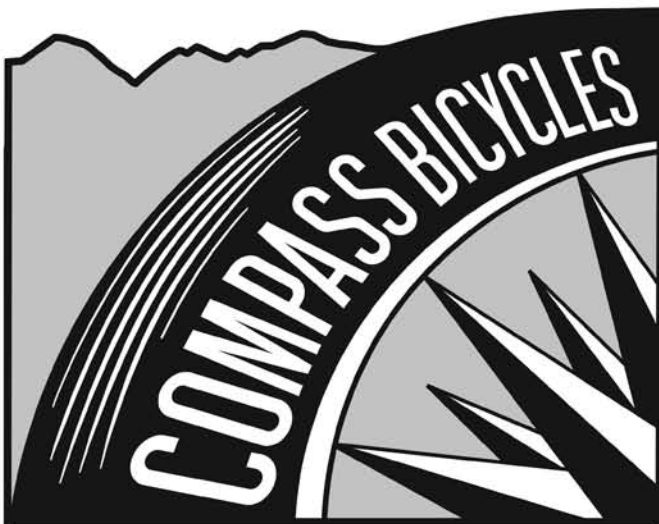
I can't imagine there are many sports that downplay competition in favor of friendship and trust. Yes, that's what camaraderie is, according to one online dictionary—mutual trust and friendship among people who spend a lot of time together. What a perfect word for our sport. Spend 24 hours on a flèche with your teammates, or three full days with your riding buddies as you tackle a difficult 1200K. The trials and pains and joyous moments of our journeys forge special bonds among us, and I'm grateful for the help and companionship of many friends along the way.

LAST YEAR, RUSA began exploring participation in a new ACP program, the Super Randonnée 600. SR600s are intended as challenging courses through mountainous regions, with climbing of at least 10,000 meters over the 373-mile distance. A related "Tourist" mode permits the routes to be completed over several days. However, RUSA's board has decided that the program should operate independently of our organization. One issue: details of the SR600 program are still being ironed out. France also required oversight of many of the small details. For instance, it appeared our members would need to order cards and frame numbers from France or get preapproval for any cards and frame badges made here. Members were also required to send payment to France and potentially submit cards and photos to prove the rules were understood. Given that level of interaction outside of our organization, it was unclear what role RUSA could play in the process. The board concluded our members would be best served by allowing them to deal directly with ACP officials, and French officials agreed to approve routes submitted by individuals.

The good news is that we'll have SR600 routes in the U.S., maintained and administered by individual route owners with help from our friends in France. We've included information on the RUSA website so our members can understand how the SR600 program works and whom to contact when submitting routes or requesting permission to ride one.

THANKS TO BOARD member Lois Springsteen for the accident report summary on page 22. We want everyone to reach the finish safely, but we know that accidents sometimes happen. If you are involved in an accident during a brevet or permanent, please take a few moments to fill out an accident form. Here's the link: http://www.rusa.org/cgi-bin/accidentreport_GF.pl We sincerely hope this information is helpful to all of our members in avoiding any future incidents.

—Mike Dayton
RUSA President



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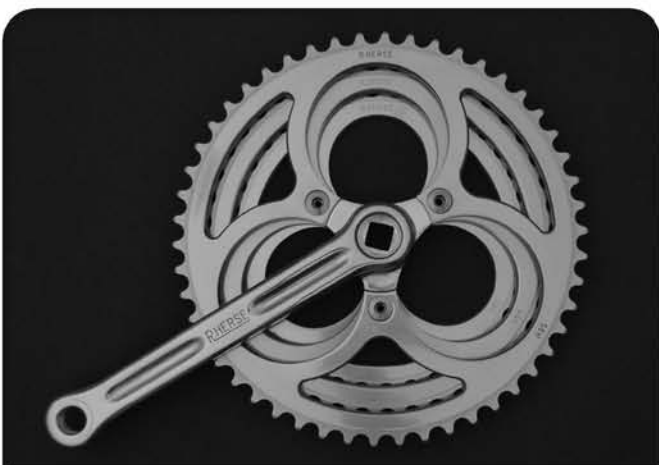
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8387	Alexandre Colavin	Mountain View	CA	8442	Julia A Stiffey	Woodstock	NY
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Articles for Summer Brevets

John Hughes

Paris-Brest-Paris '79, '87, '91, '95, '99,

Boston-Montreal-Boston '92 (Course Record), Rocky Mountain 1200 '04

Preventing and Treating Cramps—16 page eArticle

Nutrition for 100K and Beyond—14 page eArticle

Butt, Hands, Feet—Preventing pain in cycling's pressure points—10 page eArticle

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Avoid Final Failure

“YOU OKAY?”

Ben leaned closer to me, bending at the waist, staring intently into my face. He was clearly trying to read my mind. I pulled the mental blinds.

“Yeah,” I replied. “Let me get my card signed and we’ll get out of here.” I had a headache and felt terrible, but was unwilling to admit it to Ben or even to myself. The heat was beating me up pretty badly. But quitting was not an option.

Ben Eagleson, Ned Williams and I were riding a hot, mid-July 300 kilometer brevet. The Weather Bureau said later that it was the second hottest July on record. Ben and Ned had arrived at the turn-around control about 15 minutes before me and were anxious to leave. I hurried up so that I could leave with them.

Quickly purchasing two bottles of water and obtaining a time stamp on my brevet card, I remounted and lead the way out of town with my usual bravado. Perhaps having some company for a little while would offset the failure to adequately rest and cool off at the control. Perhaps the brevet fairy would wave her wand and I would at least feel better.

Just outside of town my companions waved goodbye and rode away. I continued alone; struggling with dehydration and my personal demon—fear of failure. I would lose and have to DNF. Again.

On the 600 kilometer brevet during May, I DNF’d after riding for 20 hours, covering only 237 miles. The final 50 miles were spent stopping to vomit every 10 miles or so; loudly and forcefully. Finally unable to ride a straight line; weaving all over the road, and nearly falling off of the bike, I gave in and lay down beside the

road, wrapped up in a Mylar “blanket”. At daylight, I reached my wife and arranged for her to pick me up. I was 14 pounds light—having lost nearly 8% of my body weight in a little over 24 hours. I should have quit sooner.

But quitting is bad—right? Wrong. Dying is bad. Recognizing the signs of dehydration, early, and getting off of the bike and into a cool place is the only way to avoid shaking the hand of the Big Fisherman, St. Peter.

According to the Mayo Clinic, complications of severe dehydration include: LOW BLOOD VOLUME SHOCK (HYPOVOLEMIC SHOCK), which occurs when low blood volume causes a drop in blood pressure and a drop in the amount of oxygen in your body. KIDNEY FAILURE which occurs when your kidneys are no longer able to remove excess fluids and waste from your blood. Then finally, COMA AND DEATH. When not treated promptly and appropriately, severe dehydration and heat stress can be fatal.

A STUDY BY THE University of Chicago of a July 1995 heat wave indicates that over 600 people died in about 9 days as a result of heat stress, and “in addition to the pre-hospital deaths, *nearly half of the patients admitted to Chicago-area ICUs for heat stroke died within a year—21 percent before discharge and another 28 percent after release from the hospital.* (Emphasis mine.) Many of the survivors suffered permanent loss of independent function; one-third had severe functional impairment at discharge, and none of them had improved after one year.”¹

¹ Press Release: University of Chicago: Classic heat stroke during Chicago 1995 heat wave ICU patients from 1995 August 1, 1998



When heat stress occurs, treatment, to be effective, must be immediate. Seek shade or air conditioning if possible, and reduce core temperature rapidly by any means available. Drink plenty of cool fluids, preferably sports drinks or other “salted” beverages. Rest.

According to a study of heat illness during Marine Corps Basic Training: there were 1454 cases reported between 1982 and 1991² and most were reported on the second day of training in the heat—usually in the morning hours. “A prime time for heat stroke is the day after an exhausting and dehydrating day.”³

Riding a 600 kilometer brevet or a longer distance during the summer puts you squarely in that category. Watch your weight. A weight loss of more than 5 or 6 pounds during day one should cause you to reconsider riding the rest of the distance.

According to the Journal of Athletic Training: “High-intensity work can easily produce 1000 kcal/h and elevate the core temperature of at-risk individuals (those who are unfit, overweight, or unacclimatized) to dangerous levels within 20 to 30 minutes. *Overzealous athletes are at a higher risk for heat illness because they override the normal behavioral adaptations to heat and decrease the likelihood of subtle cues being recognized.*” (Emphasis mine.)⁴

The brevet finishing times are probably generous enough to avoid heat illness during summer brevets if we will use most of the time available. Our goal should be to maintain a reasonable pace, and rest/cool off at the controls.

Look at the risk factors again: being overweight, undertrained, and not acclimated. Added to that is “*overzealousness*” (keeping up with a faster group, shooting for a personal best), and hard, second day effort after a dehydrating first day.

The conclusion is clear. As randonneurs, we often push too hard for too long to avoid failure. The “finish at any cost” mentality is acceptable if a remarkable finishing time during an endurance sport is your only option for achieving fame and glory. But the immortality you seek may be written on your tombstone. Seek a longer mortality. Take heat stress seriously. Avoid final failure.

Miles Stoneman (RUSA #5169) is the RBA for Little Egypt Randonneurs.



² Kark, J.A., P. Q. Burr, C.B. Wenger, E. Gastaldo, and J.W. Gardner (1996). Exertional heat illness in Marine Corps recruit training. *Aviat. Space Environ. Med.* 67:354–360.

³ Sports Science Library Heat Illness SSE #86: Heat Stroke in Sports: Causes, Prevention and Treatment

⁴ Journal of Athletic Training 2002:37(3):329–343, National Athletic Trainers’ Association Position Statement: Exertional Heat Illnesses





Digging Deep on the Taiwan 1200

By Rick Blacker

Riders at the start of the Taiwan 1200K.

SITTING AT A TABLE IN TAIPEI'S AIRPORT I SAY TO Mark, "Man that was a Fun ride." Well, he burst out laughing as the ride was anything but what you would call fun. Maybe I should have called it a Great Ride as it had everything you could want in a ride if you want challenges. Lots of climbing: climbing in the heat, riding in the dark, riding in heavy traffic K after K., air you can see, eating at many of the 10,000 7-Elevens or family marts, etc.

Ok, there were some good things. All the volunteers were great, and Jack Ruan did everything he could to make our trip a success. Did I mention the good climbs? And I don't know where this fits in, but there were also strong headwinds and rolling hills — and the last night with winds of 35 to 45 mph, which covered the roads and especially the downhills with leaves and branches. After we went through that section, they held riders for two hours and shortened the course from 1237K to 1202K. A car was in the ditch, the rain was heavy; it was a real experience.

What I am trying to say is that a good 1200K or any challenging ride makes you dig deep and show yourself where you are as a person. The first big climb was in heat over 90 degrees with about 2,500 feet of elevation gain. One very strong rider took it too hard and quit when he got to the next control. I took it steady and as fast as I could but still slower than the two guys, Mark and Vinny, who I was riding with. Even so, the rest of the day I had absolutely no legs left. When we hit a little hill, I would fall way back. I was cooked. I finally got off the bike for a few minutes. Vinny went looking for food for me that I didn't want. I had plenty of food on the bike. The control was only 7K up the road, so I got back on the bike and did a fair job of getting there.

At this point it was still only 5 p.m. or so, and a great time to be riding, but this was a place we could shower and sleep and recover. Recover I did, and after a couple hours of rest, it was back on the bike. My right knee had been hurting before the rest stop, so I was pedaling with mostly one leg. I took a couple of



Advil when we got in and a couple of more when we left. After a couple of hours the pain went away mostly never to return.

We stayed ahead of the clock for a couple of days. Mark was feeling the crud coming on, so we just took it easy. But we knew we had to pick it up if we wanted to get any sleep the last night. I think we arrived about 6 [p.m.?] or so and wanted to roll by 9. I got everything ready and set my alarm for 8:40. The alarm woke me. I turned it off, and fell right back to sleep in seconds. At 9:05 Mark was kicking my feet, trying to wake me. A couple of Taiwanese had been trying to wake me but couldn't. Mark thought it was pretty funny and I got a chuckle out of it, too.

FIVE OF US TAKE off and have 14.5 hours to do 202K. A normal 200 would take about 10 hours on average but we have the 2,500-foot climb ahead that killed everyone in the heat on the way out. This time we are doing it in the dark. We knock off the first 36K in 1.5 hours and then it starts to rain in bursts. About ¾ of the way up the climb, it really starts to pour and get windy. We regroup at the top, sitting around too long. Finally we



Rick Blacker, Mark Thomas and Vincent Muoneke grab drinks and a little shade.

take off and the road is covered with debris. Vinny has a flat, probably from hitting a branch. We come across the car in the ditch, but keep moving on. We are now going around a reservoir with about six or seven 700-foot climbs. It's just up and down but thankfully the wind is mostly with us.

I am feeling okay at this point, but conditions are very poor. We have just done a couple of the ups and downs.



It's all smiles at the control.





Mark Thomas in his natural two-wheeled habitat...

This is also when other riders were held for 2 hours due to the extreme conditions. Mark and Vinny are worried about the time and wonder if I am slowing them down too much. I say, "I believe we still have a couple of hours to spare, but whatever." Mark and Vinny take off and I stop at support van and get a banana and leave. I catch them up the road and as I pass them I say my GPS battery is low. Without it I have no chance of finishing; meaning I just can't find the way. It's dark, wet, and windy, and of course the road signs are all in Chinese. At this point I feel I am on my own as I can't count on them for help. They finally catch me and Vinny says to slow down. I speed up. Yes I am pissed off: I will not talk to anyone. The road keeps getting less hilly with more rollers. We are just killing it. Mark and I are really cranking out the watts.

Blah Blah Blah, we finished with a little over a couple hours to spare. We finished together, in 8th, 9th

and 10th place. About 60 started the ride, 27 finished, but only about 11 of us did the whole course. An additional 5 finished but outside of the time limit. So that leaves about 27 who dropped out.

Yes, it was a fun ride. It made me dig deep more than once. It brings out the best and worst in a person. Hopefully those I ride with know I am there for them until the bitter end. That to me, getting through the highs and lows with friends is the great thing about randonneuring. It *was* a great ride, with great friends, and I look forward to many more kilometers with them in the future.

P.S. Now, when I'm really cranking, they ask me why I am pissed off!

Author Rick Blacker is an accomplished Seattle rider who has several international 1200Ks to his credit.



Nominations to the Board

Two positions on the RUSA Board of Directors will become available at the end of the year — the terms of Lois Springsteen and Mark Thomas are expiring (Thomas is eligible for re-election). Members may nominate two current RUSA members to run for those two positions. The General Membership List is available for viewing online at www.rusa.org. Please use this form to submit your nominations, or email your nominations to william.a.beck@gmail.com

Nominee # 1 _____ RUSA # _____

Nominee # 2 _____ RUSA # _____

Your Name _____ RUSA # _____

Nominations for RBA Representative to the RUSA Board

Under RUSA's Constitution the Regional Brevet Administrators appoint one of the current RBAs to serve as an elected Director on RUSA's board. The elected RBA may not already be serving on the board. Only RBAs can nominate other RBAs. The term of office for the Director is one year. Colorado RBA John Lee Ellis currently holds the office and is eligible for reelection.

The list of current RBAs is available for viewing online at www.rusa.org. Please use this form to submit your nominations for RBA representative on the RUSA Board.

Nominee _____ RUSA # _____

Your Name _____ RUSA # _____

Please send this form to:

Bill Beck
RUSA Secretary
17719 Foxmoor Drive
Woodbine, MD 21797

Please use this form to submit your nominations, or email your nominations to william.a.beck@gmail.com

All nomination forms must be postmarked by July 15.

The Cruellest Month

THE WIND AT MY BACK BLOWS RIGHT THROUGH ME. It swirls and eddies as it passes around my heart and lungs, but just below, in that gap between the solar plexus and my kidneys, it breezes right on through, seeming to speed up slightly; some sort of thoracic venturi effect. The raincoat and wool jersey keep the rain from going right through, but curiously, not the wind.

I'm standing, straddling my bike, off to the side of a county road, out in the country. I'm wiping my glasses, or adjusting a glove, or fishing in my front bag for an energy bar. I should be riding, but I'm not, I'm tired, and worse, I am focusing on how tired I am, so that any excuse seems excuse enough to stop, if only for a few minutes. *Burning daylight* as they say, what little there is of it left to fritter away.

It's that time in a long ride when I have enough of the route behind me that there is plenty of reason to continue on to the finish, but so much ahead that the finish seems impossibly far. That first 100KM went by so easily; we rode together laughing at the rain, speeding purposefully from control to control. One third of the way through, the ride seemed challenging, but manageable. Now, in the cool and rapidly dimming light, this last 100KM seems relentless, intimidating, and totally uncaring.

As I check my cue sheet and my bike computer for the ten thousandth time, I hear a frog croak just off the road. Off to my right I see bog, and the first pale tips of skunk cabbage poking out of the muck. There he is again with a voice so big it seems he must be the size of volleyball. I know these frogs, and this little guy could be no bigger than the last joint of my thumb. I

stare into the darkening wetland and see that the cottonwoods are starting to bloom, and there are tufts of bright green grass sprouting out of the hummocks that sit above the waterline. The plants are sprouting wildly, the frogs are hoping to get lucky; this certainly is not *their* cruellest month.

Just then someone calls out from behind, "Everything alright?" as they overtake me. "OK," I say, "Just turning on my lights." I push off and fall in behind the rider who has passed me. We won't be together long; ahead there is a hill that appears to climb up into the clouds above.

As I watch the blinking red taillight slowly pull away, I am reminded that this is not the cruellest month for randonneurs because of the weather so much as because now we are taken out of our winter routine of 100- or 200K permanents and JRA leisure rides. Now there is a route sheet, to places we either have not been before or only dimly remember from years past. If this were not a brevet, I might turn back or cut the ride short; I know this country well enough to understand why there is a control 20KM up the road, and another before we turn for the finish. But it is a brevet, and this is the low point in my ride and getting back on the bike and riding through the low point, following that blinking red taillight is more valuable to me than sailing through the first 100KM was.

It's the cruellest month because I'm riding 300K on 100K legs. Because I'm not used to getting up in the middle of the night to go for a ride, knowing that I won't be done until the middle of the next night. Because I know that in three or four month's time I will be able to finish 300K starting and ending in daylight.



A rider new to randonneuring mentioned that he thought he would be ready for a 300KM ride in June, not on a cold wet April weekend. “Why do they start riding these long distances so early in the year?” he asked. It is a simple answer but hard to explain to someone who hasn’t ridden PBP.

In a PBP year, you send your application off to France in June. Normally you are expected to have all your qualifying rides (or nearly all) done when you submit your application. Wait until June to do your 300 and you can pretty much forget about PBP for another four years. So, we ride these things in their order, and time, as a way of practicing for the real thing, even though it is years hence.

Each brevet is an event unto itself, as is each season, but in the larger scheme, all brevets are a step toward St. Quentin. This is the perfect year to try something different: new food, new clothes, equipment, or a big ride early in the season. Eliminate the things that don’t work and refine those that do, so that they work even better. Ride that long ride, and stretch yourself: each longer distance is a great learning experience, whether you finish or not. A 300K in April may be nowhere as cruel as 1000K in August.

Bonne Route.

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





The Big Sleep

Nicole Honda with George Chester

'Tis the season of multi day rides. Multi day rides (600k or longer) provide unique challenges to the randonneur. Some of the most important decisions are around the sleep stop, a point where many rides are won or lost. Optimizing your sleep stop can optimize your ride.

When to sleep

When to sleep is a more complicated question than it first appears. It requires thought, planning and research on the route. Many events have designated sleep stops with drop bags but the designated sleep stop might not be right for you. Sometimes you need to be ready to strike out on your own to get the rest you need.

There are several things to consider when planning your sleep stop:

1. Is there a drop bag waiting for you at a control? If so, the natural desire is to ride to your drop bag but, if you won't reach the drop bag control until very late at night/early morning, consider getting accommodation a few hours earlier so you can minimize night riding. You can catch up to the control times and the drop bag in the morning. We've seen this work for clients on brevets that have a very late sleep stop (240-260 miles), night start brevets and brevets with front loaded climbing. In some cases, you may want a sleep stop *after* the drop bag control.
2. Is the ride a day start or a night start? With a day start, it's easy to plan a sleep stop around control opening/closing times. With a night start, your schedule is thrown off so you need to either

sleep in the daytime or ride many more miles than you're used to the first day to sleep in order to sleep at night. On night start 600ks, frequently you never catch up to a sleep stop at night.

3. Are there even facilities around to sleep in at the control? I've slept in bus shelters, community centers filled with snoring randonneurs and comfy hotel beds. Want to guess which one provides the best sleep? If your event doesn't have a hotel control (maybe they have a tent, maybe nothing), research the route and find a place to stay +/- 20 miles from the control. A hot shower and a few hours of quality sleep can make or break your ride.
4. Your safety should also dictate when to sleep. If your course has you riding through a major thoroughfare with bars and traffic at midnight to 2am on a Saturday night, consider sleeping for a few hours instead so the drunks can get off the road.

The following chart shows several sample control opening and closing times for 600ks and 1200ks. By looking at your average speed and course facilities, you can choose the ideal sleep spot:





Control Location	Comments	Sleep Stop
220 Miles (6am Start, 600k control times) open: 09/15 17:48 close: 09/16 05:36	Perfect control distance. You can get there early enough for a good night sleep, wake up early and hit the road before the control closes.	Sleep at the control.
At 250 Miles (6am Start, 600k control times) open: 09/15 19:24 close: 09/16 08:48	Depending on your speed and the course, you may not make this control until very late night/early morning.	Consider booking a room earlier in the ride (mile 220 or so) then ride the remaining extra miles to the control and your drop bag on day 2. (Note the control is open until almost 6am so you can easily make the closing time)
Night Start (6pm Start, 1200k control times) 240mi open: 09/16 06:52 close: 09/16 23:01 300mi open: 09/16 10:06 close: 09/17 06:19	You can either sleep in the afternoon at the "400k" point or you can push on until evening and get a full night's sleep	For a 1200k, you may want to take a short nap in the afternoon and then push on to a full night's sleep. On a 600k, the control times are different so you will probably end up riding through the second night as well. There is no good answer to a 600k night start!
No support/No hotels	Waking up in the cold after 2 hours of fitful sleep under a space blanket is the worst! Really research the options. Of course, some people like the "sleeping in ditches" aspect of randonneuring. If that's you then go for it!	Try to manufacture a stop for yourself. Look for hotels, B&Bs, cabins or campgrounds.

The bottom line on when to sleep is when you need it. Don't feel locked into reaching your drop bag location, especially if sleep deprivation or other factors would jeopardize your safety. Even if you have a hotel reservation at a control and a welcoming meal/drop bag waiting for you, be prepared to let it go if you need to sleep earlier or later. Part of randonneuring is knowing yourself and making decisions based on what is really happening on the road, not on a paper plan.

How to sleep

Once you've hit your sleep stop, you want to maximize your sleep time. Some brevets have fully supported

sleep stops with food and accommodations. Other times, you're on your own.

If you've got a supported control, you may have a choice between sleeping in a "group room" or getting your own hotel room. It may sound easier and cheaper to sleep in a group room, but you might be shortchanging yourself. Ask the brevet organizer if there is a separate sleep room or if there is one big open room where people check in, shower, eat, talk, and sleep. If there is one big open room, it is usually hard to get good sleep. If there is a separate sleeping room, you'll still be surrounded by snoring, and moving randonneurs. But, with a good set of earplugs and an eye mask, you'll probably do ok. For maximum quality sleep, get your own room.





If the control has food, you're in luck. Eat up and get into bed. If there isn't any food at the control, you don't want to waste time going to find food. Pack food in your drop bag. You can get pre-made, pre-packaged, shelf stable food like pasta or soup (just don't read the labels, there's scary stuff in there). Pack some leftover pizza...it won't kill you if it sits around for a few days or else no one would have survived college. Add some bread, pbjs, etc for breakfast. On some out and back courses, you can stock your sleep stop with food and other necessities on the way out so it's all ready for you when you show up late at night.

One of the big problems, once you finally get into bed, is that you can be so wound up you can't fall asleep. You've been forcing yourself to be alert on the road, drinking caffeine, staying "up" so how do you go into relax mode?

First, even if you don't ever get to sleep, the very act of lying down, relaxing your mind and resting your body will refresh you. But there are some things you can do to help you nod off: Try not to drink caffeine for the last few hours before the sleep stop. Practice relaxation exercises to clear the mind and help you fall asleep. Some people like to have a beer in their drop bag to relax them. Others take melatonin to help them fall asleep. These can be viable techniques but make sure you have time to sleep off the effects and don't try any sleeping aids for the first time on a big ride!

How much to sleep

The bottom line on how much to sleep is: as long as you can. Randonneuring is not a race so it doesn't matter if you finish that 1200K in 70 hours or 90 hours. Unless you have a goal to ride straight through, sleep as much as possible while still leaving an adequate cushion for control closing times.

On a 600K with one night on the road, try to leave the control before it closes. On a 1200K, you might want to get out a little earlier the first day to build up a cushion. Plan your control departure times based on your riding speed, but don't be afraid to trade some road time for a little more sleep. In my experience, for every extra hour of sleep I get, I only lose about 45 minutes of total ride time. For example, if I can do a 600K riding straight through in 33 hours, if I sleep 4 hours, I finish in about 36 hours. I get back an extra hour because I'm faster and more alert after quality sleep.

And what is quality sleep? The human body has several different sleep stages:

The Stages of Sleep

Non-REM sleep

Stage N1 (Transition to sleep) – This stage lasts about five minutes. Your eyes move slowly under the eyelids, muscle activity slows down, and you are easily awakened.

Stage N2 (Light sleep) – This is the first stage of true sleep, lasting from 10 to 25 minutes. Your eye movement stops, heart rate slows, and body temperature decreases.

Stage N3 (Deep sleep) – You're difficult to awaken, and if you are awakened, you do not adjust immediately and often feel groggy and disoriented for several minutes. In this deepest stage of sleep, your brain waves are extremely slow. Blood flow is directed away from your brain and towards your muscles, restoring physical energy.

REM sleep

REM sleep (Dream sleep) – About 70 to 90 minutes after falling asleep, you enter REM sleep, where dreaming occurs. Your eyes move rapidly, your breathing shallows, and your heart rate and blood pressure increase. Also during this stage, your arm and leg muscles are paralyzed.

[/1/http://www.helpguide.org/life/sleeping.htm](http://www.helpguide.org/life/sleeping.htm)



In a brevet, you may have a longer “transition to sleep” phase, than mentioned above. So, if you want a full sleep cycle, plan about 2 hours in bed. If you want 2 full sleep cycles, plan 3.5 hours in bed. With some focus, you can get 2 full, restorative sleep cycles in a little over 4 hours off the bike.

Sleep is a critical part of long rides. Without it, you feel tired, ride more slowly, make poor decisions and possibly risk your own safety. If you’re a faster rider, enjoy the extra sleep time and be happy you can start each day of the event fresh. If you’re a slower rider, focus your efforts during the day towards getting at least a few hours of sleep at night.

Ultimately, sleep should happen when your body needs it, before you start falling asleep on the bike. So whether that means you sleep at a control, before a control or in a park in the middle of the afternoon, listen to your body and give it the sleep it needs.

Nicole Honda with George Chester

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Accident Report Summary

By Lois Springsteen

Since we rolled out our new voluntary accident reporting system, we've received 12 reports; six from 2010, one from 2011, four from 2012 and one from this year.

Six or seven of these accidents were the result of bad drivers, two were caused by bad dogs, three

or four were caused by rider error and one was attributed to a recumbent. One rider was involved in two accidents and two of the reports related to the same incident.

The injuries varied from relatively minor to the worst possible as we had a fatality last year.

I've created a table below that summarizes all of the reports. If you would like to make a report you may do so online at www.rusa.org/cgi-bin/accidentreport_GF.pl

#	Sex	Age	Region	Date	Time	Dist.	Bicycle	Description	Injuries	Factors
1	M	47	PA	08/25/10	05:45	1000	Single	Hit from behind by car	Broken bones	Driver changing radio channel
2*	F	56	FL	10/15/10	11:00	1000	Single	Hit from behind by car	Broken bones	Driver Texting
3*	M	64	FL	10/15/10	11:00	1000	Single	Hit from behind by car	Sprains, bruises, abrasions	Driver Texting
4	M	55	TX	07/26/10	08:20	102	Single	Hit by car turning left at intersection while riding straight	Multiple	Driver failed to yield at traffic light
5	M	58	NY	07/09/10	16:00	1000	Single	Hit by car turning left while riding straight	Fractured Hip	Driver blamed blind spot in car
6**	M	58	VA	05/28/11	03:15	600	Single	Loose dogs	Broken bones	Two riders missed dogs, third rider not alert
7**	M	59	NC	08/29/12	22:45	1200	Single	Hit a pothole	Laceration, abrasions, bruises	Rider fatigue
8	M	52	TX	10/20/12	07:30	206	Single	Loose dogs	Broken rib	Two riders drafting, second rider crossed wheel
9	M	70	WA	12/01/12	18:30	205	Single	Hit a small branch	Broken bones	Tired, wet, cold rider didn't see branch
10	M	31	WA	05/27/12	00:30	400	Single	Hit by car while changing flat	Fatal	Driver charged with DUI - going 75 mph
11	M	50	AZ	01/12/13	11:15	200	Recumbent	Front wheel wedged in seam of road	Abrasions	Rider blamed recumbent steering
12	M	32	CA	09/11/10	21:00	400	Single	Hit median	Concussion	Rider blamed fatigue, inexperience, poor road design and maybe a driver

*same incident **same rider





Luxos



The Luxos U headlight from Busch & Müller has their new IQ2 optical system, which projects a much wider beam than any other dynamo headlight. The illumination of the road surface is uniform, near to far, so you can see well on fast descents. At speed, most of the LED's output is concentrated at the very top of the beam where it illuminates the road furthest from the rider.

As your speed drops below 15 km/h, the Luxos U automatically transitions between optimal illumination for fast riding and slow speeds by gradually shifting power from the driving LEDs to close up "panorama" LEDs. This ensures you always have the optimal beam pattern regardless of your speed.

The headlight can be switched directly, or via a handlebar mounted switch which also provides the connection to the built-in USB charger and cache battery for cell phones, GPS units and beer coolers. Don't forget the beer.

The Luxos U also monitors the status of your taillight. A flashing LED on the headlight switch warns you if the taillight malfunctions. Use the handlebar mounted switch to flash an oncoming driver for increased safety during daylight. The Luxos U is amazing.

The less expensive Luxos B model has the same new IQ2 optics for riding at speed. Both Luxos models have Licht 24 daytime running lights, and standlights. Both models may be used with or without a wired taillight.

Find comparison photos of many popular bicycle headlights including the new Busch & Müller Luxos U and Luxos B models on my website at: www.PeterWhiteCycles.com/headlights.asp

Luxos manual: www.PeterWhiteCycles.com/Downloads/B&M_LUXOS_B_U.pdf

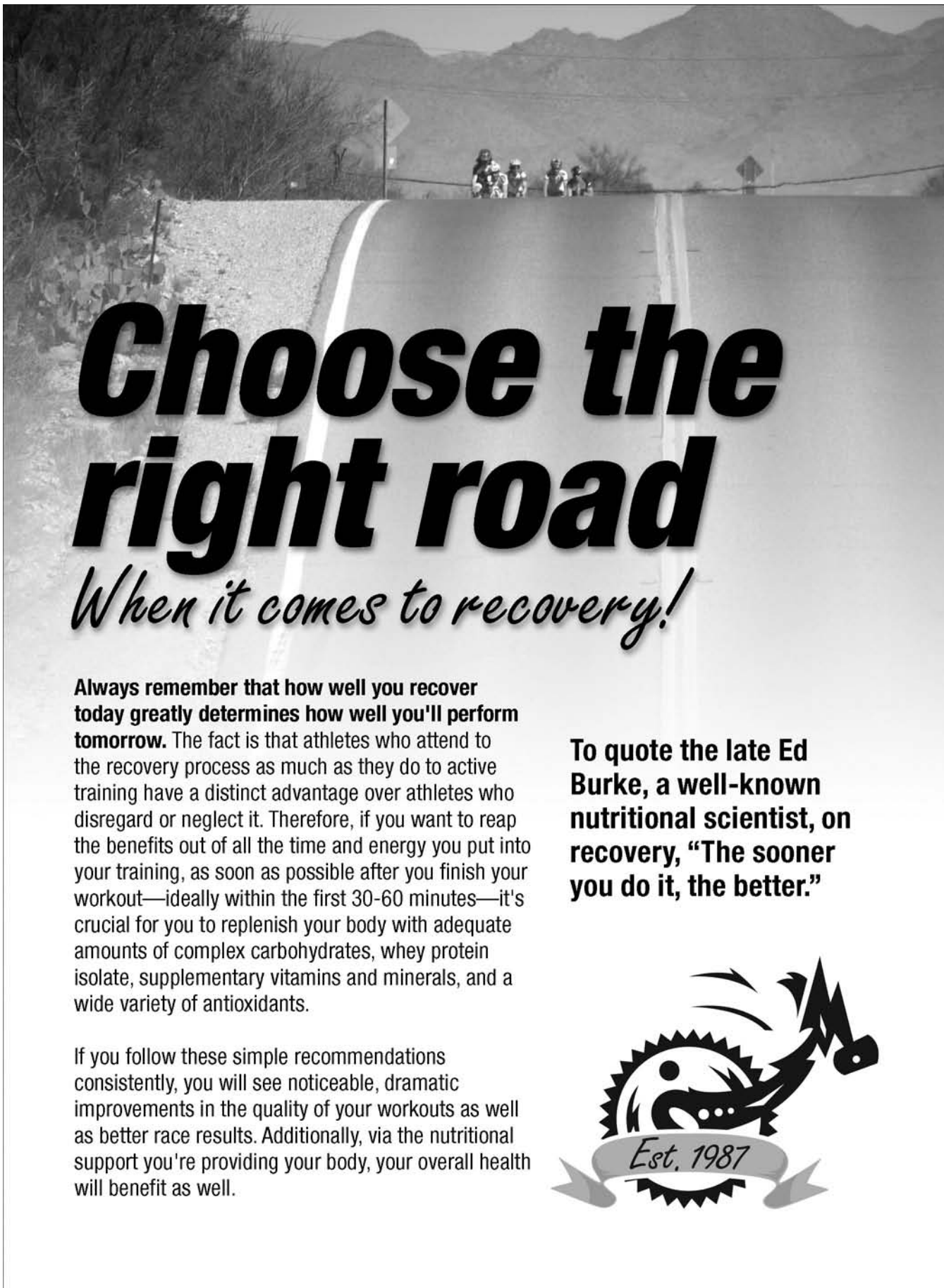
Busch & Müller 2013 catalog: www.PeterWhiteCycles.com/Downloads/B&M_2013.pdf

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Choose the right road

When it comes to recovery!

Always remember that how well you recover today greatly determines how well you'll perform tomorrow. The fact is that athletes who attend to the recovery process as much as they do to active training have a distinct advantage over athletes who disregard or neglect it. Therefore, if you want to reap the benefits out of all the time and energy you put into your training, as soon as possible after you finish your workout—ideally within the first 30-60 minutes—it's crucial for you to replenish your body with adequate amounts of complex carbohydrates, whey protein isolate, supplementary vitamins and minerals, and a wide variety of antioxidants.

If you follow these simple recommendations consistently, you will see noticeable, dramatic improvements in the quality of your workouts as well as better race results. Additionally, via the nutritional support you're providing your body, your overall health will benefit as well.

To quote the late Ed Burke, a well-known nutritional scientist, on recovery, "The sooner you do it, the better."



Recover right today, perform better tomorrow

As a randonneur you face lots of challenges, including how to recover properly. Hammer Nutrition recovery products, backed by our extensive knowledge resources, will help you become stronger with each ride and ready for long hours in the saddle!

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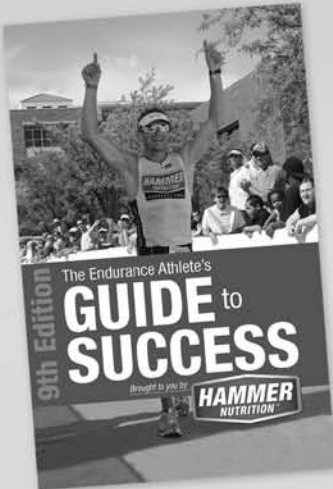


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Matt Settle

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Come "ROMA" round the Shenandoah Valley

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

The Shenandoah 1200K, despite its undeserved reputation for brutality, it is our most well attended ride. It is a very challenging course, that is also quite scenic. We have a high rate of returning riders.

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

The Gappitty Gap 200K is a crowd favorite. It travels out through five mountain gaps and returns on the same route. Each climb is very different. Some are long and others are steep. The ten downhills make the ride special.



What is the most rewarding part of being an RBA?

Mentoring new randonneurs and seeing them achieve goals they didn't know they had. It's also rewarding when the experienced randonneurs compliment us on our routes.

What is the most difficult part of being an RBA?

The time commitment and all the preparations involved, especially for the longer brevets.

What does the future hold for randonneuring in your area?

Scenic spring Shenandoah Valley rides leading up to the Shenandoah 1200K in June. Then, in the fall, we head to the Appalachian Mountains for the foliage and very challenging terrain.

What attracts riders to your region to do a brevet?

Mile-for-mile, the Shenandoah Valley scenery can't be beat and there are plenty of hills to get you up out of the saddle and to use all your gears.



Who is the cyclist you most admire?

Paul de Vivie, (a.k.a. Vélocio), the founder of touring and randonneuring. His work with gears and chains led to his invention of the derailleur.

What is your favorite bike ride?

The Gappitty Gap 200k.

What is your greatest randonneur cycling achievement?

My first PBP in 1999. I was in super randonneuring condition. The weather was ideal. The spectacle of PBP was brand new. I'll never forget that first night, watching a river of lights stretch out as far as I could see. PBP is the most fun you can have on a bike.

What is your motto?

"Pedal on, pedal on."





My First Brevet

David Buzzee, RUSA #14, Ancien

MY FIRST BREVET, YOU ASK? AFTER 24 YEARS, THE memory still is fresh. During February 1990 I lay in bed on a cold, rainy night reading an account of the 1987 PBP—a ride that was cold, rainy, hilly, long—it seemed like a dreadful ride, a terrible experience. So the thought of riding the Centenaire, the 100-year anniversary ride in 1991, immediately appealed to me. Never mind that my longest ride to then was 62 miles, I never had ridden at night, and from my house near Huntsville Alabama the nearest brevet series was 500 miles distant. The RBA in Ohio, Dick Seebode (PBP 1983, 1987 and later several others), accepted my application and my training began. Winters in northern Alabama are generally mild but rainy. I bought fenders and a bottom bracket Soubitez generator to go with a 3 watt incandescent bulb headlight, a



disgustingly-shaped banana seat bag and a boxy handlebar bag. What's a hilly 1200KM ride in the face of preparations like that? I rode my 23-mile local route several nights a week, never missed a chance to ride in the rain, and rode a hard 50 miles several times a month with some local fast riders. My only long training ride was a hilly 142 miles into southern Tennessee, ridden at a conservative pace. There was no Internet, no blogs, no Rando clubs or riders near me. RUSA was nearly a decade in the future. Lots of self-directed learning possibilities here, from equipment to training to nutrition to pacing to planning a ride strategy . . .

After work Friday I drove to Ohio and arrived in time for two hours of napping in the car before the start. Dick's pre-ride speech was short and positive ("Follow the map, don't get lost, this is only 200KM





so you shouldn't have any problems.”), then we were off. As best I remember there were perhaps 15 to 20 riders. I tucked in behind the lead two, thinking that they knew the route and I wouldn't get lost if I stayed with them. Boy, those guys were fast! “Ah well,” I thought, “they will soon slow down—after all, this is a long ride.” We came to some hills a few miles south of town. Oh yes, Dick had said that the ride would go into the Hocking Hills. I struggled to first stay with them (they never slowed down), then struggled to keep at least one of them in sight. My stomach began to feel bad—very, very bad. But I could see no riders behind me and could barely see one ahead so I charged on, downhill (too short!) and uphill (too long, too steep), past Old Man's Cave, past Cedar Falls, past Ash Cave, past roads named Potter Ridge, Pumpkin Ridge, Chapel Ridge, Thompson Ridge, past Hue to a semi-abandoned sad-looking country store at the half-way and turnaround control. I was third in by less than a minute but really, really needed a restroom. The sad-looking country store had no restroom. I crawled under a bush, lay on my side and hugged my stomach. The inspiring story I had read back in February was no help to me now. All the other riders came, checked in with Dick, then left. Dick walked over to my bush, nudged me and offered to give me a sag back to town. “Or,” he said helpfully, “it's only ten miles back to the restrooms at the next campground.” I staggered back to the bike and started riding. Just as Dick drove out of sight I had another strong urge to relieve the pressure in my bowels but the only option left was to ride on. The ten miles to the campground is even now a painful memory. I stormed up to the restroom and had miserable, painful, lonesome thoughts about life. But it was a beautiful day, the birds were singing outside, and my shorts were (just barely) still unstained. I still had time in hand so I thought, “let's just focus on the next climb, the next bend in the road, and perhaps, just perhaps, I will survive this example of horribly bad judgment.”

Survive it I did, although it was necessary to walk seven of the hills on the way back to the start. Dick happily accepted the brevet card, perhaps secretly thinking that I wouldn't be back for any more of his brevets. And for me, I knew that I wouldn't be back.

Later, as I was driving back to Alabama, I thought “It takes a fool to ride something like that. I certainly like to think that I am not a fool.”

At a staff meeting on Monday morning, several of the folks noticed the peculiar shadow cross-hatching from my mesh-back cycling gloves. So I told them a little of the weekend's trip, leaving out the digestive bits but certainly accepting with appropriate modesty their complimentary words. By Wednesday I found myself thinking, “That ride wasn't all that bad after all.” And I went back the next month to complete the 300, and the 400 and 600 after that. 🚲

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The Texas Rando Stampede 2013

A perspective from the “Herd”

By Dan Driscoll



Photo: M Ray Allen

THE TEXAS RANDO STAMPEDE 2013 WAS HELD IN EARLY May, and many riders were nervous about an early season 1200K. We got calls from a dozen riders who thought it wise to bail for lack of fitness, but with some nudging most showed up and finished in fine form. During the ride we joked that this was just an early season training ride, and we would randonné ourselves into shape.

Average temperatures for May 1 are 60 degrees for a low and 80 for a high, with about an 80% chance of strong winds out of the south. Because the ride heads south first, our adventure should have been “front end loaded” with headwinds for the first half and tail winds for the second, but as in 2011 the wind switched and we got to enjoy it the whole way. We wanted the ride to be done as much as possible in the daylight so our friends could see the beauty of Texas and its wild flowers. We spaced the overnight controls at 209 miles, 209 miles, 188 miles and 151 miles.

We also wanted the ride to be civil, and that meant no night starts, no sleeping on floors, and no foraging for your own food at overnights. The ride fee included

5 nights in your own hotel bed, 5 breakfasts, and 4 dinners. Volunteers worked to get riders fed and in bed efficiently at every overnight control. Most riders in the “Herd” averaged about 4 hours or more of sleep a night. Each rider had a hotel room the night before and the night after the ride.

To promote socializing about the adventure after the ride and to discourage racing to the barn, we held a post Stampede party at 10:00 p.m. on the final day. Riders arriving before 10:00 p.m. Sunday would have to wait for dinner and their Texas Sized Finisher medal. The plan was for everyone to remain at the party until the last riders arrived. We wanted to encourage all riders to get as much sleep as possible every night and ride more in the daylight. We had convenience stores on the cue sheet located about 30 miles apart. This looks great on paper, right?

We wanted to promote “Camaraderie is King,” since we believe that meeting new like-minded rando riders and forming friendships is what randonneuring is really all about. We don’t necessarily want the Texas Rando



Stampede to earn a reputation for being a group ride, but we sure don't mind having a reputation for being a ride that brings out the very best in all riders, which is exactly what happened. What has kept many of us in the sport for so long is the kindness we see displayed to each other by fellow randos.

Unlike many 1200ks, the strongest, fastest and most experienced riders chose to stay with the "Herd." They were the ones that benefited the least from the relaxed pace and long controls. They could have easily finished many hours earlier, but they stayed with the herd like cow pokes helping to control a stampede.

We love Mother Nature, and she is one of the main motivations for spending so much time outdoors on the bike. We like to embrace whatever she can throw our way and work with her to finish the ride and enjoy her company. With record heat (90s) and headwinds the first day, everyone but our guests from Florida was humbled.

Bonds were formed as we shared the work into the wind. Our goal was 13 mph including stops, which would allow us 5 hours off the bike. We managed 5.5 hours off. It was difficult to moderate the pace the first day. It was pretty brisk, and we had a few fall off the back. They would have the option of regrouping at the overnights or at one of the many stops as the Herd usually took a while to refuel with 30 or more riders stampeding into a town with only one store. Most towns would have many food options, and it became a fun game as the Herd descended on a town and riders would split into groups: 8 riders to Burger King, 12 to Taco Bell, 7 riders to Subway and a few to the C-Store. Someone at each store would work to wrangle their group in and out, meeting up at the end of town. The goal was not to be the last group to arrive at the rendezvous point.

Early on day two we lost two of the most courageous members of the Herd. Stephen Hazelton and Lara Sullivan



Photo: Mike Judkins





had never even met each other but concocted a plan to ride tandem together on the Stampede. Unfortunately a critter, possibly a wild hog, hit the front wheel of the tandem, ending their ride. Most every member of the Herd contributed something, and on this occasion it was Jan Acuff and Dana Pacino that jumped into action, bringing years of nursing experience to bear.

Mother Nature did not disappoint to show her extremes, with record cold the third morning (low 40s), and swinging the 25 mph wind around for more headwind and another gusty day.

The Herd had some strong motors to help counter the wind, and they took many trips to the front. Drafting and pulling are valuable rando skills; just like changing a flat or navigating, these skills have to be practiced to be honed, and we all got some great practice. Some of the strongest motors came from Colorado (Paul Foley and Vernon Smith), Minnesota (Mark Olsen) and Randy Colburn (Oklahoma). When these motors would ask how fast we'd like to be pulled, the answer would be "as fast as we can go without dropping anyone or putting anyone into a hole." Randy was not used to pulling this way, and he did not have a mirror, so we positioned Pam right behind him and gave her the remote control. "Just a little slower up the hills, Randy," "A little faster down the hills, Randy," "They're touching their brakes," and "OK, you are doing great." Many like Mike Fox helped the Herd by pulling from mid pack when the wind was quartering.

What were the most unique and impressive aspects of the ride? The fact that we had some of the strongest and most experienced randos in the world and they chose to stay in the Herd and help the 17 riders that were to finish their first US 1200K. The fact that we had 14 returning Stampede riders. The fact that all 5 RUSA Galaxy Award recipients were present and willing to pose for a photo at the Crocket overnight dinner. The fact that only 3 riders smelled the barn and chose to leave early from the last overnight control; 5 chose to get more sleep, but 33 riders rolled out of the last overnight control proud to be a part of the Herd. That fact that the Herd would have finished

with 33 riders, rolling in together, had it not been for an accident 45 miles from the finish. The fact that 80% of the riders rode 95% of the ride together is unbelievable. The fact that volunteers from Hill Country Randonneurs, Houston Randonneurs, and Lone Star Randonneurs outdid themselves to make this the best supported long ride randonnée we have ever done. Ray Allen not only finished his first 1200K, he took his party bus to pick up riders and drop them off at the airport. The fact that every corner of the US was so well represented; we were very thankful to have 8 SIRs from Washington, 5 from California, 4 from Florida, 2 from Colorado, 2 from DC and many other states and Canada. We get joy from seeing riders helping others realize their unknown potential and conquer new dreams, so this was a dream come true for all of us and for so many of the riders.

While others may have cursed Mother Nature for the extreme temps and headwinds every day, the Herd thanks her. Had we started a couple days later it could have been tailwind every day, and we don't think a tailwind would have been conducive to keeping a Herd together, and we might have missed one of the best group rides in rando history.

From an organizers' standpoint, we are most proud of how good the volunteers made us look, the awesome crowd of randos we attracted and the kindness that was extended from everyone associated with the ride to their fellow riders. Paul changed 3 flats, but he never had a flat of his own. When the Herd noticed that Charlie had not jumped on the back after passing him, we put a foot down. Kerin begged to be the one to "get" to check on him, then Randy, then Mike, with about 15 miles to the finish and everyone wanting to be done, but all 3 of these riders were willing to earn extra miles to check on a rider. This was another perfect example of the kindness we all got to see. 🙌

For ride reports, comments and photos: <https://sites.google.com/site/texasstampede1200/2013-comments>. Direct link to photos: <https://sites.google.com/site/texasstampede1200/photos-2013>





TEXAS RAN DO STAMPEDE 2013 FINISHERS

It's often the last riders that have it hardest, trading sleep for fortitude. *Left to right: Barry F. Benson, Christopher Heg, Gary Sparks, George Winkert*

Jan Acuff	Seattle	WA	Paul Foley	Golden	CO	Mark Olsen	Rochester	MN
Charlie Adams	Midland	TX	Michael Fox	Cedar Falls	IA	William Olsen	Califon	NJ
M Ray Allen	Hurst	TX	Agnes Gallo	Oakland Park	FL	Dana Pacino	Aledo	TX
Deb Banks	Sacramento	CA	Gary Gottlieb	Aledo	TX	Gary Prince	Seattle	WA
David Baxter	Austin	TX	Larry Grabiak	Fort Myers	FL	Keith Sherrich	Clermont	FL
Barry Benson	Ellicott City	MD	Stephen Haas	Alameda	CA	Vernon Smith	Colorado Springs	CO
Wally Bigler	Houston	TX	Thomas Haggerty	San Francisco	CA	Gary Sparks	Bowen Island	BC
Rick Blacker	Olympia	WA	Chris Heg	Seattle	WA	Mark Thomas	Redmond	WA
Randy Colburn	Shawnee	OK	Kerin Huber	Pasadena	CA	Dex Tooke	Del Rio	TX
Joshua Crixell	Temple	TX	Hugh Kimball	Seattle	WA	Vickie Tyer	Grandview	TX
Ruth D'Aiuto	Clermont	FL	Ken Knutson	Tracy	CA	George Winkert	Highland	MD
Steve Davis	Auburn	WA	Mark Metcalfe	Duncanville	TX	Pam Wright	Fort Worth	TX
Dan Driscoll	Arlington	TX	Vincent Muoneke	Federal Way	WA			
Gerry Elam	Phoenix	AZ	Jeff Newberry	Austin	TX			

MAYBE SOME QUOTES WOULD HELP TO TELL THE STORY BEST

We really enjoyed the Stampedo. The riders and volunteers were so friendly and helpful. The scenery was great, the dogs were penned, and the drivers were amazingly patient. A sincere thanks to you and to all who made this ride possible. — *Mark Olsen*

I feel like people will remember this approach that places more importance on the group than the individual. I think they'll tell stories about how we took care of one another over four windy days in Texas. The legend will spread! I've also found that the best part of 1200s are the incredible folks you meet. All the big guns from Seattle (real class acts, every one of them), Paul and Vernon from CO, the Olsen Boys. They're all a real inspiration to ride with. So often it seems like the randonneurs I meet are such accomplished people, yet in the pack we're all "just folks" getting down the road. I

only just got to know these people, but I already miss their good company. I also miss the "go, go, go" thrill of living under the go clock. — *Jeff Newberry*

I truly believe I was more able to get to know fellow randonneurs on the Stampedo than on any other 1200K in the past. It was especially fun for me to watch those who were successful in their first 1200 complete the ride. You and your fellow Texans sure know how to put on a great ride. Thanks for all you and the other volunteers did to make the ride much easier and enjoyable for me. — *Paul Foley*

It was a great ride and a whole new kind of experience for me. I had never done a long ride where a big group of riders stuck together. It was really nice to be able to pass the miles chatting with amazing riders from all over the

country. Much better than grinding it out solo. The scenery was more diverse and much prettier than I thought it would be. I loved the wildflowers, the limestone canyons, and the free-running horses and cattle. The kindness and hospitality shown by all the volunteers and local riders was amazing. Truly, it was all the people I met who made this a great experience. It is really true what they say about people from Texas being so friendly. — *Kerin Huber*

I don't think I've ever been on a more generous and fulfilling ride in my life. My heart wants to burst when I think of the sincere kindness shown by each and every rider, day after day, mile after mile. The hosses, the newbies, the regulars, the clowns and the legends...what a perfect storm of Randonneuring and I am thrilled I got to be a part of it from start to finish. — *Pam Wright*





Ride Report: the Key West 200

By Craig Matthews

LOOKING FOR A RIDE THAT IS RELATIVELY FLAT IN A tropical climate with great scenery and a tail wind for 100 miles? Look no further than the Key West 200K. After bagging nine states (Texas, my home state Oklahoma, Arkansas, California, Tennessee, Alabama, Mississippi, Kansas, and Missouri) of the 10 required for the Randonneurs USA Explorer award, the tenth ride needed to be special. Searching the RUSA database turned up the Florida City to Key West 200K. Where else can you ride with the ocean on both sides of the highway, see unique Everglade critters, and experience the beautiful tropical scenery?

I could not do the ride alone, so I invited my rando buddy, Mike Ryan, who conveniently lives on the

same street as myself. While planning my Key West ride, I decided to invite my number one rando supporter, my wonderful wife, and unsurprisingly Mike's wife followed suit. We flew to Fort Lauderdale and took our time going through Miami by van, checking out the tourist attractions. South Beach can make even a cyclist feel over dressed! Our next stop was Florida City, the last city before the Florida Keys and also the starting point for the 200K.

Shortly before sunrise the following day, we found ourselves at the starting control fueling up on hot, fresh donuts. The cue sheet seemed relatively simple—if you turn left or right from the route you end up in the ocean! However, just a few miles into the ride





Mike and I noticed a tall fence on both sides of the highway which not only kept us from falling into the ocean, but kept the Evergreen gators from coming in for the next 20 miles (most of the time). If you thought dogs were a threat back home then you better think twice about coming to Key West!

As we crossed into Key Largo we began to appreciate the tropical beauty so unique to the area. For the next 100 miles we rode almost at sea level with the ocean a few feet from our wheels. There were so many places to stop on the ride and enjoy local sights, sounds, food, and drinks. When we spotted a giant lobster we had no choice but to stop for a photo op.

As we continued the ride we were introduced to more of the local wildlife. We spotted live crabs frequently along the side of the road with their claws raised menacingly in the air. We noticed movement in the grass ahead of us revealed some of the many iguanas native to Key West—who range from six inches to

three feet in length—but unfortunately they were too frightened by our bikes to say hello. They don't seem to mind cars, but riders frighten them and they quickly disappear.

I am not certain how many bridges we crossed, but each one was an opportunity to enjoy the awe inspiring clear-blue water bustling with sea life. Riders are provided a unique opportunity to ride over the ocean for seven continuous miles on the most famous bridge in Key West, the iconic Seven Mile bridge. The bridge offers incredible views of the surrounding ocean, sea life, and water crafts. On one bridge we encountered an eagle who, faced with our uninvited presence, suddenly spread his wings and burst into the sky, causing us all to jump. They are bigger than you think!

We had a massive tail wind the day we rode this route. Turns out the prevailing winds are your friend on this route unless you are riding the out and back 400, ouch. If your goal is a personal best 200k time this might be your ride.

Arriving at the Key West control, we were only a few blocks from the southern most point in the United States.

Be prepared for a short wait as there is usually a line of people wanting to take photos of the large cone-shaped landmark that marks the southern most point. Cuba is only 90 miles away! Key West offers a variety of unparalleled sights and experiences: Key West chickens roam the streets, cruise ships tower over the bay, Cuban coffee fills the air, and large shade trees provide the backdrop for the unique Key West care-free lifestyle. No wonder Jimmy Buffet put a bar here.

After completing this landmark ride our wives met us in Key West and we packed up the bikes. We all became tourists for a couple of days before heading back to Houston, Texas. It was a great experience from start to finish and a great route to complete the ten states challenge. If you desire to ride the ocean breeze from tropical Florida City to bohemian Key West, consider adding this ride to your rando bucket list. 🚲



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

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

Date Approved	Name	City, State
2013/01/09	Gary P Gottlieb [8]	Aledo, TX
2013/01/13	Nicholas Bull [7]	Arlington, VA
2013/01/14	Mark W Dennin	Cooper City, FL
2013/01/14	Catherine Shenk (F) [5]	Boulder, CO
2013/01/15	Daniel Campos	Southwest Ranches, FL
2013/01/15	Stephen Hazelton [3]	Garland, TX
2013/01/15	Makoto Miwa [2]	Commerce Township, MI
2013/01/15	Bill Winderweedle [2]	Stafford, TX
2013/01/18	John Lee Ellis [7]	Lafayette, CO
2013/01/20	Jonathan Levitt [4]	Bronx, NY
2013/01/22	Robert L Elias	Shoreview, MN
2013/01/23	Ruth Ann D'Aiuto (F)	Clermont, FL
2013/01/24	John Preston [4]	Plantation, FL
2013/01/25	Bryan Rierson [3]	Garner, NC
2013/01/25	Brian Schaeffer	Capitola, CA
2013/01/29	Werner Huss [2]	West Palm Beach, FL
2013/01/29	Tim Lucas [3]	Wilson, NC
2013/01/31	Wayne W Methner [2]	Lake Forest Park, WA
2013/01/31	Mike Myers [5]	Baxter Springs, KS
2013/01/31	Nancy Myers (F) [5]	Baxter Springs, KS
2013/01/31	W David Thompson [4]	New Smyrna Beach, FL
2013/02/05	Gintautas Budvytis [4]	Castro Valley, CA
2013/02/06	Rob Hawks [4]	Richmond, CA
2013/02/10	Kelly DeBoer [3]	San Marcos, CA
2013/02/10	Jeff Sammons [6]	Brentwood, TN



Date Approved	Name	City, State
2013/02/11	Linda A Dal Gallo (F)	Mt Shasta, CA
2013/02/11	Narayan Krishnamoorthy [5]	Kirkland, WA
2013/02/12	Ned Williams [2]	Columbus, OH
2013/02/13	Charles J Adams	Midland, TX
2013/02/14	Steve LeGoff [4]	Boulder, CO
2013/02/15	Paul Links	Roswell, GA
2013/02/17	Karel Stroethoff	Missoula, MT
2013/02/19	Chris Nadovich	Sellersville, PA
2013/02/21	Richard G Carpenter [6]	Wilmington, NC
2013/02/21	Richard A Rodeghier	Wilmington, NC
2013/02/22	William Olsen [6]	Califon, NJ
2013/02/23	Ian Shopland [5]	Olympia, WA
2013/02/24	Toshiyuki Nemoto [3]	Loveland, OH
2013/02/26	Maile Neel (F) [6]	University Park, MD
2013/02/28	Paul K Smith	Cooper City, FL
2013/02/28	David Teixeira	San Diego, CA
2013/03/02	Joe Llona [4]	Lynnwood, WA
2013/03/04	Dan Driscoll [9]	Arlington, TX
2013/03/05	Francisco Indradjaja	Cupertino, CA
2013/03/05	William Larson [3]	Davis, CA
2013/03/06	Osvaldo Colavin	San Diego, CA
2013/03/09	Lisa Nicholson (F)	San Diego, CA
2013/03/10	Jerry L Phelps [7]	Durham, NC
2013/03/11	Michael OConnor [4]	Durham, NC
2013/03/13	Christine Newman (F) [3]	Skillman, NJ
2013/03/14	Robert D Allen	Reynoldsburg, OH
2013/03/14	George Brandt	Glendora, NJ
2013/03/14	Eve W Hush (F)	Pickerington, OH
2013/03/15	William A Monsen	Richmond, CA
2013/03/17	Paul G Shapiro [4]	Princeton Junction, NJ
2013/03/18	Phillip Magallanes [3]	Santa Cruz, CA
2013/03/19	Joe Kratovil [4]	Hillsborough, NJ
2013/03/21	Andy Dingsor [4]	Durham, NC
2013/03/21	Tim Mason	Sacramento, CA
2013/03/28	Pamela Wright (F) [7]	Fort Worth, TX
2013/03/31	Nigel Greene [3]	Elkins Park, PA
2013/04/02	Robert E Abraham	Escondido, CA
2013/04/05	Patrick Chin-Hong [2]	Forest Hills, NY
2013/04/07	Gardner M Duvall [3]	Baltimore, MD



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

- 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
2013/01/02	Kristy N Noesges (F)	Pacific Grove, CA
2013/01/06	Alan Bell [2]	Seatac, WA
2013/01/09	Gary P Gottlieb [2]	Aledo, TX
2013/01/11	William Dennen	Leesburg, VA
2013/01/14	Betsy Brittle (F)	Sunnyvale, CA
2013/01/14	Scott Brittle	Sunnyvale, CA
2013/01/19	John Lee Ellis	Lafayette, CO
2013/01/21	Chuck Wood	Rockville, MD
2013/01/31	Mike Myers [2]	Baxter Springs, KS
2013/01/31	Nancy Myers (F) [2]	Baxter Springs, KS
2013/02/04	Spencer Klaassen [2]	Saint Joseph, MO
2013/02/14	Paul H Selden	Portage, MI
2013/02/15	Raymond Ogilvie [2]	North Plains, OR
2013/02/24	Ron Alexander [2]	Overland Park, KS
2013/03/02	Bill Bryant	Santa Cruz, CA
2013/03/02	Dr. Jack Smith	Topeka, KS
2013/03/04	Sue Matthews (F)	Monroe, WA
2013/03/10	Erin Laine (F) [2]	New Orleans, LA
2013/03/12	Darby Cavin	Cosmopolis, WA
2013/03/13	Christine Newman (F) [2]	Skillman, NJ
2013/03/17	Paul G Shapiro [2]	Princeton Junction, NJ
2013/04/10	Jason Karp	Belgrade, MT



Washington Rider Mark Thomas Earns Galaxy Award

Seattle rider Mark Thomas is the latest member to earn the “Galaxy Award” by riding more than 100,000KM in RUSA sanctioned events.

Thomas joins Texans Dan Driscoll, Gary Gottlieb and Mark Metcalfe who earned the award in 2010, 2011 and 2012, respectively.

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

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 1998. Foreign events (including PBP) are not counted.

Other Distance Awards

Mondial Award. Joel Lawrence of High Point, NC, has earned the Mondial Award, given to RUSA members who have successfully completed at least 40,000KM 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 40,000KM.

Ultra Randonneur Award. Robert J Booth of Madison, WI, has earned the Ultra Randonneur Award, given to RUSA members who have ridden ten (10) Super Randonneur series.

◆ **New Format: 4 Days**
~125 miles per day
Bag Sag to Motels

◆ **Steep Climbing !!**
Over 30,000'
Elevation Gain

◆ **500 Miles of**
Crushing Climbs and
Daredevil Descents
Around the Finger Lakes
Region of New York
State

◆ **July 25-28, 2013**

◆ **For all the details:**
www.quadzilla.us

Quadzilla Staged



K-Hounds

Congratulations and thanks to the 2012 K-Hounds that keep the K-Hound Club growing larger in K's and membership every year. The K-hound Club is a reasonable goal for any over-achieving randonneur. Please see the K-Hound Blog site for more info on past and present K-Hounds at <http://k-hounds.blogspot.com/>.

In all, 154 RUSA members were eligible for the RUSA 5000KM distance award in 2012, and 39 rode 10,000K or more, including 9 women. As of 2012, 71 different riders have earned all 148 K-Hound Awards.



RUSA#	Name	Club Code
4405	BANKS, Debra C.	San Francisco Randonneurs/905030
3446	BECK, William	DC Randonneurs/946012
6628	BERGERON, Robert D	Randonneurs USA/933095
2806	BLACKER, D Rick	Seattle International Randonneurs/947018
6527	BOLTZ, H Edward	Audax Atlanta/910004
5558	BROUGHER, Michele	Randonneurs USA/923095
6949	CARLSON, Drew	Davis Bike Club/905014
3932	DEBOER, Kelly	North County Cycling Club/905041
390	DRISCOLL, Dan	Lone Star Randonneurs/943026
153	ELLIS, John Lee	Rocky Mountain Cycling Club/906002
5234	EVERETT, Grover	Springfield Bicycle Club/913019
5699	FENSKE, Charlie	Lone Star Randonneurs/943026
3459	FLORIAN, Mary J	Freewheelers of Spartanburg/940046
4070	FURBISH, Dean	North Carolina Bicycle Club/933045
2565	GOTTLIEB, Gary P	Lone Star Randonneurs/943026
3301	GOURSOLLE, Kitty	San Francisco Randonneurs/905030
5389	HAZELTON, Stephen	Lone Star Randonneurs/943026
6169	HOGAN, Michael A	North Carolina Bicycle Club/933045
1066	HORCHOFF, Patrick	Crescent City Randonneurs/918002
3898	HUNLEY, Fred	Permian Basin Bicycle Association/943011

RUSA#	Name	Club Code
1132	JOHNSON, Ken	Davis Bike Club/905014
4914	KIMBALL, Hugh	Seattle International Randonneurs/947018
1989	KLAASSEN, Spencer	Kansas City Ultra Cycling/925001
3416	KRATOVIL, Joe	New Jersey Randonneurs/930029
1589	METCALFE, Mark	Lone Star Randonneurs/943026
5004	MUONEKE, Vincent	Seattle International Randonneurs/947018
4245	NEEL, Maile	DC Randonneurs/946012
2813	OLSEN, William	Western Jersey Wheelmen/930025
2692	PACINO, Dana A	Lone Star Randonneurs/943026
5663	PARSONS, David	Randonneurs USA/937095
2375	PRESTON, John	South Florida Randonneurs/909014
2483	SCHAAF, Daniel A	Lone Star Randonneurs/943026
6218	SHIPP, J Martin	Randonneurs USA/933095
3596	STEVENS, Sharon	Lone Star Randonneurs/943026
4089	SWARTS, Geoff	Seattle International Randonneurs/947018
64	THOMAS, Mark	Seattle International Randonneurs/947018
4226	THOMPSON, W David	Central Florida Randonneurs/909062
4495	TYER, Vickie	Lone Star Randonneurs/943026
3205	WRIGHT, Pamela	Lone Star Randonneurs/943026



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

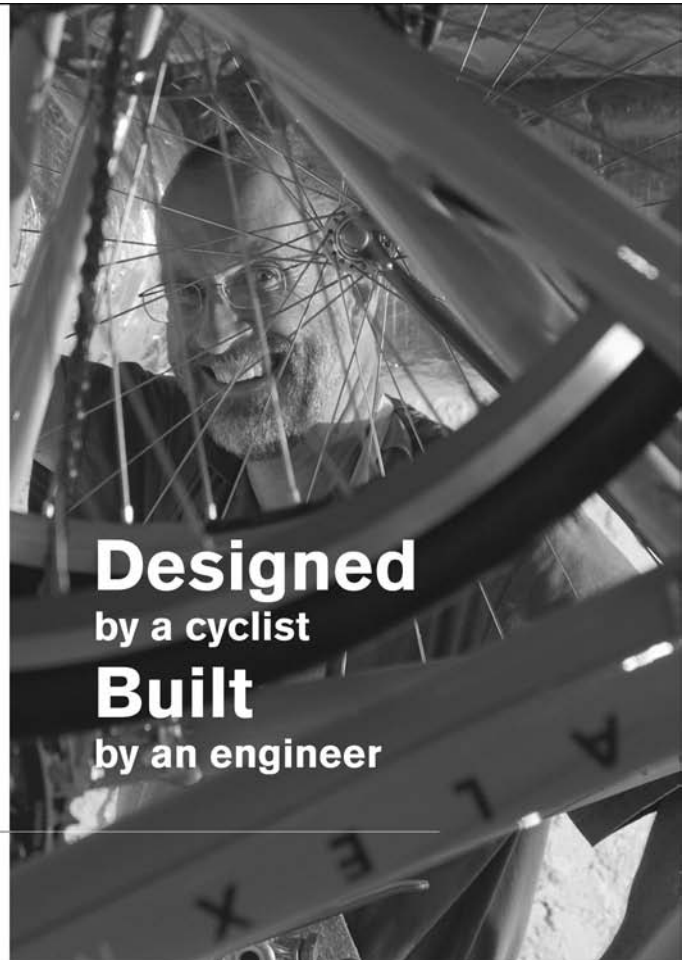
It begins with the right questions; by learning the needs and desires of the customer. I listen to the experiences that led you to me: your riding history, your cycling dreams, and what you want your next bike to be.

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

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

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

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



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

Coming Events in 2013

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.

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.

New for 2013 Two Tours in Wisconsin

Southwest Hill Country September 7-14

Beginning in Beloit, Wisconsin this tour explores the remote roads of rural Wisconsin. Daily rides will be 75 to 90 miles with plenty of steep, rolling hills. We will travel to a different small town each night to experience their local hospitality. Our rest stops will be at many hometown cafes and ice cream shops famous for their Wisconsin dairy desserts.

Saturday, September 14 is a transition day for the following Door County Tour.

Tour of Door County (along Lake Michigan) September 14-22

This route travels around beautiful Door County in northeastern Wisconsin. Daily rides will be 65 to 85 miles. We will cycle up to Door County along Lake Michigan on this loop tour beginning and ending near Milwaukee, Wisconsin. This tour travels to different towns and hotels each night. This is a fun tour suitable for intermediate to advanced riders. This tour is intended for riders who can travel 50 miles in four hours.

Bike and Hike Across Peru

Our tours in Peru are intended for adventurous travelers who are looking for tours that goes where tourists don't go. We have scouted and traveled these tours in the past and feel they will give participants the real flavor of Peru not seen by typical tourists. We will be traveling with local guides and getting to know many people from Peru.

90 second trailer about our past Peru Tours
<<http://www.youtube.com/watch?v=f-GYrrZf7xs>>

Tour #1: Hiking Tour of Colca Canyon

Visit the Grand Canyon of South America and Lake Titicaca
Tuesday, October 22 to Saturday, November 2
12 days, \$1,995

Tour #2: Bike Tour Over the Andes Mountains

Pacific Ocean to the Jungle 616 miles in 10 riding days
November 2-15 13 days, \$1,995

Tour #3: Amazon Riverboat Tour

November 12-23 (3 optional cycling days)
(Includes two transition days to meet the bike tour)
13 days, \$1,495

Both Tours #2 & #3 tour together would be 22 days and cost \$2,995 (save \$495)

**PAC Tour, helping make good riders
better since 1981 www.pactour.com**



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