

# AMERICAN RANDONNEUR



VOLUME 19 • ISSUE #1    SPRING 2016

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Texas Lone Star Galaxy Gals

Paris Brest Paris 2015 in Under 84 Hours

2015 American Randonneur Award





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## American Randonneur Magazine

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**COVER**—Galaxy Gals on the road in Texas.

PHOTO BY LINDA MIDDLETON,  
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# President's Message

Nearly the whole time that I've served on the RUSA board of directors we were led by Mike Dayton as President. Having filled the final year of the three-year term after a previous board member stepped down, and then being re-elected to a subsequent three-year term Mike's second tenure on the board came to an end with the close of last year. We on the board and all of us with RUSA reaped the good fortune of Mike's presence and guidance, and no doubt RUSA will continue to benefit from Mike's continued contributions.

Mike's shoes, as the saying goes, will be difficult to fill, so it is a time of transition both on the Board, and in a wider sense, with RUSA as well. When I first joined RUSA, it was not yet a six-year-old organization, and now twelve years later RUSA has grown considerably in both membership and in the number of regions that offer brevets to Randonneurs in the US. A number of the original and long-time volunteers are beginning to pass the baton to the next runner in the relay. In last fall's board election, there were two open seats to be filled but RUSA was fortunate to have many more than two qualified people running for those two seats. While the board has two new board members in Deb Banks and John Lee Ellis, all the other candidates are stepping up to volunteer now rather than wait another year for the next election.

Over the eighteen-year history of RUSA, Lois Springsteen has been a prominent contributor. She served on the board for ten years, with several of those as RUSA President and many as the Brevet Coordinator. Over the winter Lois has been training Roland Bevan as her replacement as Brevet



Coordinator and Roland has handled the new tasks seamlessly. It might not be far from the truth to say that RUSA #1, Jennifer Wise, has contributed to RUSA every day for RUSA's entire existence. Jennifer served on the first RUSA board and for many, many years ran the RUSA store. Jennifer is now passing on the duties of running the store but as a sign of just how valuable she has been, it will take several volunteers to replace all that she did in running the store. Don Hamilton has served as RUSA's membership coordinator for what I believe is sixteen years, a time when the management of membership transitioned from largely a paper transaction system to one that employs several electronic applications. Don has now trained Nigel Greene to take on the existing membership tasks and Nigel will also carry on the task of further integrating membership coordination with the RUSA financial systems. Jennifer, Lois, Don and Mike, we thank you so much for all your contributions to RUSA.

Going on somewhat in the background has been what might best be called an overhaul of RUSA finances, led by Susan Otcenas, the RUSA Treasurer. Based on several of her suggestions,

both the items stocked in the RUSA store and the way those items are delivered to customers, are being re-evaluated with an eye toward better financial stability. This overhaul has been going on for many months and there are several more months to go before the job is done. As last year drew to a close, it looked pretty certain that RUSA would not finish in the black, but with some concerted effort to get earlier membership renewals, and beginning to create a method for members to donate to RUSA (tapping the desire several members expressed about donating), the organization finished in the black and a bit ahead of schedule.

On the horizon, the RUSA website will begin to experience some changes. It must be said that this is simply a huge, multi-faceted task and some of the deeper changes and updates will take some time to complete.

Many of our long time volunteers have helped RUSA to get where it is today, turning over to those that follow an organization with a solid foundation. Personally, I feel pretty good about the future of RUSA.

—Rob Hawks  
RUSA President

# From the Editor

Spring in the northeast is thrilling and excruciating. Tulips bloom one day, to be crushed by a heavy, wet snow the next. Oak trees take on a reddish tint before the leaves start to open, but the color is so subtle that you look twice and three times, wondering if you're imagining color into the dull brown skeletons.

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This spring issue of AR mimics the season well; we're still telling stories of last year's achievements while looking forward to a new season, new adventures, and new stories. In this issue you will find more great tales of PBP 2015, and you will find the RUSA 2016 calendar, the list of RBAs for this year, and lists of various awards earned.

Speaking of accomplishments, a huge congratulations to Vincent Muoneke (Vinny to his friends) on winning the American Randonneur Award for 2015. Well-deserved!

Three PBP stories are told in this issue. Calista Philips, the first American woman finisher of PBP 2015, describes her preparation for and experience of PBP in an interview with Mary Gersema. Bob Hayssen covers the highs and lows of a finish in just under 77 hours. Finally, Michele Brougher, who did not earn an official finish due to various issues and mishaps, still imparts the magic of this ride in her story. Reading these narratives, I'm impressed with the dedication each rider exhibited in preparing for PBP; I'm also taken with their shared sense of gratitude for the opportunity to participate in this event. Congratulations to all three and to every other RUSA member who participated in last year's Big Ride.

There are additional stories of grit and determination in this issue. The Galaxy Gals—Dana Pacino, Pam Wright, Sharon Stevens, and Vickie Tyer—from Texas have won the RUSA Galaxy Award, which means that each has ridden at least 100,000 official randonneuring kilometers. Wow. Amazing. Congratulations to you all. Dallas RBA Dan Driscoll does a very good job of telling their story. Another story of derring-do that did not end in "success" exactly is a piece titled "Le 1000 du Sud 2015" by Bob Koen. He describes the terrifically challenging ride he attempted last year. And finally, Greg Conderacci writes about completing the Elite PAC tour last year at the age of 66; nice job, Greg!

Spring is a time for new beginnings, so I welcome our new president, Rob Hawks. I also welcome Mary Gersema, a new columnist for AR. Mary is stepping in for Jennifer Wise who, after a very long period of dedicated service, has retired from writing the RBA Questionnaire column. Jennifer always elicited interesting information from her RBA interviewees, and she submitted everything not just on time but early. Every time. Thank you, Jennifer. Mary is adopting a slightly different approach; she will present RUSA member profiles, and in

this issue she features a conversation with DC Randonneur Bill Beck.

Regular contributors Dr. Codfish and Chris Newman both write forward-looking pieces. Dr. Codfish describes the real pleasure to be had from volunteering for an event (hint, hint) while Chris Newman writes about the challenges of negotiating an ambitious randonneuring season with one's spouse. Hmmmm....maybe honesty is the best policy?

Lastly, several pieces provide useful information for the upcoming season. On a very practical level, Jake Kassen's description of his new CardOMatic system on the RUSA website tells ride organizers and permanent owners how to more easily make brevet and permanent cards. Lynne Fitzsimmons' article about the typical RUSA member offers the encouraging news that the amount of riding done by those of us who ride regularly even if not far or fast is still off the randonneuring charts. And a 2016 mid-summer challenge that even slower riders might consider is the Cleveland-Cincinnati-Cleveland 1000 event that will also be offered as four single-day events. David Roderick makes this ride sound like fun.

Whatever your plans for the upcoming season, I wish you a Happy Spring. May you have a safe and enjoyable riding season in 2016, and I look forward to publishing many of your stories in the pages of *American Randonneur*.

Be safe out there.

—Janice Chernekkoff  
Editor, *American Randonneur*

# Extra Energy for Mature Riders: Endurance Lessons from the Long Road

BY GREG CONDERACCI, RUSA 3846

**There's an old story about a young newlywed talking with her grandmother about the joys of marriage.**

**"Oh, Granny," the young woman says, "It's soooo wonderful. When does it all end?"**

**"My dear, you'll have to ask an older woman," replies the grandmother, with a twinkle in her eye.**

If you had asked me, when I was a much younger rider, when my love affair with the bicycle would end, I certainly would have picked an age lower than my current one. Based on the gray hair of many of my riding buddies, I'm not the only one planning to treasure two-wheeled transportation long into the future.

Eleven years ago, at the ripe old age of 55, I fulfilled a life's dream by riding across the country. Back then, I would never have guessed I'd be doing it again at 66—but faster this time. In June 2015, I became the oldest rider ever to complete the Elite PAC Tour, an 18-day, 2700-mile-plus dash from San Diego to Savannah.

## Life Imitates Distance Riding

I'm a business trainer not a cycling coach, so in my work life I teach courses to non-riders about energy and endurance. In many ways, life imitates long distance riding:

- Each day brings its own challenges;
- The external obstacles are immovable and uncaring (mountains and

headwinds are like traffic; getting upset does you no good);

- The internal obstacles are tougher: pain, boredom, anxiety, confusion, discouragement, irritation, distraction;
- Sometimes, you ride with friends; sometimes, you must you ride alone;
- You must decide how to spend your energy, how to save it, and how to recover it.
- Tomorrow, you ride again.

So this article isn't about the ride... it's about how I survived it. Perhaps some of the lessons I learned will help you—on the bike and off.

Strictly speaking, Elite PAC is not a Randonneuring event, but there were plenty of randonneurs on the ride, including former RUSA President Mark Thomas, tuning up for his super performance at Paris-Brest-Paris. The event is the brainchild of Lon Haldeman and Susan Notorangelo, RAAM pioneers, coast-to-coast record holders, and ultra-distance icons.

Susan, Lon and their cadre of wonderful volunteers provide amazing support along the ride, which means you never have to stagger bleary-eyed into a 7-Eleven searching for Coke and potato chips. You also never ride in the dark and you get to sleep all night every night. What's not to like?



Greg at the Texas line with taped knees.

—PHOTO BY UNKNOWN RIDER



Cyclists working across the desert.

—PHOTO GREG CONDERACCI

**Here are my Seven Lessons for Success:**

**Lesson 1: It's (Almost) All Mental**

“Baseball is 90% mental and the other half is physical,” Yogi Berra said. Riding across country is 90% mental and 10% fuel economy. For me, it meant not being afraid to fail. I have two successful PBPs and two 1200K failures that I survived. These experiences gave me the confidence to take on a ride averaging 150 miles a day...even with a Medicare card in my wallet.

**Lesson 2: Ration Your Energy**

You can go much further than you think you can, but you have to be careful not to burn too much energy on any one mountain or in any one day. I ignored my speedometer. I focused on my cadence and my heart rate. Over the course of a multi-day strenuous event, my average heart rate steadily drops. After the first week, I knew that if I kept both my heart rate and my pedal revolutions in the 80s, I could go on forever. That meant flying downhill, cruising the flats in the high teens, and crawling up the mountains.

**Lesson 3: Ride with Buddies Not Vampires**

I was very fortunate to ride frequently with a super-strong rider from Missouri, Dru Dixon. A physician who has delivered 5,000 babies, he helped melt away the miles with his stories—including how he replaced both of his hips. He was a tremendous

“energy buddy,” always positive and upbeat. In life and on the road, I try to avoid the negative “energy vampires” who can suck the energy out of a pacerline—or a career.

**Lesson 4: Humility is Huge**

Long fast tours are a source of humility. There are four things you can count on:

- You WILL do something really, really stupid (being tired does that...);
- Testosterone kills (racing to be the first rider to the top of a hill is like being the first kid to turn in his homework; it might feed the ego, but it means nothing);
- You must sweat the small stuff (not bringing enough water into the desert can have dire consequences);
- It's all about your vulnerabilities.

**Lesson 5: Value Your Vulnerabilities**

In my case, the vulnerabilities are knees. The last time I rode across the country, eleven years ago, my knees were killing me. Not this time: I added lower gears, shortened my cranks, lost 20 pounds, got a professional bike fit, learned to wrap the knees with KT tape, began practicing yoga to strengthen them, and took it easy on the climbs.

Mark Thomas riding.

—PHOTO GREG CONDERACCI

**Lesson 6: Have a Purpose to the Pedaling**

Part of the reason for my trip was raising money for Our Daily Bread, a soup kitchen I helped start more than three decades ago. When the going got tough, I just remembered that every mile I logged earned money to feed Baltimore's hungry. Their challenges are a lot bigger than mine.

**Lesson 7: It's Never Too Late**

If you've thought about a cross-country ride, keep thinking. It can be a life-changing experience at any age. My hero is Robert Marchand who, in early 2014, set a new world age-group record of 16.7 miles for an hour ride on a bicycle. If that doesn't sound too impressive, consider that Mr. Marchand's “age group” is “over 100.” He was 102 and he broke the record he set when he was 100.

Still think you're too old? 🚴

*For details about the 2015 Elite PAC Tour, see Greg's blog: <http://blog.goodgroundconsulting.com>*



# The Typical RUSA Member

BY LYNNE FITZSIMMONS

***Did you ever wonder what the typical RUSA member's participation looks like in a year?***

**Analyzing the RUSA data on December 28, 2015, I found the following:**

**Analysis process for the statistically inclined: The RUSA database of Dec 28 2015 is the source. There are not enough ride results outstanding to cause any great variation in the end result; it has held steady over my last several trial runs.**

**Median is used, rather than mean/average; otherwise the data would be very skewed.**

**For the typical rider profiles, only riders with at least one completed ride were counted.**

**For members who joined after Oct 1, 50% had at least one ride result.**

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## TOTAL MEMBERSHIP

On December 28, 2015, RUSA had a total of 4064 members, 3341 men and 723 women.

## PARTICIPATION

2001/3341 (60%) of men completed a RUSA event in 2015.  
378/723 (52%) of women completed a RUSA event in 2015.

## DATA SET

I elected to characterize the participation patterns of the middle 20% of men and women. The data was ordered by total RUSA kilometers ridden in 2015.

The middle 20% of men with at least one ride comprised 400 riders.

The middle 20% of women with at least one ride comprised 76 riders.

## THE MEN

The median male rider accumulated 938K over 4 rides.

Of the 400 riders in the middle 20%, annual distance totals ranged from 605 to 1500 RUSA kilometers. PBP is not included in these totals.

The middle group shows three distinct rider profiles:

### 1. The Super Randonneur and PBP Finishers

40 riders completed the Super Randonneur series and rode only the 4 required ACP brevets. Of those 40, 25 went on to complete PBP.

Additionally, two riders completed their PBP qualifiers outside the US and also finished PBP, for a total of 27 PBP finishers.

### 2. Just Brevets

41 rode only the 200K, 300K, and 400K ACP brevets.

The 81 riders listed in the two groups above did not participate in any other RUSA rides.

### 3. The Majority

The balance of the 300+ riders in this middle group accumulated their RUSA distance by riding a variety of permanents and brevets, mostly, but not exclusively, in the 100K to 300K distances.

57 riders didn't ride a single brevet, choosing instead to ride permanents and maybe a fleche.

145 of the riders completed at least one permanent, with 393 permanent finishes among them.

26 riders enjoyed the flèche.

## THE WOMEN

The median female rider accumulated 800K over 4 rides.

Of the 76 riders in the middle 20%, annual distance totals ranged from 428 to 1260 RUSA kilometers.

The middle group of women broke into two distinct profiles:

### 1. All About the P-12

9 of the 24 women with a total distance of over 1000K exclusively rode populaires or permanent populaires.

### 2. Just Ride

The remaining 52 women in the middle 20% rode a variety of brevets and permanents, combinations of 200K and 300K, a few 400K, and one 600K.

## OVERALL

Three women enjoyed the flèche. 46 of riders accounted for 232 permanent finishes.

31 of the riders only participated in permanents, populaires, darts, and a dart populaire. 🚴



# Letter to the Editor

Hi Janice,

I'd like to take this opportunity to thank you and all your helpers on the newsletter for doing such a consistently good job.

But in particular I'd like to thank Dave Thompson and Rus Hamilton for their enlightening article about Hyponatremia. I'm planning a 1200k in FL this year with some trepidation and was thrilled to see such a useful explanation of this problem and solutions. My best wishes to Rus; it sounds as if the trip wasn't entirely wasted.

Thanks again  
Terry Hutt  
#947

*The path to success begins at the start line.*

## Hyponatremia

BY DAVE THOMPSON AND RUS HAMILTON

It was late on the first evening of the 2015 Sunshine 1200K. My phone rang and it was a rider who had been stopped by the police thinking that he might be part of the same group as a rider who had just been taken by ambulance to the hospital in Fort Lauderdale. They'd found him having some sort of seizure. Our drop bag truck's was close, so I asked them to see what was happening. They found Rus Hamilton from Australia in the ER awake but unresponsive. The diagnosis was hyponatremia. It would be deadly, and we came very close to losing Rus.

The following is an excerpt of a piece that Rus has written for his bicycle club in Australia. Rus is a medical doctor and has been trying to analyze what happened through reconstructing events. He has no memory of anything between changing planes in Dallas on the way to Florida and waking up in the hospital.

The full article will appear in the October issue of *Chequator*, the *Audax* Australia magazine. Eventually, the article will also appear online at <http://audax.org.au/checkpoint>. Below is an edited and abbreviated version of Rus's article providing basic information on this potentially life-threatening condition:



The ride started on Thursday May 14 at 4am. I arrived near Miami at about 4:30pm. In Miami that day the temperature range was 78F-88°F. Around 8pm I had completed another 600k and was near the waterfront at Fort Lauderdale.

Around 11:30pm, I was still at the waterfront and a passing policeman found me sitting on the ground and called an ambulance. I had severe muscle cramps and was unable to get up. I was taken to the emergency department. Then I stopped breathing and was intubated and put on mechanical ventilation. I was in ICU for four days, and for the first two days I had no spontaneous breathing. Brain scans were normal except for swelling of the brain. The first blood tests revealed a sodium level of 112 mmol/L (normal is 135-145). 115 is usually fatal. Also, my blood showed other elevated levels suggesting dehydration.

Since returning home I have consulted several sports medicine doctors, an endocrinologist, and others and had more tests. My creatine my kidney function is not impaired, my adrenal and pituitary hormones respond appropriately and my cardiac function is better than average for my age. I was advised to avoid long *Audax* rides for three months to allow for a recovery of my muscles and to begin with short rides and only gradually increase the distances.

So why did I end up in ICU? I have some speculation on what may have happened on that day: a response of hyperthermia, dehydration and hyponatremia.

### HYPERTHERMIA

Leaving chilly Melbourne and flying to Florida and riding in hot humid conditions was the most obvious thing that was different from previous rides this year. Optimum acclimatization can take fourteen days, with most change occurring after seven days.

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# Texas Lone Star Galaxy Gals

BY DAN DRISCOLL

**This is the story of four Lone Star Randonneur ladies who are the first four women to earn the prestigious RUSA Galaxy Award. The proudest RBA on the planet, I'm delighted to share their stories with you.**

As with many great adventures, this all started out innocently enough. Yep, not a one of them had any idea where they were headed after their first rando ride. It was just a ride, right? These were "girls just wanna have FUN" bike rides, and all four were enjoying

challenging themselves with their fellow Lone Star Rando buddies. When these ladies started randonneuring, they didn't even know about the Galaxy Award since Jennifer Wise didn't create it until 2010. Most of their rides were enjoyed in the company of at least one

other Galaxy Gal, but it was pretty common for the majority of the gals to be present on LSR rides.

Dana Pacino (#2692) joined RUSA in 2004 and had 360 kilometers to her name that first year. By 2010, she was well above the K-Hound mark of 10,000 kilometers for the year and has remained a K-Hound every year since. Dana has done most of her randonneuring kilometers stoke'n her husband, Gary, down the road on their tandem.

Pam Wright (#3205) joined RUSA in 2006 and rode 5,254 kilometers that year. She K-Hounded in 2007 with ten other RUSA members, only one of whom was not part of her LSR family and half of whom were LSR females. They seemed to spur each other on. Pam has K-Hounded every year since and if she keeps it up, 2016 will be ten consecutive years of K-Hounding. Pam's kilometers have all been on her single bike.

Sharon Stevens (#3596) also joined RUSA in 2006 and completed 4,174 kilometers that year. Sharon K-Hounded in 2007 and has done so every year since. Sharon has the distinction of being the first female to earn The Galaxy Award. Most of Sharon's kilometers have been on her single bike, but she has enjoyed tandem riding for several years with her captain, Stephen Hazelton.

Vickie Tyer (#4495) is our late bloomer, joining RUSA in 2007 and riding 2,325 kilometers that year. She K-Hounded in 2008 and has



Vickie Tyer — leading the pack out on the 2013 Texas Rando Stampede 1200K.

—PHOTO TEXAS STAMPEDE



Sharon Stevens and her Captain Stephen enjoying a nice sit-down meal.

—PHOTO GARY GOTTLIEB

K-Hounded every year since. Vickie rode many of her early Galaxy kilometers on an upright but switched to a bent a few years ago. I think she's looking forward to completing a few mixed-terrain brevets, and she has even been seen recently on an ElliptiGO!

As you'd expect, you don't rack up 10,000 kilometers a year by "cherry picking" the pleasant days to ride. The Galaxy Gals have ridden more than their share of super-hot days with heat indexes in excess of 125 degrees; they've also ridden on days with high wind warnings and freeze-your-water-bottle cold temperatures. Thunderstorms with lightning and flash flooding have not stopped them from riding either. They've waded through knee-deep water and been



Dana's 50th Birthday—after a 12-hour day, she rides a permanent and has a hot dog for dinner.

—PHOTO GARY GOTTLIEB



Pam Wright

—PHOTO BY DAN DRISCOLL

bruised by Texas-sized hail. Yes, they even unknowingly rode through a tornado, at times leaning their bikes at a 45-degree angle to keep from being blown off and into the ditch on the side of the road. There was a barn roof blowing across the road, the rain was blowing horizontally, and it felt like a million paint balls hitting your face. TOUGH does not come close to describing these four gals.

Somehow these four ladies jelled together to create the perfect

randonneuring storm. It takes a special person to give up the Friday and Saturday night parties to get some sleep for an early morning brevet, an all-night Fleche, or a weekend 600K. Almost all vacation time has been set aside for RUSA Rides. The yearly budget has included money for hotels, gas, and bike repairs first; the new car will have to wait. These gals have given up most of what many people call “normal” for a life on the RUSA road. For ten years, they have given over

almost every weekend to ride bikes. Between the four of them, they have more RUSA Cups, Ultra Awards, K-Hound Awards and Ultra R-12's than many entire randonneuring clubs. Each of them has at least one 1200K under her belt. Between them they have about twenty 1200Ks, and Vickie has twelve on her own. That's some randonneuring dedication.

The Galaxy Gals have much in common. They stay happy when the going gets tough. They are not afraid of anything, and they enjoy riding bikes with their LSR buddies. LSR rides do not typically offer support, so the Gals have learned to watch out for and take care of each other.

LSR is a very small club with a few very active members that tend to ride every weekend together; well past camaraderie, we ride as a family. Much of the time, the gals equal or outnumber the guys. The gals do the lioness' share of work, navigating, changing flats and pulling into the wind. Their selfless ways don't stop once off the road. They're always the first to volunteer, willing to do whatever it takes to keep the club running. They are the backbone of LSR.

Here is an open invitation to join these amazing ladies and the rest of LSR, almost any weekend, to ride and hang out. We'd love to have you join us. If you're looking for a big adventure, come out for **The Texas Rando Stampede 1200K** starting May 11th, 2016. My guess is that all of the Galaxy Gals will be on hand either riding or volunteering...or both! 🚴

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***“It takes a special person to give up the Friday and Saturday night parties to get some sleep for an early morning brevet, an all-night Fleche, or a weekend 600K.”***

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# A Ride of My Own

BY MICHELLE BROUGHER

---

***No man is an island, entire of itself; every man is a piece of the continent, a part of the main; if a clod be washed away by the sea, Europe is the less, as well as if a promontory were, as well as if a manor of thy friend's, or of thine own were. Any man's death diminishes me because I am involved in mankind. And therefore never send to know for whom the bell tolls; it tolls for thee.***

DONNE, JOHN. "MEDITATION 17." DEVOTIONS UPON EMERGENT OCCASIONS. LONDON: THOMAS JONES, 1624.

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As a prelude, a few words about Paris-Brest-Paris. I first heard of it in 1977 in a French after-school program at the tender age of 8. The program was run by a woman who had lived in France and was undoubtedly also a cyclist. Disappointed that I could not ride in the celebrated Tour de France, I announced to my class that I would ride Paris-Brest-Paris instead, as Mademoiselle Pope assured me that girls were allowed. In 2011, after

almost 35 years, I completed it in 87 hours, 51 minutes. However, I was so consumed with finishing that I rode nearly 800K without stopping for a pastry, and without speaking a word of the French language I'd spent a lifetime studying. I finished with Paul Bacho, a wonderful man who had done six PBPs and showed me a glimpse of what the ride could really be like. Since then I have felt that I cheated myself out of the ride in my drive to finish it. My

subsequent rides showed that—PBP changed the way I thought of the sport.

In randonneuring, there is not a medal for coming in first, and with 6,000 people on the road and thousands of others cheering them on, Paris-Brest-Paris has the distinction of being a ride with a life of its own. In 2011, by the time I figured that out, it was over. Randonneuring, for all of its hermit-like airs, is not really a solo sport. Randonneurs share the road, the ride,



and the experience of the bicycle for a few hours. The people you meet in this sport can stick with you long after the finish, perhaps even for a lifetime.

I had decided not to do another PBP. I had my sights set on other 1200K rides. Then I met Scott and Lisa who wanted to savor the experience of a 750-mile ride across the French countryside; they changed my mind about doing PBP again. They made me think about what it was to be an *ancienne*, to be a part of something bigger than myself, and they made me want to experience the ride I had missed in 2011.

I had a stellar spring, finishing the Sunshine 1200K, almost three Super Randonneur Series, and a host of other rides. I spent a good deal of time helping others get ready for PBP.

I ride with the knowledge that I suffer from not one, but three chronic illnesses: ulcerative colitis, vasculitis, and asthma. I've ridden with them for many years and I've always said that no matter what, I can't let the diseases dictate my life. You can't start hiding or pretty soon, that's all you do. I've finished 1200Ks with one or the other of them active. But I had never attempted a 1200K with all of them active at once. Two days before the start of PBP 2015, all three flared up simultaneously.

Another person might not have even started, but my reasons for going to PBP were deeply personal this time. In the days before the ride, a journalist asked me why I ride 1200K rides like PBP. My answer was that you only have so many moments; the choices you make in filling them both define you and build the richness that is your life. You find out what kind of a person you are in this sport; you face your demons and sometimes your angels. I came to

France to experience the greatest ride on earth and share it with my friends, to be a part of something greater than myself. There was no way I wasn't going to start.

I had the ride of my life in the following days. I found friends on the road I hadn't seen in years, people that I thought had disappeared forever, like Rebecca, who taught me years ago how to ride in a pace line. During this PBP, everyone seemed to share what they had with others in need. I gave away some food at the start to a friend who had relied on the pre-ride meal only to find that the food had run out before she was served. I didn't have nearly enough to replace a whole meal but I had something, so why not share? All around me people were acting in the same spirit. At crowded controls, people would grab bottles and fill them while I was holding bikes, or they would exchange food and medicines when needed. I think that spirit had been there before, but in 2011, I was too rushed to see the many small kindnesses around me.

I rode mostly with Lisa, who had struggled with nutrition this year and bonked just outside Villaines. Before the control, we pulled into a bar where a British woman offered us a loaf of bread, some coffee, and a small dish of sugar cubes. When we arrived in Villaines, before dawn, I was disappointed to not find drop bags anywhere, but we bought pastries in the village and went to the control restaurant, where some soup and bread finally had the desired effect. Nonetheless, not getting the stash of special food and medication that I had in my drop bag was not going to make the next 200K easy.

Seemingly on cue, we ran into another friend. Bob is a great person to ride with and the next 200K will rank as one of my favorites with stops at pastry shops and meetings with Scott and other riders (one of whom proudly displayed an entire sausage in his front bag). But as time went on, I knew

that I was not digesting properly; at one point I stopped at a French house and sent Lisa on. In these kinds of moments I think our minds sort through data and find some tiny memory to comfort us. As I sat there staring, feeling horrible, I suddenly remembered bonking at the very end of PBP 2011, and then a friend gave me the last of his Skittles. A voice inside my head said, "it's only for us to ride, not for us to finish." And from that moment on, I knew I would continue.

I jumped up totally revitalized and caught up with Lisa. We met up again with Bob and rolled into Tinténac for a short nap and some food.

The miles to Loudéac were ones I will always remember: beautiful skies, rolling terrain, people, birds, and friends all around. However, I was having trouble breathing. Twilight arrived as we reached Loudéac with time in the bank. I told my three good friends to go on without me. It was more important to me for them to finish, than for them to finish with me. I spent the next several hours in the medical tent having the worst asthma attack I've ever experienced combined with other medical issues. The medics of PBP are not allowed to dispense medications, so they kept my lungs open by pulling up my rib cage and using the steroid inhaler they found in my pocket. I'll never forget the sound of the French woman with her arms around me whispering, "Calmez, calmez," in my ear over and over until the spasms passed. The power of touch and sound is not to be underestimated. We don't have that in US medicine anymore, and perhaps we are the worse for it. The medics kept me there for over 5 hours and retrieved my drop bag for me so that I could change.

At this point, I had choices to make. They offered me a medical pass at the Carhaix control. I had nine hours to get to Brest. I knew I could probably do that. But if I had another attack on the road, it would likely be my last. I realized that in order to finish officially,

Meetings of old friends and new—  
Bob Olsen, Lisa Nicholson, Michele Brougher,  
and Calista Phillips.

—PHOTO LISA NICHOLSON



Michele Brouger on the road to Villaines la Juhel.

—PHOTO LISA NICHOLSON

Eventually I met up with friends again and made new ones. Since I had the special food supplies from the drop bag in Loudéac, eating wasn't the problem that it had been on the way out. I helped someone with a cleat, gave sandwiches and the occasional Advil to people who needed them at controls. Over the next 24 hours, I experienced what I think may have been the ultimate Paris-Brest-Paris. I took time to talk to people and see the countryside in the beautiful weather. I did everything I could to enjoy and share what was a magical ride in a landscape that the Romans once marched through. As the chain of red lights stretched out before me and darkness fell I came to finally appreciate what it means to ride your own ride—to feel the freedom that comes with knowing you are exactly where you are supposed to be. I stayed with Lisa the entire night, chatting when she was sleepy and timing naps when she couldn't continue. I had used my inhalers so many times that it wasn't hard to stay awake.

It started raining just before dawn outside Dreux, with the early morning light only illuminating a deep grey

I would have to turn this ride, the greatest of my life, into the ride that I disliked so much in 2011. I would be without my friends, head down, not stopping, not enjoying. The light on the horizon grew steadily, the glow of a new and beautiful day approaching. This was a day to savor and enjoy. There was no need to decimate myself.

I turned the bike and headed out of Loudéac—toward Paris. I wasn't really very clear on what I was doing for some time and at one point a French cyclist chased me down to tell me I

was off route by miles. He kindly led me back to the point where I had made the error; I think it was the ride calling me back. After 100K and the intervention of more new friends, I was back in Fougères where I rested for a good long time and took my medications. For some reason, I still had a sense that the ride wasn't done and that there was a reason I had to ride back to Paris. I dumped all my rain gear, filled my rear bag with sandwiches for others, and took off on the remaining 310K to the finish.





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instead of bursting into the brilliant sunshine of the previous days. The ensuing cold, hard rain was both unwelcome and a bit of a downer after so many miles of pleasant weather. But it wouldn't be Paris-Brest-Paris without challenges. I lamented my lack of rain gear, but my wind jacket seemed up to the task.

As we neared the finish—about 10K out—I found myself strangely thinking of the words from previous days, “It’s for us to ride, but not to finish.” Lisa got ahead of me as I pondered how to end a ride that had so satisfied everything I had come for. Riders were all around me coursing to the finish.

The next thing I remember was the sickening sound of metal crunching and my bicycle lurching underneath

me. I have a brief recollection of thinking I was going to stay up, but I hit the curb and tumbled off the bike, my chest tightening as the wind rushed out. The next minutes are somewhat hazy; I remember the cyclist who hit me directly from behind asking how he could help. I was taken by ambulance to a hospital in Versailles, on oxygen and slipping into shock from the cold rain. The language barrier was considerable at the hospital, and in addition to the severe asthma attack I had broken ribs and sustained a concussion whose severity went undiagnosed until my return to the US. Strangely, I had a lot of pain, but I couldn't have told you where it was coming from. The recovery will be long, but I have been assured that my head will eventually right itself.

I am not a religious person, but I do think that the world has a strange symmetry. Had he not hit me, the other cyclist might have hit someone else in that moment of inattention 10K from the finish, someone who

had not already succeeded and who might have been denied what they had worked so hard for. In a way, I feel like I was meant to be there, a final kindness so that another person's ride was not lost. I can't remember the face or the name of the person who hit me, but hopefully he finished in time and he will read this and know that I bear him no ill will. I hope that some day our paths will cross again and we can enjoy a fine ride together.

Needless to say, I have so many to thank for this ride. My friends Scott Stulken and Lisa Nicholson both finished their first Paris-Brest-Paris and their first 1200K; Bob Olsen made the Adrian Hands Society. In their success and in all of the successes around me, there is plenty of accomplishment for all. From this ride, I discovered the true sense of being an *ancienne*, of being part of the ride and filling my moments with so much more than a simple finish. A part of me will always be riding Paris-Brest-Paris 2015. 🚲

Pre-PBP nap/selfie—Scott Stulken, Michele Brougher, Lisa Nicholson.

—PHOTO BY PASSER-BY

# Paris Brest Paris 2015 in Under 84 Hours

BY BOB HAYSSSEN

My planning for PBP 2015 started in September 2014. I've always been interested in long distance cycling, and I did my share of road races, criteriums and time trials, winning a few age group state championships along the way. But these events began to seem like so much time and effort for not much riding. I guess I wanted to make the juice worth the squeeze.

On a whim I went to Delavan, WI, on an early Saturday morning in May of 2014 to do a 200K brevet. At the time I didn't know much about brevets; I just wanted to get in a long organized ride and see if I could get a spirited ride going with some of the other participants. Three other riders from our local cycling club happened to be there, two of whom had done PBP. It turned out to be a great ride, with some fast segments, and lots of talk at the controls about PBP and long distance riding in general. I sort of clicked with the whole scene and ended up doing a 400K and a 600K in June out of Delavan with this group. There was much talk of PBP 2015; it sounded like a great bike adventure. I was quickly hooked.

I started scouring the internet for everything PBP-related. One of the most helpful finds was a PBP-specific spreadsheet that allowed inputs for speed, time at controls, sleep time, distance, sunrise, etc. Over the next 10 months I reworked the spreadsheet dozens of times. After all the slicing and dicing, I came up with a 77-hour finish time: aggressive, but doable. As John F Kennedy said, "Not because it

was easy, but because it was hard."

I also looked at my ride schedule for the rest of 2014 and beyond. I rode a 1000K brevet in Florida in October. The vast majority of the riders planned to do PBP 2015, which was a little intimidating since many of them had completed PBP before. Still, the brevet was a good confidence builder.

When PBP first piqued my interest, I thought I would ride it totally unsupported. This would be in the real spirit of PBP, and many riders do the ride this way. However, as I read more and chatted with others, my plan began to sound more onerous, especially for a first-timer. In the end, I booked three on-course hotels with a drop bag at each. This would be comfortable, and it would give me an incentive each day

to keep moving to get to the nice clean hotel shower and bed.

I completed my qualifiers in late June. I qualified for an early registration date and picked the 84-hour start at 5am, on Monday, August 17th. I paid the \$35 entry fee, and that was it. I was entered in PBP 2015. It had been a long road to get to this point, and the excitement began to wear off. I was losing interest and trying to think of excuses not go. Unfortunately, I was going to begin this adventure with a half-empty glass attitude.

The bike check-in, registration, start, and finish area were at the brand new indoor velodrome complex which seats 6,000 spectators. It is a wonderful facility. Sunday morning was check in for those taking the 84-hour start;



Author enjoying successful PBP.

—PHOTO MAINDRU PHOTO



there were no lines! I simply walked through every station. Sunday evening I watched about two hours of starting waves. Because of a good case of nerves I only got about 2 hours of sleep.

Once the ride started, however, it didn't take long for my outlook to take a 180-degree turn. I was here. I had made it. This was the biggest amateur cycling spectacle in the world, and it was legendary. So much time had gone into planning. Now I was eager to see how it would turn out. My first day was two hundred and eighty miles to my hotel. Four hours after the start I noticed I was going way to fast, so I forced myself to slow down. I even had a great dinner at one of the controls. The first day was driven by adrenalin and the excitement of the event. I got to my first course hotel around 2:00 am, showered, slept for about three and one half hours, had breakfast, and left just before sunrise.

The second day was out to Brest, and then a return to the same hotel, for a total of about two hundred and seven miles. Brest is a large port city and has a much photographed bridge. It is a beautiful sight although I didn't stop for photos. I rode to the Brest control and quickly got back out on the road. By this time, however, I was suffering from acid reflux symptoms.

My gastrointestinal discomfort on long rides goes back to my early 300K rides in 2010. I have tried everything but can't seem to comfortably eat past 300K. When I got to my hotel early Wednesday morning I knew I should eat, but I just couldn't. After a 3-hour sleep, and an attempt to eat something I left before dawn.

It wasn't long before my black period set in. Poor nutrition and a long 55-mile segment to the third day's first control made this my PBP hell. I started to have bad thoughts, thoughts about quitting. I was once told that if you are seriously considering quitting, just stop for fifteen minutes, have something to eat and drink, and your outlook will improve. I didn't stop. I just kept pedaling. Somehow I made it through the one hundred and forty-five miles that miserable third day.

The last day was only about one hundred and thirty-eight miles. By this time, controls were getting crowded as I caught up to the 90-hour riders. Riders who had had erratic sleep stops were taking naps in very creative places, many simply sleeping alongside the road. Others snoozed on park benches, in ATM lobbies, on sidewalks, and the floors of the control cafeterias. It was a sight to behold. Daylight finally came and we were all on the home stretch.

Another local village decoration.

—PHOTO BOB HAYSSEN

The last three hours were a parade to the finish. Some riders were barely moving, while others were riding briskly. I felt pretty good.

The finish was rather uneventful. I rode over a chip-timing mat, parked my bike, and went into the velodrome to hand in my brevet card. I was done. I rode back to the hotel and went up to my room to sleep.

My goal was to finish in 77 hrs. I finished in 76:56, about 1775th place out of 5950 riders. The first rider to finish, a German, finished in just over forty-four hours, unsupported. Most of the fastest riders have a support van that meets them at each control. Technically, a brevet is not a race, but it is difficult to not compare results.

If I ride PBP again there is not much I would change. My bike and gear were a bit heavy but I am not sure what I would not carry next time. My ride, sleep and eating schedule worked well, except for my gastrointestinal problems. I overestimated the time needed at the controls and underestimated the amount of climbing and the resulting reduction in speed. Had the weather turned or had I experienced a



Typical hearty control meal.

—PHOTO BOB HAYSSEN

major mechanical problem I might have a different outlook.

It is hard to convey the level of citizen support given to riders. Almost every village had a convenience store, bar, or restaurant open at all hours. Families set up tents and tables and offered free coffee, water, cookies, soup, crepes, etc. Children were on the side of the road cheering for riders and asking for hand-slaps. PBP is a big event in France and the people show overwhelming support. I don't know of anything like it in the US, except maybe Ironman Hawaii, but PBP goes on for almost four continuous days. Cycling is part of the French culture.

My PBP was a wonderful experience, but I don't know if I will do it again. It would be tough to beat the trip I had. To those who ride it in the future I say, *allez and bonne route!* 🚲

## ***Coach John Hughes***

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# Dedicated to the Cause: Calista's Road to PBP 2015

BY MARY GERSEMA

*Recently, I had the pleasure of talking with D.C. Randonneur and RUSA member, Calista Phillips, who had a great year on the bike. In 2015, Calista completed three 1200Ks (including PBP), and also earned her first K-Hound Award. In our interview, Calista discusses her randonneuring goals, PBP, some of the challenges she faced in preparing for long rides, and what makes randonneuring so special.*

**Calista, you've had a spectacular year of riding. Congratulations! You started randonneuring in 2013, and soon after that, you set your sights on PBP. What made you decide to ride PBP?**

When I first started randonneuring back in 2013, I heard mention of PBP and decided then and there that I would ride it. The idea of attempting the challenging distance and the location thrilled me. At that point the furthest distance I had ridden was a 200K and I had never been to Paris so it seemed like a grand fantasy at the time. The idea absolutely thrilled me.

**You rode the Lap of the Lake 1000K in 2014. The next year, you completed the Sunshine 1200K, three months prior to PBP. How did these events help in your PBP preparation?**

Those two rides helped me immensely. When I rode the 1000K, I was exhausted on the last day. I remember saying to a friend of mine that that he should ride on ahead of me because I wasn't sure how the day would go and I was going to take it super easy. Shortly after that a group of riders came by in a peloton and he

jumped on the back and they took off.

I felt so dejected as I watched them speed off down the road. I told myself to try to go just a little faster. I started spinning the pedals and it got me through my slump and I ended up feeling great that day and finished the ride going about 18 miles per hour. It was such a confidence booster.

I had never ridden far enough to have a slump like that, and I just assumed that type of exhaustion was permanent. It was one of the best feelings I have ever had to find out it wasn't.

I rode the sunshine 1200K because I hadn't ridden a four-day ride before and I was nervous about going overseas and trying it for the first time. Again, it was a great decision.

I ended up having a nutrition issue. This also happened on the 1000K but since it was the first ride of 1000K or longer I didn't pay much attention; however, it was really evident during the Sunshine 1200K. I haven't quite worked the issue out, but both the 1000K and the 1200K gave me the confidence to know that I can finish a 1200K even with that hurdle.

The other confidence booster from experiencing these long rides is the friendships and camaraderie you form. It's an experience like no other. I went to Paris knowing I was going to form some great bonds and have the time of my life meeting great people who love to cycle.



Feels good to be at PBP.

—PHOTO MIKE WALI



2015/08/16

**What other activities did you do to prepare for PBP?**

I upped my RUSA riding distance quite a bit. To try and get faster I did a lot more populaires. To keep my base I kept my R-12 going and made sure to do a 200K every month. I completed a Super Randonneur series which prepares you pretty well.

I also went to massages and did yoga to try and keep my flexibility from being horrible. My ace in the hole, though, was the massage I got once every two weeks. I could tell my recovery time from training was much faster with massage and I ended up being able to ride more often and further because of it.

**You were the first American woman to finish PBP on a single bike, completing the ride in 74 hours and 42 minutes. Another congrats! What were your goals going into PBP?**

I can get a bit ridiculous with my goals. My first goal was a Charly Miller time and my second goal was to be among the top ten women. It was all Susan Notorangelo's and the D.C. Randonneurs' fault initially. Susan came to speak at the D.C. Randonneurs' annual meeting and she talked about her Charly Miller

time and PBP experiences.

Susan was so humble and spoke so well that she made me believe that I could do that, too. I started looking up women and riding PBP fast and formulating a plan. I ended up having to adjust my plan because I made some mistakes and had some mechanicals and food issues.

The pre-ride meal I purchased to have ready for me before the start didn't work out so I ended up having to borrow food from Michele Brougher. That got me stuck on wanting a meal at every stop which is not conducive to a fast time. But man, I did have some great soup at the controls.

I always set my goals high and adjust accordingly. I knew my goals were lofty and I ended up very happy with my results. I learned so much challenging myself that I have no doubt I will do even better next PBP.

**In 2015, 56 women from the USA started PBP, compared to 407 men. Internationally, women made up 5 percent of the field (158 women out of 3,079 total riders). What was it like to be one of so few women at PBP?**

It has always perplexed me that more women don't cycle. I hope the

Leading the pack.

—PHOTO NICK BULL

numbers of women at PBP keep increasing; I believe that we had more in 2015 than at previous PBPs.

Being a woman at PBP is kind of like being a celebrity. The spectators on the side of the road give you an extra cheer when they realize you are a female. I can't say how many times I heard "La femme?" This was followed by an extra clap and "Bonne courage."

My favorite though was "Allez gazelle." My face was stuck in a grin for probably the next one hundred miles.

**What were the highlights of your ride experience?**

I had so many highlights at PBP. At check-in I met Shusanah Pillinger, the first British woman to finish Race Across America (RAAM). Talking with her only reemphasized my dreams of lofty achievements at PBP.

Another highlight was the weather. We were extremely lucky and had some of the best weather. The people and the cheering has to be my favorite, however. I saw people out at 3am giving us a shout-out. And I will never forget hearing "Allez gazelle."

***Any difficult or low moments?***

I had a surprisingly easy PBP.

I never really struggled physically or mentally. The lowest moment and most dangerous moment I had was riding into Dreux. I was falling asleep on my bike and I could not for the life of me keep my eyes open.

I tried to find a spot on the side of the road to sleep. When I went to check a spot, ants just started crawling everywhere! So I got back on the bike and I immediately fell asleep as soon as I started pedaling.

I don't know how long I was asleep, but it completely disoriented me. Finally a guy from England came up riding a fixie and he talked non-stop and loudly. He kept me awake until Dreux, where I drank a soda and ate some food.

At that point, I had enough adrenaline from being near the end that I was able to book it to the finish. I will always be grateful that I didn't

hurt anyone falling asleep on the bike like that.

Less than two months after PBP, you took on the High Point 1200K, your third 1200K in 2015. What inspired you to keep riding like you did?

Honestly, I tried to talk myself out of that one. My body was tired from riding more than I'm used to this year, and I had just done the Tejas 500 race as well. But I couldn't get my mind off of doing all the US 1200Ks offered this year and earning the American Randonneur challenge award so I went for it.

I felt pretty good during the High Point 1200K. Once again, I met some great people and shared some great memories; this combination will keep me doing 1200Ks.

***What would you say to women who are interested in transitioning from century rides, to randonneuring, but are reticent about trying it***

***because so many fewer women than men participate in it?***

I would say please don't let the low numbers of women be a factor. If you love riding bikes and have the desire to ride further, give randonneuring a go.

The RUSA randonneurs are the most welcoming people I have met. I have never felt alone or uncomfortable riding because I'm the only woman in the group or one of a very few. The rides are amazing, the places we go are beautiful and remote, and the friends made are sure to be around for the rest of your life.

***What words sum up your 2015 randonneuring year?***

Incredible! I had the best riding year. If you would have asked me at the beginning of 2015 what the year would bring, I would have had no idea that I would do all the rides I did and feel great doing them. I can't wait for next year and more memories! 🚲

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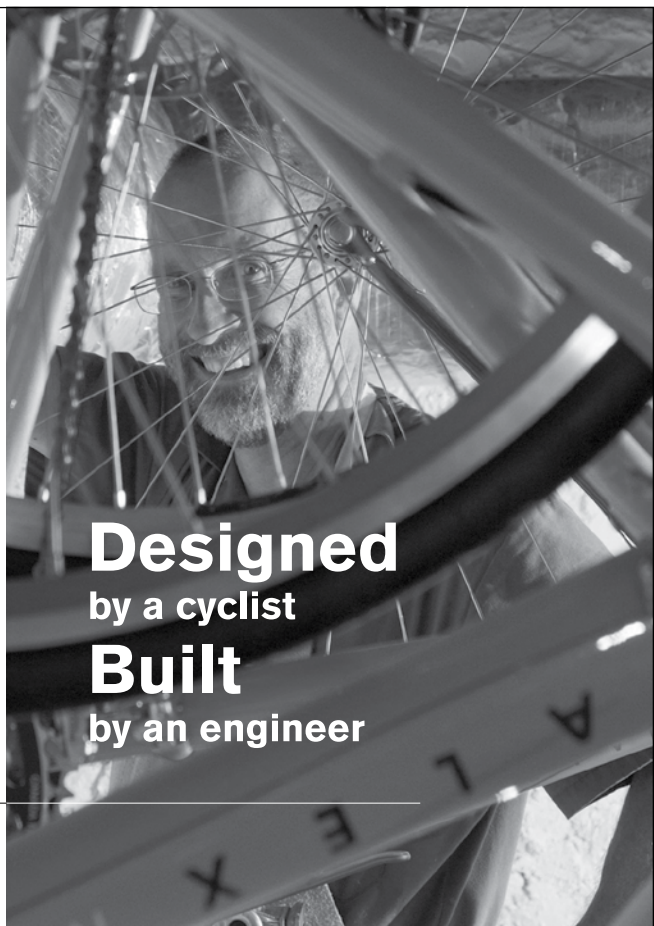
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# 2015 American Randonneur Award

## Vincent Muoneke, RUSA #5004

BY MARK THOMAS

*Walking to the velodrome with Vincent Muoneke in Saint Quentin-en-Yvelines for the RUSA and SIR Paris-Brest-Paris pictures this past August took forever. We could barely advance 25 meters before a randonneur would stop us to greet Vinny. The greetings came in accents many and varied, as befitted the good doctor's status as unofficial RUSA goodwill ambassador to the randonneuring world.*

Over the past decade, Vinny's randonneur bikes have taken him to Australia, Canada, Hungary, Belgium, France, Taiwan, Korea, Sweden, the Netherlands, Germany, Japan, Austria, Italy, and India. In all those places, his infectious smile and generous spirit left an impression on all he met, especially those riders that he accompanied through a dark night or long day.

Vinny's randonneur accomplishments have been legendary. He has qualified for every RUSA award except the Ultra R-12, which requires 10 years of continuous riding. Vinny's results have been achieved in just seven years of randonneuring. He reached the Galaxy award level (100,000 kilometers of RUSA events) in less than five years, less time than any other recipient and at an astonishing pace of 55km/day over that period. In 2013, he became the only randonneur ever to complete nine (!) grand randonnees (1200km or longer) in one year.

Here in the Pacific Northwest, Vinny is as well



known for his volunteer efforts as for his accomplishments as a rider. Many a Seattle International Randonneurs member has received support from Vinny at a control by the side of a dark road, been hosted in his home at the end of a dart ride, or found

encouragement from a kind supportive word. Perhaps no rider has made himself more available to help SIR organizers with a pre-ride and event-day assistance.

Even in adjoining Oregon, Vinny is known as a volunteer. Lynne Fitzsimmons recalls a hot 400k when "Vinny drove down from (wherever he lives, not close to Portland!) just to volunteer, drove out into the boonies on a very hot day, waited for the riders to come through, rehydrated [a rider suffering from heat exhaustion], drove back to the finish, and, then after a few hours nap, drove home."

Thanks Vinny, from all of us. And congratulations on your American Randonneur Award. 🚲

## Christmas in June

It is late December as I write this. I look out my office window and it is raining. It seems like it has been cold and rainy here for 40 days and 40 nights. Last year I recall that December was a month of wild weather across the country. We had temperatures in the 70's in the northeast, heavy snow in north Texas, tornados across the south, and flooding in Missouri.

I was cleaning out my office, an annual chore I save for when it is too cold and wet for much. As I did so I came upon a couple of thank you cards sent by grateful riders who had participated in our club's Spring 600K brevet back in June of 2008. Yes, it had been that long since I had gone through this particular file.

That 600K was a challenging ride through the Cascade Mountains, traversing four different mountain passes. There was a heavy snow pack

and, even though it was June, there were still remnants of winter stacked three feet high along the sides of the highway. Weather in the mountains is always unpredictable; on this weekend it was clear, so it was hot during the days but freezing once the sun went down.

On Day Two, the riders rose early to tackle White Pass, elevation 4,500 feet. It was cold and clear, with temperatures in the 20's as the riders rode out in the predawn light. Climbing to the summit of White Pass they

were able to warm up, even work up a sweat, but that long steep descent in subfreezing temps meant they would get very cold.

I had set up a control at the bottom of White Pass, and my friend Ray showed up a little later to help. Knowing the riders would be cold in the early morning, I had brought along a Coleman stove, a few old quilts and sleeping bags, some lawn chairs, and five gallons of water to make hot drinks. I made coffee, hot cocoa and 'mocha'—coffee and cocoa together.

As the riders began to roll in, it was clear that hot drinks were in order. I had also brought Oreos, but everyone wanted the hot drinks. Ray and I got to work in assembly-line fashion—making hot drinks, filling thermoses, and getting the riders bundled up as best we could. There were a few who looked particularly punished; they were stuffed into the cab of the truck, where the heater was on full blast, with a warm drink.

Everyone survived, no one succumbed to frost bite or hypothermia and, after a hot drink and a little warmth, they all went on to tackle Cayuse pass (4,675 feet), the sting in the tail of this brutal brevet.

So the "Christmas in June" part of this piece is that, as volunteers, Ray and I were able to give our fellow riders a little gift they really appreciated. As you know, supporting each other is at the heart of the randonneuring tradition. In a race, other riders are seen as



On a control on the last day of the 2007 Cascade 1200 in the North Cascades.

—PHOTO PAUL JOHNSON

On a control on the last day of the 2007 Cascade 1200 in the North Cascades.

—PHOTO PAUL JOHNSON

competition, but in our sport it is typical for riders to help and support each other. Sure, the fast riders are the rock stars but I have found that no matter your riding prowess or the rando-ness of your bike, when you make the effort to provide support on an event you are appreciated.

Don't think that there will always be someone else who does this. Someone has to do it, but it does not have to be someone else. You may have a seat bag full of excuses for why that someone can't be you. You've never done this before. You have family or



work obligations. You want to ride all the events. The lawn needs mowing. Or the oldest excuse, you are too busy.

If you have ever ridden a randonneuring event, then you are obligated to give something back. Do so and I guarantee it will be Christmas in June for you. You'll see what

randonneurs look like from the other side of the coffee cup. You will be giving the perfect gift, and if you are lucky you might get a note of thanks for your efforts:

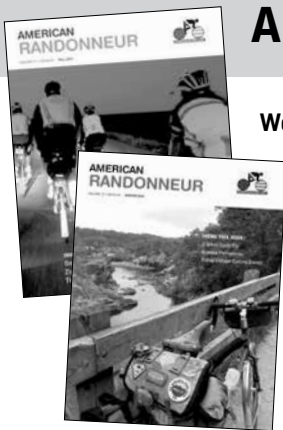
10 June, 2008

Dear Paul;

*Wow, wow, wow! Thank you for the incredible support, good cheer and friendship on the 600K. I was so, so happy to see you at the bottom of White Pass—your “espresso” stand was the most popular stop on the course. A hot beverage and the company of a good friend gave me the strength to climb Cayuse. Many Thanks!*

I think these thank you cards are going back in that file. 🚲

## American Randonneur — CALL FOR SUBMISSIONS



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

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

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

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

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

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

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

**Paid advertising:** is available. Please contact Mike Dayton ([president@rusa.org](mailto:president@rusa.org)) for details.

### Submission deadlines:

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

**Questions?** Please contact the editor at [editor@rusa.org](mailto:editor@rusa.org).

# Le 1000 du Sud 2015: September 2-5, 2015

BY BOB KOEN



The road to France from the Colle delle-Agnello.

—PHOTO BOB KOEN

The 1000 du Sud is a legendary bike ride although nothing like PBP. It is randonneuring in its purest form: no support, no timed results, and no glory. It is just a beautiful bike ride. There are many challenges that make it so much more interesting and difficult than PBP. There are no cafeterias, no controls where riders can get a shower or a cot, no volunteers to help with language difficulties, and outside support is strictly forbidden. The event, which is the brainchild of Sophie Matter and the Provence Randonneurs, follows a different route every year but is always extremely tough due to the insane amounts of climbing through Provence and the Southern Alps. The start is always in Carces in Southern France,

a beautiful town in Provence that is surrounded by vineyards and warmed by the Mediterranean sun.

This was not my first experience with the 1000 du Sud. After PBP 2011, I went touring for a while and turned up in Carces in early September for the event and almost succeeded in completing it. The 2015 edition of the ride looked to be much harder than the 2011 edition as it included a 400K stretch in Italy. 100K of this stretch was mostly flat as it followed the coast of the Mediterranean east from the French border, but it meant bypassing Nice through the notorious hills to the north. It also meant a 170K stretch through the Ligurian hills after the route turned away from the ocean.

And it meant a climb over the Colle dell'Agnello at night, which is the third highest paved road in the Alps at 2744 meters. It may well be the longest climb in the Alps, as it features over 2500 meters of ascent from the Piedmont plain. After that the “easy” part of the route covered 400K through the Alps and back into Provence with 5000 meters more of climbing. This was going to be a beast.

Those who know me well know that climbing is not my forte. I get passed by slugs and possums on the uphill sections. Why would I even want to attempt this thing? Like Clint Eastwood says, “A man has got to know his limitations.” The thing about limitations, though, is that they can be overcome. I figured that the worst that could happen would be another unsuccessful attempt at a truly magnificent ride. And I would get the truly magnificent ride experience regardless of whether or not I completed it in time.

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***“A man has got to know his limitations.”***

CLINT EASTWOOD  
AS DIRTY HARRY

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As with the 2011 ride, the first order of business was a dinner hosted by the Provence Randonneurs, which was held in the community hall where the ride would start the next morning. It was a very nice way to meet the other riders, many of whom turned out to be German and most of those were from nearby Bavaria. The other main groups were French, of course, and several Italians. There were a few Brits, one fellow from Ukraine, one Canadian (me), and Hugh Kimball from Seattle. There were 41 of us in all.

### Day 1

The ride started from an elevation of 137 meters with a gently rolling section that gradually climbed into the hills of the Alpes-Maritimes and then the Alpes de Haute-Provence. By early afternoon, we found ourselves 1000 meters higher and riding through an incredible gorge. It was quite warm by this point and we could only look on

in envy at the people enjoying tubing and boogy boarding down the stream that had cut the gorge. We had miles to go and hills to climb and couldn't stop to play in the water. Would someone please remind me why we do this stuff?

The first control was in the beautiful village of Sigale where Joseph sat signing control cards and offering encouragement. I rode with Hugh throughout this day and we were among the last to show up at the control, in part due to the two flats that Hugh suffered in the morning. In general, we were moving at a steady pace, but we just weren't getting that far ahead of the clock. After Sigale, we started climbing the hills north of Nice. Hugh had driven the route the week before and kept telling me "Nice is not nice," and he was right. We climbed up to another village and stopped at the town water fountain to fill our bottles. At 4:00 pm, it was in the mid to high

30s. I filled my bottle and then dumped it over my head. That felt so good that I filled the bottle again and dumped it down my back. Most of the villages in the mountains of southern France had these public fountains, which means that while the weather may be uncomfortably warm for much of the day, getting water is never an issue in this part of France.

After this, we dropped down into a river valley and then did a long steep and very populated climb up the next ridge. Then we dropped down into another river valley and did an even longer, steeper, and more populated climb up the following ridge. From here we got our first views of the Mediterranean Sea and of Nice down below as nightfall arrived. Thanks to

Bob Koen on the Colle'Agnello.

—PHOTO BY PASSERBY





the elevation column on the route sheet and my preference for having an altimeter bike computer, I knew something was wrong when we started descending at the 700-meter mark. We turned around and went back up and found the turn we had missed and then did the last 250 meters up to the summit of the climb. Here we found a secret control where we were once again among the last to show up. From the secret control, we had a

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***I think she thought that I was a rider from the Giro d'Italia or perhaps the Tour de France.***

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lovely 950-meter descent to sea level. At least it would have been lovely if we had been a little faster and done it by daylight. We were maybe an hour ahead of the clock and hoping to make up time on this stretch. After only a few kilometers, we crossed into Italy and soon came upon a beautiful bike path that we rode for twenty-three flat kilometers along the ocean. Immediately upon entering Italy, the road conditions deteriorated and the drivers became much scarier.

It was very tempting to stop and go for a swim. How often do we north-western North Americans who live beside a cold ocean get the chance to swim in a warm ocean? Sadly, there was no time for such frivolity on a randonneuring ride so we rode on through the night. At 4:30 am, we reached the end of this section and the start of the Ligurian hills. We decided to stop for a nap in a grassy area and tried to sleep until daybreak, which was a little over an hour away. This was when I discovered that I left my leg warmers behind. Either I failed to pack them or I dropped them somewhere

Sophie and Barnard and their beer cooler taking care of RUSA member Hugh Kimball at the top of the opening 950 meter climb on day 2.

— PHOTO BOB KOEN

along the way and this was going to make the next night's ride over the Colle dell'Agnello very cold. I put on the rest of the clothing that I had and laid down in the damp grass. At around 6:00 am, we packed and headed up a 950-meter climb into the Ligurian hills. At the pre-ride dinner, experienced riders told us that this was going to be the hardest section of the ride and it turns out that they were right.

#### **Day 2**

At the top of this climb, we encountered Sophie and Bernard at the second secret control of the ride. This started a daylong series of descents and climbs through the Ligurian hills. These 300- to 500-meter climbs usually featured grades of eight to ten percent. At the top of one hill later in the afternoon, we encountered yet another secret control. The Provence

Randonneurs certainly did put on a well-supported ride for an event that was advertised as completely unsupported and the support at these controls was much appreciated since much of the ride went through small villages with no stores. On day two, the climbs began to take a toll on me. My legs were fading badly and I had difficulty keeping up with Hugh. I began telling him that he should not worry about me and go on ahead at his own pace. At this point, we were behind the clock by about an hour, but Sophie made it clear that intermediate control times would not be strictly enforced. She encouraged everyone to carry on and try to finish the ride, and she promised to homologate anyone who finished inside of the 75-hour time limit.

For these rides, Sophie runs the clock at a mere 8 kph where the ride goes over the third highest pass in the Alps. Even with that, I was pretty sure that if I was an hour behind the clock before the halfway point, I wasn't likely to have much chance of finishing the ride in time. A man has got to know his limitations. I thought that Hugh (who had already twice finished the 1000 du Sud in previous years) did have a chance, and I didn't want to be the anchor that caused him to fail. Eventually, he must have agreed with

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***I was served perhaps the best hotel breakfast of my life, which included a full pot of high-octane Italian coffee. The roads and drivers may not be that good in Italy, but the food is terrific!***

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me because he disappeared up a steep hill in the middle of the afternoon and I never saw him again until after the ride. He finished the event with something like forty-five minutes to spare.

By evening, when I made the last descent from the Ligurian hills onto the Piedmont plain, it was time for a reality check. At this point, I had ridden 500K with about 7800 meters of climbing in thirty-seven hours with only one hour of sleep. My leg muscles felt like bricks and I was riding slowly and walking all grades over eight percent. Next up was a 2500-meter climb where the last 9K averages ten percent and there are sections of fourteen percent. I would need to ride this at night with no leg warmers in what were likely to be freezing temperatures at the top of

the pass. The reality check seemed to indicate that there was not much chance of success. I knew my limitations.

The next town I came to was Narzole where I found an open hotel. I didn't know what was ahead, but I did know that in France if you are going to get a room, you had better do so by 9:00 pm. So I got a fabulous ground floor room with space for my bicycle. I showered and then put my smelly cycling clothes back on as these were the only clothes I had. After that, I had a four-course meal in the hotel's fancy dining room, followed by some

Matthias contemplating dinner #2 on the final day of the ride.

—PHOTO BOB KOEN



“grappa” and ten hours of sleep. Before sleeping, though, I phoned Sophie to let her know that I was not going to finish the ride in time and not to expect me at any more secret controls. I did tell her that I intended to complete the ride but that I would surely arrive well past the cutoff time.

### Day 3

In the morning, I was served perhaps the best hotel breakfast of my life, which included a full pot of high-octane Italian coffee. The roads and drivers may not be that good in Italy, but the food is terrific! Then I set off to tackle the Colle dell’Agnello on rested legs in daylight with some degree of warmth. I am sure that it was much more fun than it would have been the night before. In the end it took me eight hours to cover the 100K from Narzole to the summit. I managed to ride almost all of it, although I did walk a few times. I stopped to get a stamp in my control booklet at Sampeyre just on the off-chance that I could still somehow rescue the ride.

I went into a small supermarket and bought some food and then asked the checkout clerk for a stamp. She went absolutely nuts when I produced my control card, grinning from ear to ear shouting “molto importante” to all who were in the checkout line. Then she photocopied my control card, had someone take a picture of us together, and gave me a sticker to put on my bike (which I did). I think she thought that I was a rider from the Giro d’Italia or perhaps the Tour de France. As this was the highlight of my ride that day, I did not correct her.

It was 4:15 pm when I finally reached the 2744-meter high pass. I was about sixteen hours behind the clock at this point and was almost certainly not going to finish even in the same day as the end of the event, but it was a very cool place with stunning views into France. Italy was shrouded in mist. I took a few pictures and headed down. It was a superb descent that would have been scary as hell in the dark. And by this time the disk brake pads had worn to nothing on

my rear wheel. I still had some little braking force there and the front was working well so I left the brake alone.

The descent went on forever. At one point, as I passed a road junction that led up to the Col d’Izoard, another of the higher passes in the Alps, I realized that Sophie must have a heart after all for not sending us up there. After this, the road passed a magnificent old chateau at Queyras and continued high above the Gorges du Guil on a tremendous road that is unlike anything we have in North America. By now, I was completely enjoying the ride and marveling at the stunning scenery. In a way, I was glad that I was no longer riding at a brevet pace. I had time and energy to enjoy myself rather than rush through it all at breakneck speed. With fifteen hours to ride 350K for an official finish, I realized that I could also abandon the route and ride 200K to Carces, so that’s what I did. I got a room and had a nice meal and some interesting conversation with the hotel owner and a Belgian couple on a motorcycle tour. It was fun to give them advice on the roads they intended to ride, and they were suitably impressed with where I had been and the distances I had covered.

### Day 4

On my final day of riding, I fixed my brake, toured down to Embrun and followed the 2011 route to Digne where I took a cross-country shortcut to join up with Sophie’s route at Riez. From there, I followed the last 60K into Carces where I arrived at about 7:00 pm. Taking this shortcut, allowed me to catch up to riders who had completed the event on time. A bunch of us went out for a nice meal and then came back to the Salle Polyvalent for a massive drinking session, which was great fun. It was certainly a lot more fun than riding through the fourth night of a three-day ride strictly for the pleasure of knowing I had finished the entire route. 🚲

## Attention Members

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

You can update your address online at this address:

[www.rusa.org/cgi-bin/  
memberaddresschange\\_GF.pl](http://www.rusa.org/cgi-bin/memberaddresschange_GF.pl)

## ...and to renew your RUSA membership!

Memberships run from January through December.  
You can renew online at this address:

[www.rusa.org/cgi-bin/memberrenew\\_GF.pl](http://www.rusa.org/cgi-bin/memberrenew_GF.pl)





# Creating RUSA Cards and Documents with CardOMatic: <http://rusa.cards>

BY JAKE KASSEN

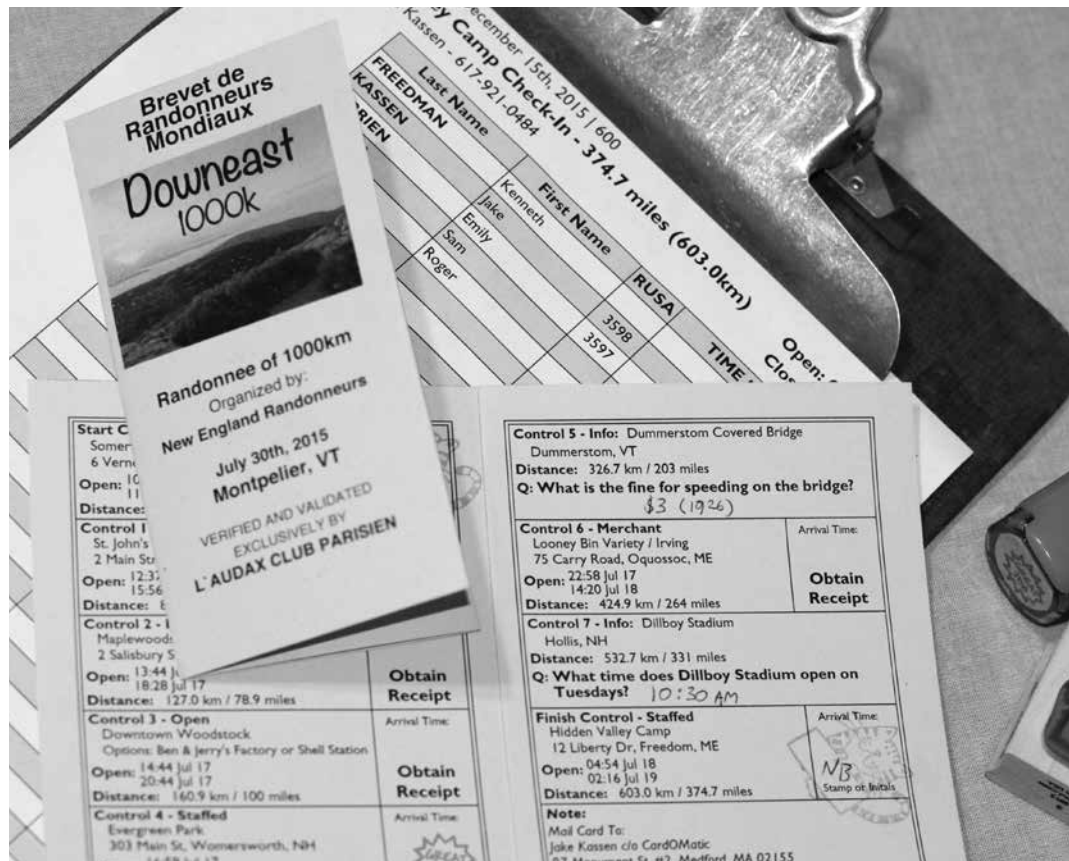
CardOMatic (<http://rusa.cards>) is a new, free system which can create printer-ready Brevet, Permanent, and Flèche cards plus other RUSA documents in PDF format. You can optionally add riders to events and the cards & forms will be pre-printed with the riders' names and addresses.

Control opening/closing times are calculated automatically and organizers can switch between event types (Brevet to Permanent, etc.) without needing to use a different template or to recalculate times. The system can also generate RUSA Liability Waivers, Check-In Forms for RBAs, and it can even create mailing labels.

If you add riders before printing, CardOMatic will look up riders' RUSA numbers to ensure all members get credit. If a rider provided you with a RUSA number when registering, CardOMatic will verify its accuracy. You can add riders one by one or upload a CSV file.

Here are some other features not found in the traditional RBA/Permanent Tools:

- Make trifold cards with up to 15 controls.
- Quickly switch between “relative” (T+17h23m) times and specific times for Perms.
- Add custom graphics to your cards.
- Add notes to the back or inside of your cards.
- Create “single-page” cards which can be printed single-sided and folded in half to create a card. (Great for emailing to Perm riders. Thanks to Ted M. for the suggestion.)



- Word, Excel, or Adobe Acrobat not required—just a web browser.
- Fast and easy, particularly if you plan to offer the event more than once.

Why was CardOMatic Created?  
Every feature in CardOMatic represents a need I encountered as an organizer (later the RBA) for the New England Randonneurs. My first event was a Flèche where creating cards for 5-6 teams, each with 10-12 controls, was a tedious process with the available templates. When I became an RBA I wanted a more robust process to verify RUSA membership for riders,

particularly after one rider accidentally provided the wrong RUSA number. More recently I've needed to switch between Brevet and Permanent formats for various events and didn't want to manually recalculate all the open/closing times.

Other organizers told me they had the same problems so I created CardOMatic with the hopes of letting us all spend more time riding and less time on the paperwork. If this sounds helpful, please give it a try! 🚴

Brevet cards.  
—PHOTO JAKE KASSEN

## Negotioneuring 101

*This was written around the time of year when making New Year's resolutions is de rigueur and the New Year seems full of possibilities. For a randonneur this was also the time of year when, depending on your level of organization and motivation, you might have been planning your riding schedule for the year. This may have involved aiming to ride a certain total number of kilometers to obtain that 5000K medal, or maybe you planned to complete your RUSA Cup rides. The RUSA calendar is filled with possibilities, and it is your task to determine exactly how much of the RUSA buffet you can swallow without too much discomfort.*

Achieving these goals will require a fair amount of time and considerable planning. If you have been doing this sport for more than one season and share your home with a spouse, partner, or children, it has become obvious to all but the most oblivious that bigger randonneuring goals—and chances of successfully achieving these goals—require more time in the saddle. This situation can be expressed in a quasi-mathematical equation: increased time in the saddle = increased chance of success on the road = less time at home = increased negotiations with loved ones. If you are like me and you find the balancing of work, family, and randonneuring challenging, then this article is for you. A disclaimer—please do not think that I will be offering anything remotely resembling sage advice on how to effectively negotiate or plan your year, or that you will gain any insight whatsoever into how to improve your talent in this arena. I am notoriously bad at this, and the most you can hope for is that when you

finish reading you will feel so much better, comparatively speaking, about your own skills.

There are three basic ways to **trick, manipulate,** negotiate with your significant other regarding your riding schedule. The first involves rigorous planning and complete honesty early in the year. I have never actually tried this method but I suspect it could work out quite well. In my imagination there is a mythical randonneur for whom planning out the year is almost as enjoyable as riding. Let's call this person Uber as in "ultra-organized," not as in, "Hello, can you pick me up? I've had a bit too much to drink." Uber sits down with the RUSA calendar as soon as it is published, establishes a goal, maps his way through the year, puts it all on an Excel spreadsheet, calmly sits his partner down and earnestly and thoughtfully explains his plans, asking for full input from his loving and understanding spouse. Said spouse, let's call her Saint Lucy, agrees; the

angels sing, and another year filled with ridiculous amounts of riding commences.

The second method, which I think is much more widespread, might consist of developing a vague idea of which rides could be attempted. In this scenario, our randonneur, named Common, as in "sense," not as in, "the hunky hip hop recording artist and actor," checks out the RUSA calendar within a few weeks of it's being published, then checks his calendar for conflicts, pencils in a few rides, inks in a few others, and finally runs the whole idea past his spouse or children or whoever else might have some veto power. There is no celestial choir but Common feels pretty good about his goals and the relative ease with which his family has agreed to his sensible plan, so he heads out for a quick 100K.

The final method is the most familiar to me. In this scenario, our intrepid randonneur, we'll call her Pants, as in "Flying by the seat of," not as in "hot," vaguely recalls that there is a RUSA calendar of events and eventually consults it, usually after a fellow rider inquires as to her riding objectives for the year. "Objectives? That's a mighty fancy word to describe bike riding," replies Pants. Anyway, Pants just starts riding in a hit-or-miss fashion with some vague collection of objectives floating around her cerebrum. She is organized enough, however, to recognize three broad goal categories.

The first category is "duh" goals. Duh—of course I am going to ride a SR series to keep the P-12 and R-12 streaks going. These rides don't really even count toward time away from home because they have been ridden

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***I had promised after PBP 2007 to never return, and I promised again even more convincingly and with witnesses after PBP 2011. After PBP 2015 I didn't make any promises I would have to break in 2019.***

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consistently for the past half dozen years and it is just understood that they will be ridden again this year. Duh goals are not negotiable because there is no need to negotiate. Spouses eventually succumb to helpless resignation so when hearing about plans for the P-12 and R-12 rides, they respond with a well-practiced eye roll.

The second category, squishy goals, includes those that might be nice to achieve, but there is not much riding on obtaining them. This year, on a whim, I decided to see how many consecutive days I could ride the bike. There is no minimum distance or daily time or number of days I hoped to reach before my first day off, just a determination to get on the bike every day without excuse. I also decided to at least double the number of days I commute. Last year it was fifty-two, so this year I should ride to work on one hundred and four days or more. These goals do not require much negotiation; they do not even need to be admitted to. It took my wife about seven days to realize that I was attempting to ride every day and her only response was to feel justified in her suspicion that I am senseless.

Firm goals are the trickiest, requiring the most training and the most begging. Last year my big goal was PBP. At first glance, this would seem like

an admirable goal that any randonneur-ing spouse would applaud, particularly if it involved heading to Paris to finally reap a well-earned reward for all the days and nights spent as a Rando widow. In my case, however, I had promised after PBP 2007 to never return, and I promised again even more convincingly and with witnesses after PBP 2011. After PBP 2015 I didn't make any promises I would have to break in 2019.

So my Pants' method for discussing the year's schedule goes something like this:

1. Look up the RUSA calendar right after her riding buddy reminds her of the discussion they had had six months ago during which they agreed

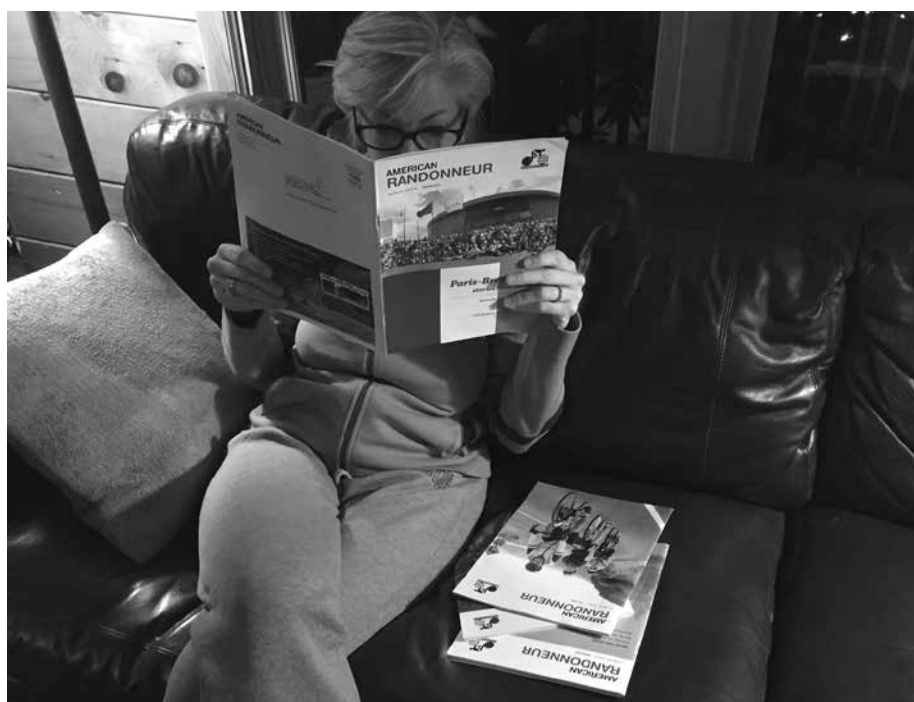
to tackle a summer 1200K.

2. Surreptitiously sign up for one or two 1200K randonnees. Pray that nobody mentions her plans on Facebook.

3. In late May, about one month before the scheduled ride, Pants casually works into conversation, preferably one held in a public place, that she has signed up for The Cascade 1200K. And though it seems like it might be wise, she does not simultaneously mention that she also signed up for the Cracker Swamp 1200K since that is brevet is significantly more than one month away and the whole point of these last-minute admissions is to decrease the number of days in the doghouse.

4. Repeat the entire process in September.

So there you have it—how not to plan your season. And since, like Pants, I have signed up for a ride on the down-low it might be a good time to mention, that in spite of my not having the most transparent method for planning my riding year, my wife is my biggest fan, tremendously supportive and remarkably understanding of my need to ride. Also, and maybe more significantly, she reads *American Randonneur*.... 🚲



Eileen searching the pages of *American Randonneur* for her spouse's riding plans.

—PHOTO CHRIS NEWMAN

# New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
10913	James Buttrey	Fairview	TN	10951	Bob St. Pierre	Newark	DE	10989	Oswaldo Niebla	Guaynabo	PR
10914	Penny Buttrey	Fairview	TN	10952	Matthew Kocian	Houston	TX	10990	Kevin Bilbee	Apple Valley	CA
10915	Joe Markman	North Kingstown	RI	10953	Carol Beliveau	Oriental	NC	10991	Craig Carlsen	Vancouver	WA
10916	Sara DelNero	Leawood	KS	10954	Benjamin Sanders	Austin	TX	10992	Benjamin Stein	Seattle	WA
10917	Erica Torres	Edinburg	TX	10955	Mark Smith	Napa	CA	10993	Jacob Russell	Renton	WA
10918	Richard Prentice	Willcox	AZ	10956	James Ramseier	Folsom	CA	10994	Patrick McCrocklin	Millbrook	AL
10919	Bruce Cohen	New York	NY	10957	Bill Koonce	Kirkland	WA	10995	Kathryn Thornton	Verbena	AL
10920	Jeff Ambio	Irvine	CA	10958	Roger Simmons	Sebastopol	CA	10996	Tracy Young	New York	NY
10921	Brian Hanson-Harding	Rutherford	NJ	10959	Ross Harrell	Palisade	CO	10997	Guy Polson	Springfield	OR
10922	Marlene Cheatham	Franklin	TN	10960	Mark Seaburg	Minneapolis	MN	10998	Robert Traphan	Montgomery	AL
10923	Rod Smith	Brentwood	MD	10961	Valerie Seaburg	Minneapolis	MN	10999	Bonnie Traphan	Montgomery	AL
10924	Makoto Toneri	San Diego	CA	10962	Anthony Pappalardo	Evergreen Park	IL	11000	Judy Robbins	Montgomery	AL
10925	Mike Moore	Fremont	CA	10963	David Mixson	Kew Gardens	NY	11001	Albert Reinhardt	Albany	CA
10926	Ian Joyce	Greensboro	NC	10964	Craig Heyl	Decatur	GA	11002	Urvi Mujumdar	Cambridge	MA
10927	Fern Kissel	Oceanside	CA	10965	Benno Ferrier	Tacoma	WA	11003	Wendy Fazio	Lafayette	CA
10928	George Bentinck	San Francisco	CA	10966	Scott Brown	Greenville	SC	11004	David Sexton	San Francisco	CA
10929	Richard Preuhs	Yardley	PA	10967	Kimberly Elmore	Greenville	SC	11005	Ted Vatnsdal	Fishers	IN
10930	Ana Jaar	Pembroke Pines	FL	10968	Jason Sleep	Joplin	MO	11006	Jay Gilson	Fremont	CA
10931	Keld Olsen	Newport Coast	CA	10969	Beth Welliver	Spreckels	CA	11007	Jeanell Norvell	Pike Road	AL
10932	Hugh Meyers	Greenbelt	MD	10970	Steve Barraco	Austin	TX	11008	Rosalind Morehead	San Diego	CA
10933	Ian Blanchard	Morrisville	NC	10971	Greg Smolarek	Chicago	IL	11009	Brandon Jones	San Diego	CA
10934	Judy Kuzupas	Altoona	PA	10972	Harold Buciu	Denver	CO	11010	Steven Striepeke	Sebastopol	CA
10935	Nicholas Paglia	Eden Prairie	MN	10973	Donna Braswell	Boise	ID	11011	Elizabeth Lawrence	Chapel Hill	NC
10936	Constantine Xanthopoulos	Lexington	MA	10974	B Bowman	Bellevue	WA	11012	Henry Garrett	Winston-Salem	NC
10937	Therese Cools	Berkeley	CA	10975	Jeffrey Sacramento	Castro Valley	CA	11013	David Copley	Tarrytown	NY
10938	Christopher Chapman	Woodinville	WA	10976	Mark Swier	Brooklyn	NY	11014	Brian Gann	Olathe	KS
10939	Kyle Enlow	Mitchell	IN	10977	Viktoria Kramer	Ormond Beach	FL	11015	Michelle Gann	Olathe	KS
10940	Dave Unger	Houston	TX	10978	Renato Arnoco	Fremont	CA	11016	Nathan Gann	Olathe	KS
10941	Sergio Sandoval	Coachella	CA	10979	Paul Currie	Lancaster	PA	11017	Michael DeMar	Evanston	IL
10942	Mark Severy	El Cerrito	CA	10980	Dave Bliss	Danville	CA	11018	Eric Wilson	Palmdale	CA
10943	Kamal Gola	Suwanee	GA	10981	P Campbell	Asheville	NC	11019	Lisa Edwards	Winter Park	FL
10944	Dusty Dustyn	Valley Springs	CA	10982	Dakota Krupp	Bay City	MI	11020	Marvin Sonne	Mt. Dora	FL
10945	Anthony Wozniak	Carol Stream	IL	10983	Luis Santana	Carolina	PR	11021	Dan Widner	Mechanicsville	VA
10946	Bruce Miller	New Smyrna Beach	FL	10984	Damaris Torres Rojas	Carolina	PR	11022	Anthony Campbell	Chesapeake	VA
10947	David Mathews	Carmichael	CA	10985	Christiana Aguiar	New York	NY	11023	Joy von Werder	Winter Springs	FL
10948	Augusto Jamias	Rock Springs	WY	10986	Steve Fentress	Stockton	CA	11024	Jason Turner	Monument	CO
10949	Vanessa Jamias	Rock Springs	WY	10987	Oberto Irizarry	Tampa	FL	11025	Andy Quandt	Lake Mills	WI
10950	Allison Wong	Newark	DE	10988	Rob Gusky	Appleton	WI	11026	Jolene De Frank	Flat Rock	MI

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
11027	Rachel Goldeen	Mountain View	CA	11065	Jayson Rodriguez	Juncos	PR	11103	David Hall	Fairview	TX
11028	Emily Burke	Mill Valley	CA	11066	Ryan Meschke	Springfield	MO	11104	Debra Kessler-Yesko	Forest Hills	NY
11029	Christopher Rolfs	Denver	CO	11067	Katherine Mazza	Guaynabo	PR	11105	Yasuyuki Inoue	Novi	JAPAN
11030	Donald Williams	Plano	TX	11068	Francis Arbelo	St. Louis	MO	11106	Andre Lochin	Snohomish	WA
11031	Santos De La Garza	Brownsville	TX	11069	Jesus RodriguezPazo	Carolina	PR	11107	Reinaldo Mejias	Las Piedras	PR
11032	Hyun Kim	San Ramon	CA	11070	Thomas Madden	Ocean	NJ	11108	Cedron Johnson	Decatur	GA
11033	Jeanna Smith	Crystal River	FL	11071	Robert Sisk	Chapel Hill	NC	11109	Dan Pannell	Hayward	CA
11034	Dustin Sherron	Portland	OR	11072	Carlos Amy	San Juan	PR	11110	Sally Cooley	Dunnellon	FL
11035	James Donahue	Austin	TX	11073	Alexandra Balzac	San Juan	PR	11111	Mary Nicholl	Santa Rosa	CA
11036	Irene Rial	San Juan	PR	11074	Kenneth Rexach	San Juan	PR	11112	Scott Harding	McDonough	GA
11037	Roger Masters	Midland	TX	11075	Nathan Brown	Seattle	WA	11113	Adam Wang	Irvine	CA
11038	Robert Unsworth	Petaluma	CA	11076	Alejandro Ramos	Guaynabo	PR	11114	Rodolfo Isaza	Plantation	FL
11039	John Bissell	Edmonds	WA	11077	Dave Featherston	Stockton	CA	11115	Colin Moy	Castro Valley	CA
11040	Kirk Woodring	Springfield	MO	11078	Marcel Casado	Longmont	CO	11116	John Oswald	Vancouver	BC CAN
11041	Ben Emmert-Aronson	San Francisco	CA	11079	M Knight	Lacey	WA	11117	Malou Ignacio	Vancouver	BC CAN
11042	Carla de la Torre	San Juan	PR	11080	James Bickham	Brooklyn	NY	11118	Tony Frey	Portland	OR
11043	Arthur La Chapelle	Belleville	MI	11081	David West	West Palm Beach	FL	11119	R. Marshall	Sacramento	CA
11044	Chuck Ellinger	Lexington	KY	11082	Catherine Lowe	Winter Springs	FL	11120	Raymond Crew	Arlington	VA
11045	William Braconi	San Francisco	CA	11083	Toshihisa Munekata	Aichi	JAPAN	11121	Dee Dee Moore	Jackson	TN
11046	Sabrina Braconi	San Francisco	CA	11084	Victor Perez	Winter Garden	FL	11122	Scott Mark	Muskego	WI
11047	Raul Velazquez	Gurabo	PR	11085	Ronald Johnson	Overland Park	KS	11123	Jim Zucco	Maitland	FL
11048	Kale Olson	Lochbuie	CO	11086	Justin Pogge	Tallahassee	FL	11124	Brian Simon	Minneapolis	MN
11049	Orlando Uson	Leesburg	FL	11087	Frank Wirtz	Seattle	WA	11125	Marlin Mangels	Keokuk	IA
11050	Joaquin Rivera	Cidra	PR	11088	Don Conner	Battle Ground	WA	11126	Lee Spiegel	Chappaqua	NY
11051	Kenneth Griffin	Boston	MA	11089	Sam Liu	San Diego	CA	11127	Amy Ward	Winter Park	FL
11052	Juan Rodriguez	Bayamon	PR	11090	Lauren Greenfield	Longmont	CO	11128	William Hunke	Arlington	VA
11053	Carole Stanton	New Bern	NC	11091	Steven Huestis	Sacramento	CA	11129	Enrique Rubio	Washington	DC
11054	Diane Benoit	Morrison	CO	11092	Steve Watts	Tucson	AZ	11130	Misha Heller	Washington	DC
11055	Jose Diaz	Caguas	PR	11093	Wayne Lawton	Lakewood	CO	11131	Anson Moore	Lafayette	CA
11056	Tracy Smith	Crested Butte	CO	11094	Travis Mitchell	Gainesville	FL	11132	Bruce Brotman	Sandy Springs	GA
11057	Ralph Christiansen	San Juan	PR	11095	Nelson Ball	Tallahassee	FL	11133	Oksana Kovalenko	Westminster	CO
11058	Vicente Guzman	San Juan	PR	11096	Rick Schranck	Arlington	WA	11134	Ryan McCord	Olympia	WA
11059	Linda Breum	Sanford	FL	11097	Patrick Sullivan	San Diego	CA	11135	Phillip Stern	Winchester	MA
11060	Judi Robison	Mt Dora	FL	11098	Paul Breidenbach	Glendale	OH	11136	Hilton Osborne	Fresno	CA
11061	Joey Robison	Mt Dora	FL	11099	Jerome Greenberg	West Des Moines	IA				
11062	G AbuAkel	Atlanta	GA	11100	Joseph McCalmont	San Diego	CA				
11063	Rick Elbanna	Milltown	NJ	11101	Tom Beck	Sammamish	WA				
11064	Christopher Miner	Englewood	CO	11102	Thomas Grasso	Cranford	NJ				

## Bill Beck D.C. Randonneurs

In this issue we're rolling out a new segment called "Get to Know a RUSA Member." These interviews will feature RUSA members who not only ride brevets, but who also volunteer and support the rides in their area.

This issue's interview is with Bill Beck, an active member and rider with the D.C. Randonneurs and former member of the RUSA board. Many thanks to Bill for kicking off this series with us!

### What is your home club?

D.C. Randonneurs

### How did you begin/become involved in randonneuring?

I was signed up for the Year-Rounder program of the Ultramarathon Cycling Association (UMCA), in which you are supposed to ride at least one century per month. I was looking for a century ride in March of 2006 and saw a 125-mile "brevet" being run by DC Randonneurs.

125 miles didn't seem THAT much longer than 100, so I signed up. It was my longest ever ride. Then I did the 300K and learned the meaning of "bonking."

And then, although the longer distances sounded impossible at the time, our co-RBA, Lynn Kristianson, convinced me to ride a full series since the routes that year were supposedly "mellow"—although I recall lots of not-so-mellow hills.

### How would you describe the terrain of the D.C. Randonneurs brevets?

The terrain in the Mid-Atlantic varies from pancake-flat on the Eastern Shore of Maryland to hilly in the Piedmont to mountainous in the western end.

Most of the D.C. Randonneur rides are in the Piedmont and mountainous



Riding into the sunshine on a  
D.C. Randonneurs brevet.

—PHOTO MARY GERSEMA

regions with about 8000 feet of climbing per 200K, with some going up to 11,000 feet per 200K. The climbs are typically not so long, but can get over 20 percent in places. I've got a 26x34 granny gear and know how to use it.

**You were the D.C. Randonneurs RBA from 2008 to 2012 and served on the RUSA board from 2012 to 2015. You remain a very active volunteer, including organizing brevets and doing volunteer checkout rides, while also managing to ride many brevets and other RUSA events. How do you balance the volunteering with your own riding?**

Volunteering and riding don't seem to interfere much with each other. In fact, it's usually an advantage to be the organizer or volunteer who does the checkout ride, since you get to pick a day with nice weather!

**What do you like about volunteering?**

As riders, we usually only see similarly-paced riders who finish at about the same time as we do. The organizer gets to see all of the riders at the finish and hear how things went. Also, when I'm organizing, I usually drive out on the course to take pictures of the riders (usually when they are grinding up hills and are therefore slower targets), so I get to see everybody out on the route as well.

As a member of the RUSA board,

Bill at the top of Mount Mitchell on the Southern Appalachian SR600K.

—PHOTO BILL BECK



or as an officer for a local club, you get to see what goes on behind the scenes, and even help implement new things. For example, it was fun to see the new RUSA Ultra R-12 award move from an initial suggestion to an available award with a medal that you can order from the RUSA store.

**What is one of the randonneuring achievements you're most proud of and why?**

I'm most proud of completing the Southern Appalachian Super Randonnee 600K and my own Big Savage SR600K, mainly because I wasn't sure if I could do them.

I like the idea of making rides more challenging without necessarily making them longer, so that sleep deprivation doesn't become as big a factor as it often does on 1200Ks. The Southern Appalachian route also includes the highest peak in the Eastern U.S.—Mt. Mitchell—which is a bonus.

**How would you sum up your randonneuring experience?**

My top priority for a ride is always to finish. Next is feeling reasonably good at the finish. And sometimes a fast time is a priority. But I've gotten old enough now (63) that "fast" is a downward-moving target.

I often think "keep moving" is a good motto for brevets, although I do stop for pictures and enjoy a nice

sit-down meal with friends on long rides.

**You are also an avid photographer, and almost always take photos during rides. What inspires you to take so many photos, and how does it add to your ride experience?**

There are two motivations. One is hearing from other riders that they were able to make use of the pictures for their blogs, computer background, Facebook page, or something similar. It's also fun to be able to look back at rides from years ago.

The second reason is that we see such amazing scenery on our rides, including sunrises and sunsets (often on the same ride!), and I'm still trying to capture some of that beauty in pictures. Taking pictures makes me pay more attention to what's around me.

**Thank you, Bill, for sharing your insights and experience.** 🚲

*If you know of a good candidate to feature in future editions of "RUSA Member Profile," send me an email at gersmalina@gmail.com with the member's name and email. Please also include a short biography about their randonneuring, and I will follow up with them. It's that easy! Thank you.*

## Ohio Randonneurs/Bike-Ohio

# CtoCtoC 1000K—July 7–10, 2016 (Cleveland-Cincinnati-Cleveland)

BY DAVID RODERICK

Yes, Ohio has a Coast-to-Coast-to-Coast 1000K ride ... the coast of Lake Erie to the coast of the Ohio River to the coast of Lake Erie. The ride starts in downtown Cleveland near The Rock and Roll Hall of Fame, and goes to downtown Cincinnati, and then returns to Cleveland. Overnights are in Mt. Vernon, OH (Thursday), Newport, KY (Friday), and Mt. Vernon, OH (Saturday). Riders will have a hotel bed at each of the overnights and will have the option of riding the event as a single 1000K, or as two 200K's and two 300K's. The ride is designed so riders will not have to be on the road between 12:00 midnight and 4:00 am after the first night. On Saturday and Sunday, the CtoC 500K participants will follow the same route back to Cleveland. The ride is being hosted by David Roderick (Ohio Randonneurs RBA) and Frank Seebode (Bike-Ohio). Every registered rider will receive a CtoCtoC bicycle jersey.

The ride will start at 2:00 pm Thursday and end at 5:00 pm Sunday. Riders may elect to do the event as a 200K Thursday, 300K Friday, 300K Saturday, and a 200K Sunday, with a maximum of 67 hours riding time and a minimum of 8 ½ hours off the bike.



Riders enjoying the 2014 CtoC 500K.

—PHOTOS FRANK SEEBODE

Those opting for the 1000K event will have 75 hours to complete the route. The route will be marked, and food and drinks will be provided for those who choose the four-brevet option. Riders who decide to ride the 1000K straight through (going for a completion time of 70 hours or less) should expect to find their own sleeping accommodations, purchase their own food and drinks, and be unsupported.

The course is on the flat side but provides a nice overview of Ohio, so

there will be a few significant hills. There will be a considerable number of miles on the Ohio to Erie bicycle path, especially around the Cleveland and Cincinnati metropolitan areas. Riders will also be riding through the largest Amish population center in the world.

Visit [OhioRandonneurs.org](http://OhioRandonneurs.org) or [Bike-Ohio.com](http://Bike-Ohio.com) for more details. 🚲







[www.pactour.com](http://www.pactour.com)  
Lon Haldeman and Susan Notorangelo  
Contact us... 262-736-2453 or  
[info@pactour.com](mailto:info@pactour.com)

## New Tours for 2016

Arizona Desert Camps and Tours February and March based from Tucson, Arizona. Each week has a different theme for different types of riders. You can combine weeks to extend your cycling season in Arizona. Come join us!

**Week #1 February 20-27**

**Tour of the Historic Hotels**

50-65 miles per day between classic Arizona hotels.  
2 nights in historic Bisbee, Arizona.

**Week #2 February 27-March 5**

**First Century Week**

Four nights based in Sierra Vista 60-100 miles per day .  
This week has a slightly different route with one night in Nogales to offer new route options.

**Week #3 March 5-12**

**Chiricahua Challenge**

75-90 miles per day to the Chiricahua Mountains with two nights in Bisbee, Arizona.

**Week #4 March 12-19**

**Second Century Week**

Five nights based in Sierra Vista 60-100 miles per day. Due to popular demand we are scheduling an additional week of riding similar to First Century Week.

**Week #5 (8 days) March 19-27**

**Mountain Tour Mt. Graham**

80-100 miles per day from Tucson to New Mexico and back. This is a popular training week for serious riders.

***Check the PAC Tour website for dates, prices and registration information.***

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## Cycling Historic Route 66 (full)

Western States April 9-29

Santa Monica, CA to Amarillo, TX

18 days (17 riding days) 65-90 miles per day

This tour will explore and celebrate America's Main Street on its 90th anniversary. We will visit many classic motels and cafes that have served cross country travelers since 1926. Bicycles with 32 mm tires are required for many gravel and rough road sections. A side trip to the Grand Canyon on the old steam train is included during one rest day in Williams, Arizona. This trip is limited to 15 riders!

## New Northern Route

July 16 to August 18

Everett, WA to Boston, MA

3,601 miles 116 miles per day 31 riding days

This new route begins in Everett, Washington and goes northeast along the San Juan Islands before crossing over the Cascade Highway toward Grand Coulee Dam. The middle part of the route will pass through the mountains of Montana to Mount Rushmore and the Badlands of South Dakota. This has proven a popular route with daily distances ranging from 90 to 140 miles. A new change to the route will be the final 1,000 miles across Michigan, Ontario, Canada, past Niagara Falls, through New York, Vermont and ending in Boston, Massachusetts. We will ride many scenic roads and we are excited about visiting a different part of the country.

## New Eastern Mountains Route

September 5-23

Portland, ME to Stone Mountain, GA

1,668 miles 17 days

This route will start in Maine and head southwest through the White and Green Mountains of New Hampshire and Vermont. Then cross New York, Pennsylvania, the Appalachian Mountains, Virginia and the Blue Ridge Parkway before ending in Georgia. This new route direction gives a different view to one of our favorite regions. There are over 500 miles of new roads while keeping the popular five days along the Blue Ridge Parkway.

## New Tour

### Across Peru Over the Andes

Late October 2016 16 total days

Puerto Maldonado to Nasca 11 days, 1,200 KM

This tour is planned to explore and visit the wide variety of sights and experiences in Peru. We will fly to the jungle town of Puerto Maldonado to hike and visit the jungle rain forest. Our road bike tour will cover 11 cycling days from the jungle over the mountains with 12 passes above 14,000 feet. Road conditions are on excellent paved routes suitable for road bikes. We will have one day to visit the ruins of Machu Picchu and other sacred regions of the Incas. The tour then continues six more days to the desert region of the Nasca Lines. We will stay in hotels most nights and two nights in rustic houses with local families.

# RUSA Awards

## Ultra R-12 Awards

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

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

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

*Note: several of these recipients have been mentioned in past issues of American Randonneur.*

YEAR	RIDER	HOMETOWN
2014	Dan Driscoll	Arlington, TX
2015	Gary P Gottlieb	Aledo, TX
2015	Robert Riggs	Houston, TX
2015	Spencer Klaassen	Saint Joseph, MO
2015	Brenda Barnell (F)	Dallas, TX
2015	Willy Nevin	Pacifica, CA
2016	Nicholas Bull	Arlington, VA
2016	John Lee Ellis	Lafayette, CO



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# RUSA Awards

## 8 Riders Earn Ultra Randonneur Award

Eight honorees have earned the Ultra Randonneur Award, given to RUSA members who have ridden ten (10) Super Randonneur series. The Super Randonneur (SR) series of brevets (200 K, 300 K, 400 K and 600 K in a calendar year) needed to qualify for the Ultra Randonneur Award need not be in consecutive years, nor is there a time limit on how long it takes to accumulate the ten SR series. Riders can apply with ACP brevets, RUSA brevets, or RM-sanctioned 1200k events.

RUSA congratulates these riders who are the latest to earn this prestigious award.

APPROVED	NAME	CITY, STATE
2015/10/31	Del Scharffenberg [2]	Milwaukie, OR
2015/11/09	Gary P Gottlieb [7]	Aledo, TX
2015/11/09	Dana A Pacino (F) [4]	Aledo, TX
2015/11/20	Patrick Chin-Hong	Putney, VT
2015/11/20	Mitsuaki Inagaki	Nagano, JAPAN
2015/12/31	Peter W Dusel	Ontario, NY
2016/01/04	John Lee Ellis [2]	Lafayette, CO
2016/01/07	H Edward Boltz [2]	Fulton, NY

## Galaxy Award Recipients

The Galaxy Award is for RUSA members who have successfully completed at least 100,000 km in RUSA events. Please see the article in this issue about four female recipients from Texas. Below is the complete list of Galaxy award winners.

YEAR	RIDER	HOMETOWN
2010	Dan Driscoll	Arlington, TX
2011	Gary P Gottlieb	Aledo, TX
2012	Mark Metcalfe	Duncanville, TX
2013	Vincent Muoneke	Federal Way, WA
2013	Sharon Stevens (F)	Richardson, TX
2013	Mark Thomas	Redmond, WA
2014	Kelly DeBoer	San Marcos, CA
2014	John Lee Ellis	Lafayette, CO
2014	Ken Johnson	Sacramento, CA
2015	Dana A Pacino (F)	Aledo, TX
2015	Geoff Swarts	Mercer Island, WA
2015	Vickie Tyer (F)	Grandview, TX
2015	Pamela Wright (F)	Fort Worth, TX

## 2 Members Earn 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.

APPROVED	NAME	CITY, STATE
2015/11/09	Susan Otcenas (F)	Portland, OR
2015/11/28	Edward R Felker	Washington, DC

# RUSA Awards

## Coast to Coast 1200km Award

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

A member may earn multiple Coast-to-Coast awards. No event or different editions of the same event may be used more than once among multiple awards.

NAME AND HOMETOWN	EVENTS
Michele S Brougher (F) St Louis Park, MN	2012 Cascade 1200 2013 Gold Rush Randonnee 2014 Natchez Trace 1500 2015 Florida Sunshine 1200
Paul A Foley Golden, CO	2013 Texas Rando Stampede 1200 2014 Colorado High Country 1200 2014 Natchez Trace 1500 2015 Florida Sunshine 1200
Dan Diehn Black River Falls, WI	2010 Last Chance 2012 Shenandoah 1200 2013 Endless Mountains 1240 2015 Taste of Carolina
Spencer Klaassen Saint Joseph, MO	2005 Last Chance 2011 Texas Rando Stampede 1200 2013 The Big Wild Ride 2015 Taste of Carolina

## La Société Charly Miller

Charly Miller of Chicago was the first American to ride Paris-Brest-Paris. In the second edition of PBP, in 1901, he finished an excellent fifth place in 56 hours, 40 minutes.

Below is a list of Americans who equaled or surpassed Charly Miller's time at Paris-Brest-Paris in 2015, earning a place in La Société Charly Miller.

- Carl Anderson
- Edward Bernasky
- Bryan Kilgore
- Massimiliano Poletto
- Mark Thomas
- Todd Williams (*also PBP 2003*)

### Tandem Teams

- John Jurczynski & Ann Rasmussen (Female)

*Note: John Jurczynski also qualified in PBP 2003 in the solo category.*



## American Randonneur Challenge

The American Randonneur Challenge (ARC) is a special award given by Randonneurs USA to any RUSA member who successfully completes in the same season two or more Randonneur Mondiaux 1200-kilometer or longer grand randonnées held in the United States.

RUSA congratulates the riders who earned and applied for the ARC award.

YEAR	NAME	CITY, STATE	EVENTS
2015	Mitsuaki Inagaki	Nagano, JAPAN	Florida Sunshine 1200 / Taste of Carolina
2015	Calista Phillips (F)	Frederick, MD	Florida Sunshine 1200 / Taste of Carolina
2015	Mark Thomas	Redmond, WA	Florida Sunshine 1200 / Taste of Carolina

# RUSA Awards

## P-12 Recipients

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

### Events that count toward the P-12 Award are:

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

APPROVED	NAME	CITY, STATE
2015/11/09	Shan Perera [5]	Seattle, WA
2015/11/22	Paul Nelson	Tampa, FL
2015/11/30	Dan Driscoll [7]	Arlington, TX
2015/12/01	Bob Bingham [3]	Graham, NC
2015/12/01	Greg Olmstead [2]	San Diego, CA
2015/12/06	Janice Chernehoff (F) [2]	Lyon Station, PA
2015/12/06	Kitty Goursolle (F) [4]	San Ramon, CA
2015/12/08	Rudy Hewitt [3]	Wheaton, MD
2015/12/08	Larry J Parker	Norwood, OH
2015/12/11	Ken Knutson [3]	Tracy, CA
2015/12/12	Sam Carleton	Mason, OH
2015/12/13	Martin Shipp [3]	Raleigh, NC
2015/12/14	Hector Enrique Maytorena [2]	San Diego, CA
2015/12/15	Robert J Booth	Madison, WI
2015/12/24	David R McDonald	Apex, NC
2016/01/01	Anne Green (F)	Nevada City, CA
2016/01/01	Bill Green	Nevada City, CA
2016/01/01	Jesse Marsh [3]	Fairfax, CA
2016/01/07	Scott Ebbing	Hamilton, OH
2016/01/10	Joe Kratovil [5]	Hillsborough, NJ
2016/01/11	Mike Myers [5]	Baxter Springs, KS
2016/01/11	Nancy Myers (F) [5]	Baxter Springs, KS
2016/01/17	Don Shiggy Person	East Wenatchee, WA
2016/01/18	Robert A Hendry	Franklin, TN
2016/01/21	Becky Berka (F) [3]	Carmichael, CA
2016/01/27	Allen Rawls	Morrisville, NC
2016/02/01	John Peach [3]	Olympia, WA
2016/02/03	W Thomas Reeder [4]	Alexandria, VA



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# RUSA Awards

## 2015 K-Hound Awards

The K-Hound Award honors members who accumulate at least 10,000km in qualifying rides during a calendar year. Qualifying rides include:

- All events on RUSA's calendar.
- All RUSA permanents, including RUSA sanctioned Super Randonnée permanents.

- Paris-Brest-Paris and foreign RM-sanctioned events of 1200km or more. Documentation must be submitted for any foreign event not included in RUSA's database.

***RUSA congratulates our 2015 K-Hound recipients.***

RUSA#	NAME	CLUB/ACP CODE	DISTANCE
2163	ACUFF, Jan	Seattle International Randonneurs / 947018	10035
7199	ANDERSON, Jacob	Tidewater Bicycle Association / 946002	10211
3446	BECK, William	DC Randonneurs / 946012	10790
8312	BENNETT, Edward M	Winter Springs Cycling / 909023	10285
5285	BERKA, Becky	San Francisco Randonneurs / 905030	15009
5843	BINGHAM, Bob	Randonneurs USA / 933095	12683
2806	BLACKER, Rick	Seattle International Randonneurs / 947018	13295
6527	BOLTZ, H Edward	Audax Atlanta / 910004	11808
4957	B00TH, Robert J	Great Lakes Randonneurs / 913005	11433
3691	BOTT, Linda	Channel Islands Bike Club / 905082	10234
8931	BULLOCK, Greg	New Jersey Randonneurs / 930029	12771
1609	DAYTON, Michael J	North Carolina Bicycle Club / 933045	11000
3932	DEBOER, Kelly	San Diego Randonneurs / 905140	20823
390	DRISCOLL, Dan	Lone Star Randonneurs / 943026	18748
4490	EBBING, Scott	Cincinnati Cycle Club / 935010	10074
153	ELLIS, John Lee	Rocky Mountain Cycling Club / 906002	10422
5935	FAMBLES, Millison	Seattle International Randonneurs / 947018	11215
5699	FENSKE, Charlie	Lone Star Randonneurs / 943026	10465
6987	GERNEZ, Raphael	San Francisco Randonneurs / 905030	10640
5667	GILL, Lyn	Seattle International Randonneurs / 947018	10598
2565	GOTTLIEB, Gary P	Lone Star Randonneurs / 943026	27359
3301	GOURSOLLE, Kitty	San Francisco Randonneurs / 905030	12037
8397	GRAMLING JR, Don W	Central Florida Randonneurs / 909062	11227
2807	GRAY, Jonathan F. L.	Pacific Coast Highway Randonneurs / 905051	16028
6176	HANDS, Ian Page	North Carolina Bicycle Club / 933045	10319
5389	HAZELTON, Stephen	Lone Star Randonneurs / 943026	13106
2060	HUBER, Kerin	Pacific Coast Highway Randonneurs / 905051	10327
1132	JOHNSON, Ken	Davis Bike Club / 905014	15342
7945	KERVELLA, Denis E	Lone Star Randonneurs / 943026	10173
4914	KIMBALL, Hugh	Seattle International Randonneurs / 947018	20724
1989	KLAASSEN, Spencer	Nebraska Randonneurs / 927007	11608

## 2015 K-Hound Awards (continued)

1795	KRAMER, John	Seattle International Randonneurs / 947018	12006
3416	KRATOVL, Joe	New Jersey Randonneurs / 930029	13821
8963	KUSTERS, Marion	Winter Springs Cycling / 909023	10705
5519	LASHLEY, Lynn	Randonneurs USA / 933095	16707
6016	LUCAS, Tim	Randonneurs USA / 933095	10000
7563	LUDVIKSSON, Audunn	Seattle International Randonneurs / 947018	11731
9307	MAYTORENA, Hector Enrique	San Diego Randonneurs / 905140	10529
9343	MCALISTER, Grant	Seattle International Randonneurs / 947018	11251
3436	MEERSCHIEDT, Albert P	Seattle International Randonneurs / 947018	10302
5004	MUONEKE, Vincent	Seattle International Randonneurs / 947018	15651
3892	NAGAOKA, Foster T	Channel Islands Bike Club / 905082	10125
8427	NAMARA, Yogy	San Francisco Randonneurs / 905030	11522
4574	NEWBERRY, Jeff	Hill Country Randonneurs / 943025	17709
2861	NEWMAN, Christine	New Jersey Randonneurs / 930029	10012
2439	OGILVIE, Raymond	Oregon Randonneurs / 937020	10057
8292	OLSEN, Keith N	San Diego Randonneurs / 905140	11097
2917	OLSON, Gregory	Oregon Randonneurs / 937020	10296
3848	OTCENAS, Susan	Desert River Randonneurs / 947004	10509
2692	PACINO, Dana A	Lone Star Randonneurs / 943026	15119
5290	PEARCH, John	Seattle International Randonneurs / 947018	11112
3525	PHELPS, Jerry L	North Carolina Bicycle Club / 933045	11111
6548	PHILLIPS, Calista	DC Randonneurs / 946012	11251
9658	PIOTROWSKI, Alexander R	Heartland Bike Club / 949008	11586
2843	ROEHRIG, Mark J	Seattle International Randonneurs / 947018	11913
8978	ROSS, Roy M	San Francisco Randonneurs / 905030	11664
2583	SHAPIRO, Paul G	New Jersey Randonneurs / 930029	12475
6516	SHAW, Mike	San Diego Randonneurs / 905140	10241
3596	STEVENS, Sharon	Lone Star Randonneurs / 943026	10545
4476	STROETHOFF, Karel	Randonneurs USA / 926095	14211
4089	SWARTS, Geoff	Seattle International Randonneurs / 947018	11890
1072	TAYLOR, Scott A	Randonneurs USA / 943095	10038
64	THOMAS, Mark	Seattle International Randonneurs / 947018	12922
4226	THOMPSON, W David	Central Florida Randonneurs / 909062	12925
7117	TUCHYNER, Daniel	Randonneurs USA / 944095	10049
8777	TULLOH, Robert F	Hill Country Randonneurs / 943025	10881
4495	TYER, Vickie	Lone Star Randonneurs / 943026	11907
3737	WELSH, Rob	Twin Cities Bicycling Club / 923013	10915
10116	WILLIAMS, Eric Allen	DC Randonneurs / 946012	10481
3205	WRIGHT, Pamela	Lone Star Randonneurs / 943026	11603

# 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 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.

APPROVED	NAME	CITY, STATE
2015/11/08	Ian Ryan Singer	Weston, FL
2015/11/09	Paul S Hoffman	Delray Beach, FL
2015/11/10	Michele S Brougher (F) [6]	St Louis Park, MN
2015/11/13	Eric Allen Williams	Silver Spring, MD
2015/11/15	Stuart Keith Sutton [7]	Virginia Beach, VA
2015/11/16	Scott A Taylor	Austin, TX
2015/11/17	Jan Acuff (F) [4]	Seattle, WA
2015/11/18	Steven D Haskins	Hartselle, AL
2015/11/19	Wallace J Bigler [4]	Houston, TX
2015/11/22	Ian Page Hands [5]	Raleigh, NC
2015/11/23	Betty Jean Jordan (F) [2]	Monticello, GA
2015/11/23	John Zenter [4]	Hanover, MD
2015/11/26	Eric Senter [3]	Davis, CA
2015/12/01	Jacob Anderson [4]	Virginia Beach, VA
2015/12/01	Nigel Greene [4]	Elkins Park, PA
2015/12/05	Gavin Biebuyck	Boyetown, PA
2015/12/05	Spencer Klaassen [10]	Saint Joseph, MO
2015/12/06	Kitty Goursolle (F) [7]	San Ramon, CA
2015/12/06	Hector Enrique Maytorena [2]	San Diego, CA
2015/12/07	Charles A Badger [4]	Orlando, FL
2015/12/07	H Edward Boltz [5]	Fulton, NY
2015/12/07	Gardner M Duvall [5]	Baltimore, MD
2015/12/07	Barry Schwartz	Los Altos, CA
2015/12/07	Ron Selby	Zionsville, IN

2015/12/07	Robert B Sexton [2]	San Jose, CA
2015/12/08	Theresa A Furnari (F) [6]	Baltimore, MD
2015/12/08	Raphael Gernez [2]	Los Altos, CA
2015/12/08	Rudy Hewitt [4]	Wheaton, MD
2015/12/08	Jefferson Rogers [2]	Wilmette, IL
2015/12/10	Jay Nadeau (F)	Altadena, CA
2015/12/13	Bob Bingham [6]	Graham, NC
2015/12/14	Peter W Dusel [5]	Ontario, NY
2015/12/14	Willy Nevin [10]	Pacifica, CA
2015/12/15	Craig Mathews [8]	The Woodlands, TX
2015/12/16	Michael Shreve	State College, PA
2015/12/16	Rick Spagna	Delray Beach, FL
2015/12/19	Chip Adams [8]	Severna Park, MD
2015/12/20	Edward M Bennett [3]	Geneva, FL
2015/12/22	Roland Bevan [6]	Ben Lomond, CA
2015/12/22	Harley S Jacobson	Coral Springs, FL
2015/12/22	Roger Peskett [4]	Tucson, AZ
2015/12/22	Ori Schwend (F)	Plantation, FL
2015/12/22	Charles A Witsman [6]	Pana, IL
2015/12/23	Ryan Thompson [3]	Santa Rosa, CA
2015/12/24	David R McDonald	Apex, NC
2015/12/25	Paul A Foley	Golden, CO
2015/12/27	Patrick A Donovan [8]	Orange Park, FL
2015/12/27	Jesse Marsh [5]	Fairfax, CA
2015/12/27	Don Shiggy Person	East Wenatchee, WA
2015/12/28	Julie Hua Ni (F) [2]	Gold River, CA
2016/01/01	Lisa Jean Portelli (F) [2]	Winter Park, FL
2016/01/02	John Lee Ellis [9]	Lafayette, CO
2016/01/02	Mark Janeba	Salem, OR
2016/01/02	Barry Schwartz [2]	Los Altos, CA
2016/01/02	Mark Thomas [9]	Redmond, WA
2016/01/03	Kerin Huber (F) [5]	Pasadena, CA
2016/01/03	Roy M Ross [2]	Sunnyvale, CA
2016/01/04	Stephen Hazelton [6]	Garland, TX
2016/01/04	Greg Kline [5]	Balboa, CA
2016/01/04	Stacy Kline (F) [5]	Balboa, CA
2016/01/05	Werner Huss [5]	West Palm Beach, FL
2016/01/07	Scott Ebbing [2]	Hamilton, OH
2016/01/12	Nicholas Bull [10]	Arlington, VA
2016/01/12	Grant McAlister [2]	Seattle, WA
2016/01/13	Bryan Kilgore	Oakland, CA



# RUSA Awards

## R-12 Award Recipients (continued)

2016/01/14	Foster T Nagaoka [9]	Ventura, CA	2016/01/21	Geof Simons [2]	Cary, NC
2016/01/15	George A Blair [2]	Buffalo, NY	2016/01/25	Gintautas Budvytis [7]	Castro Valley, CA
2016/01/17	Rob Hawks [7]	Richmond, CA	2016/01/25	Paul G Shapiro [7]	Princeton Junction, NJ
2016/01/17	Juliet Preston (F) [2]	Plantation, FL	2016/01/26	Mark W Dennin [4]	Cooper City, FL
2016/01/18	Catherine Shenk (F) [8]	Boulder, CO	2016/01/28	Zachary R Goodrich	Blakeslee, PA
2016/01/19	Christopher Maglieri [2]	Weatogue, CT	2016/01/31	David M Johnson [2]	Severn, MD
2016/01/21	Becky Berka (F) [7]	Carmichael, CA	2016/02/01	William A Cunningham	Williamsburg, VA
2016/01/21	Tim Lucas [6]	Wilson, NC	2016/02/01	John Pearch [6]	Olympia, WA
2016/01/21	Jack Nicholson [4]	Arnold, MD	2016/02/02	Ed Bernasky	Stockton, NJ
2016/01/21	Bryan Rierson [6]	Garner, NC	2016/02/02	Richard G Carpenter [9]	Wilmington, NC
2016/01/21	Geof Simons	Cary, NC	2016/02/03	Kelly DeBoer [6]	San Marcos, CA

## RUSA Cup Recipients

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

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

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

Below is the complete list of RUSA Cup recipients from 2015.

APPROVED	NAME	CITY, STATE
2015/01/01	Joel Lawrence [2]	High Point, NC
2015/01/24	George Winkert [2]	Highland, MD
2015/02/22	Gregory H Smith	Richland Center, WI
2015/04/04	Kelly Smith	Fairfax, VA
2015/04/18	Mark J Roehrig	Redmond, WA
2015/05/02	Michele S Brougher (F) [2]	St Louis Park, MN
2015/05/02	Kerin Huber (F) [2]	Pasadena, CA
2015/05/09	Dan Driscoll [3]	Arlington, TX

2015/05/14	Edward M Bennett	Geneva, FL
2015/05/14	Roland Bevan [3]	Ben Lomond, CA
2015/05/14	Don W Gramling, Jr	Jacksonville, FL
2015/05/14	Jenny O. Hatfield (F)	Oakland, CA
2015/05/14	Jim Logan	Pittsburgh, PA
2015/05/14	Michael C Wali	Mount Airy, MD
2015/05/16	Jeff Newberry [2]	Austin, TX
2015/05/30	Jan Acuff (F)	Seattle, WA
2015/06/20	L John Mangin	Loveland, CO
2015/06/20	Hector Enrique Maytorena	San Diego, CA
2015/06/20	Vincent Muoneke [5]	Federal Way, WA
2015/06/26	Jerry L Phelps [3]	Durham, NC
2015/07/09	Bob Bingham	Graham, NC
2015/07/16	Kitty Goursole (F) [2]	San Ramon, CA
2015/07/16	Tim Mason	Sacramento, CA
2015/07/25	Charles J Adams [2]	Midland, TX
2015/07/30	Michael Anderson	Mansfield, MA
2015/07/30	Lawrence A Midura [2]	East Syracuse, NY
2015/09/11	Phil J MacFarlane	San Mateo, CA
2015/09/26	Jason Pierce [3]	Oakland, CA
2015/10/08	Chip Adams [2]	Severna Park, MD
2015/10/24	Joe Edwards	Glenwood, IA
2015/10/24	Rodney D Geisert [2]	Columbia, MO
2015/10/24	Spencer Klaassen [3]	Saint Joseph, MO
2015/10/24	Calista Phillips (F)	Frederick, MD
2015/10/24	Mark Thomas [8]	Redmond, WA

# RBA Directory

REGION & WEBSITE	RBA NAME & E-MAIL	RBA MAILING ADDRESS	RBA PHONE(S)
<b>AK: Anchorage</b> www.alaskarandonneurs.org/	<b>Kevin Turinsky</b> kjturinsky@mac.com	2301 Saint Elias Drive Anchorage, AK 99517	907-276-6299
<b>AL: Birmingham</b> www.alabamarando.com	<b>Bruce Herbitter</b> fullylugged@yahoo.com	1967 Chancellor Ridge Rd Prattville, AL 36066	334-531-3468
<b>AZ: Casa Grande</b> www.azbrevet.com	<b>Carlton van Leuven</b> jonifide5@gmail.com	233 W. Raven Drive Chandler, AZ 85286	480-254-7606
<b>AZ: Northern</b> no website	<b>John Ingold</b> ingoldjm@gmail.com	880 N. Inland Shores Drive Flagstaff, AZ 86004	928-310-8096
<b>CA: Davis</b> davisbikeclub.org	<b>Dan Shadoan</b> dj@shadoan.org	812 Eucalyptus Street Davis, CA 95618	530-756-9266
<b>CA: Fresno</b> fresnocycling.com	<b>Lori Cherry</b> LCherry@aol.com	1426 N. Echo Fresno, CA 93728	559-906-1491
<b>CA: Los Angeles</b> www.pchrandos.com	<b>Greg Jones</b> gsjco@pacbell.net	4465 Cedarglen Ct Moorpark, CA 93021	805-523-2774
<b>CA: San Diego</b> www.sandiegorandonneurs.com	<b>Dennis Stryker</b> dstryker@cox.net	4233 Arguello Street San Diego, CA 92103	619-977-9334
<b>CA: San Francisco</b> sfrandonneurs.org/	<b>Rob Hawks</b> rob.hawks@gmail.com	5630 Santa Cruz Ave. Richmond, CA 94804	510-526-2653
<b>CA: San Luis Obispo</b> slorandonneur.org/	<b>Vickie Backman</b> vbackman@charter.net	1108 Poppy Ln San Luis Obispo, CA 93401	805-550-1181
<b>CA: Santa Cruz</b> www.santacruzrandonneurs.org	<b>Bill Bryant</b> bill@bryant-springsteen.net	226 West Avenue Santa Cruz, CA 95060	831-425-2939
<b>CA: Santa Rosa</b> srcc.memberlodge.com/	<b>Robert Redmond</b> redmond.bob@gmail.com	PO Box 750221 Petaluma, CA 94975-0221	707-799-0764 707-769-9678
<b>CO: Boulder</b> www.rmccrides.com/brevets.htm	<b>John Lee Ellis</b> jellisx7@juno.com	3936 Dale Drive Lafayette, CO 80026	303-604-1163
<b>FL: Central</b> floridarandonneurs.com/wordpress	<b>Paul Rozelle</b> prozelle@gmail.com	1300 Friendly Way . St. Petersburg, FL 33705	727-498-8048 614-565-3483
<b>FL: Gainesville</b> gainesvillecyclingclub.org/	<b>Jim Wilson</b> wilson@afn.org	620 NW 27th Way Gainesville, FL 32607	352-373-0023
<b>FL: Southern</b> southfloridarandonneurs.info/	<b>John Preston</b> john@johnandjuliet.com	6751 NW 9th St. Plantation, FL 33317	954-444-0910
<b>GA: Atlanta</b> www.audaxatlanta.com	<b>Kevin Kaiser</b> kkaiser23@comcast.net	1223 Hardy Pointe Dr Evans, GA 30809	706-860-8785
<b>IA: Central</b> iarando.drupalgardens.com/	<b>Greg Courtney</b> iowarando@gmail.com	1916 Meadowlane Ave Ames, IA 50010	515-233-3280 515-450-7901
<b>IL: Chicago</b> www.glrrando.org/	<b>Jim Kreps</b> jimmyk22@aol.com	2732 N. Central Park Chicago, IL 60647	773-862-9879
<b>IL: Quad Cities</b> www.qcbrevets.net	<b>Michael Fox</b> mikefoxman@gmail.com	1316 Columbia Court Davenport, IA 52804	319-266-5230
<b>IN: Indianapolis</b> sites.google.com/site/indianarandonneurs/home	<b>William Watts</b> wwatts@butler.edu	2650 Kessler Boulevard North Drive Indianapolis, IN 46222	317-925-5801
<b>KY: Louisville</b> www.louisvillebicycleclub.org/	<b>Steve Rice</b> srickey@gmail.com	40 Plantation Drive Shelbyville, KY 40065	502-494-5288
<b>LA: New Orleans</b> No website	<b>Patrick Horchoff</b> larba1955@aol.com	8909 Ormond Place River Ridge, LA 70123	504-738-1352 504-957-1768
<b>MA: Boston</b> www.bostonbrevets.com	<b>Jake Kassen</b> me@jkassen.org	87 Monument St #2 Medford, MA 02155	617-921-0484
<b>MA: Westfield</b> www.GreatRiverRide.com	<b>Don Podolski</b> don@newhorizonsbikes.com	55 Franklin St. Westfield, MA 01085	413-562-5237
<b>MD: Capital Region</b> www.dcrand.org/dcr/	<b>Nicholas Bull</b> nick.bike.bull@gmail.com	6113 N 9th Rd. Arlington, VA 22205	703-241-0167 703-470-1359
<b>MI: Detroit</b> detroitrandonneurs.org/	<b>Tom Dusky</b> tdusky@gmail.com	10705 Lincoln Dr Huntington Woods, MI 48070	248-544-4443
<b>MN: Twin Cities / Rochester</b> www.MinnesotaRandonneurs.org	<b>Rob Welsh</b> TCBCBrevet@aol.com	7907 Upper Hamlet Court Apple Valley, MN 55124	612-801-4196
<b>MO: Kansas City</b> www.kcbrevets.blogspot.com/	<b>Bob Burns</b> bobgburns555@aol.com	PO Box 1387 Blue Springs, MO 64013	816-229-6071

# RBA Directory

REGION & WEBSITE	RBA NAME & E-MAIL	RBA MAILING ADDRESS	RBA PHONE(S)
<b>MO: St. Louis</b> www.stlbrevets.com/	<b>John Jost</b> stlbrevets@yahoo.com	9122 Conser Court St. Louis, MO 63123	314-843-4486
<b>MS: Jackson</b> groups.google.com/group/magnoliarandon	<b>Michelle Williams</b> mwilliams_spmr@hotmail.com	213 Hillside St. Ridgeland, MS 39157	601-573-2057
<b>MT: Bozeman</b> sites.google.com/site/montanarando/Home	<b>Jason Karp</b> belgradebobcat@msn.com	713 Cheery Drive Belgrade, MT 59714	406-388-1099 406-599-2897
<b>NC: High Point</b> www.bicycleforlife.org/rusa/index.html	<b>Tony Goodnight</b> RUSA.2012@bicycleforlife.org	1939 Barringer Rd Salisbury, NC 28147	704-637-6289
<b>NC: Raleigh</b> www.unc.edu/~alanj/	<b>Alan Johnson</b> alanmj@mindspring.com	308 Ashe St Morrisville, NC 27560	919-467-8457
<b>NE: Omaha</b> www.nebraskasandhillsrandonneurs.com	<b>Spencer Klaassen</b> sklaassen@ponyexpress.net	1617 S. 20th St. St. Joseph, MO 64507	816-244-9692
<b>NJ: NYC and Princeton</b> www.njrando.com	<b>Joe Kratovil</b> joekratovil@comcast.net	15 Apple Hill Road Hillsborough, NJ 08844	908-359-3368 908-507-0422
<b>NM: Cedar Crest</b> www.nmbrevets.com	<b>John Mazzola</b> nmnightrider@comcast.net	PO Box 811 Cedar Crest, NM 87008	505-263-7090
<b>NY: Central/Western</b> www.distancerider.net	<b>Peter Dusel</b> pdusel@sprintmail.com	1119 Lake Road Ontario, NY 14519	315-524-8519
<b>NY: Long Island</b> lirando.com	<b>Steve Yesko</b> syesko@yahoo.com	93-38 71 Drive Forest Hills, NY 11375	718-575-9313
<b>NY: Saratoga</b> www.adkultracycling.com	<b>John J. Ceceri Jr</b> john@adkultracycling.com	7 Pearl Street Schuylerville, NY 12871	518-583-3708
<b>OH: Columbus</b> ohiorandonneurs.org	<b>David Roderick</b> roderickdavid@sbcglobal.net	6357 Hudnell Rd. Athens, OH 45701	614-397-5495
<b>OK: Norman</b> www.facebook.com/groups/1514201805512796/	<b>Michael Schmit</b> meschmit65@gmail.com	325 Baker Street Norman, OK 73072	405-401-3770
<b>OR: Portland</b> www.orrandonneurs.org/	<b>Susan France</b> susan.m.france@gmail.com	25797 SW Neill Rd. Newberg, OR 97132	503-685-1337
<b>PA: Eastern</b> www.parandonneurs.com	<b>Tom Rosenbauer</b> trosenbauer@rcn.com	300 Burke St Easton, PA 18042	610-559-1145
<b>PA: Pittsburgh</b> www.pittsburghrandonneurs.com	<b>Jim Logan</b> jimlogan@verizon.net	215 Lindenwood Dr Pittsburgh, PA 15209	412-822-7778
<b>TN: Nashville</b> harpethbikeclub.com/ultra/	<b>Jeff Sammons</b> jsammons@bellsouth.net	1512 Aberdeen Dr Brentwood, TN 37027	615-373-2458
<b>TX: Amarillo</b> www.hellweek.com/	<b>Nick Gerlich</b> nickgerlich@gmail.com	P.O. Box 53 Canyon, TX 79015	806-499-3210
<b>TX: Austin</b> www.hillcountryrandonneurs.com	<b>Wayne Dunlap</b> wgddunlap@aol.com	3108 Creeks Edge Parkway Austin, TX 78733	512-402-9953 408-857-5458
<b>TX: Brownsville</b> www.rgyrandos.org/	<b>Richard Cavin</b> rwc5830@gmail.com	5830 FM 509 San Benito, TX 78586	956-642-6108
<b>TX: Dallas</b> www.lonestarrandon.org/	<b>Dan Driscoll</b> dansmark@flash.net	2811 Hollywood Dr Arlington, TX 76013	817-925-0158
<b>TX: Houston</b> www.houstonrandonneurs.org	<b>Robert Riggs</b> elantier@hotmail.com	4418 Kingfisher Houston, TX 77035	713-301-7093
<b>TX: West Texas</b> www.pbbatx.com/html/randonneur.html	<b>Mark Hardwick</b> mark@mphardwick.com	2512 Concord Avenue Midland, TX 79702	432-683-3322 432-553-8553
<b>UT: Salt Lake City</b> www.SaltLakeRandos.org	<b>Richard Stum</b> richard@eogear.com	11874 E 18500 N Mt. Pleasant, UT 84647	435-462-2275 435-851-9558
<b>VA: Northern</b> www.romabrevet.org/	<b>Matt Settle</b> mattsettle.roma@gmail.com	67 Cullers Lane Strasburg, VA 22657	540-335-4981
<b>VA: Tidewater</b> tidewaterrando.com/	<b>Keith Sutton</b> sksuttonmd@cox.net	1104 Battle Royal Cir. Virginia Beach, VA 23455	757-252-9050
<b>WA: Seattle</b> www.seattlerandonneur.org	<b>Mark Thomas</b> mark@muthomas.net	13543 160th Ave NE Redmond, WA 98052	206-612-4700
<b>WA: Tri-Cities</b> drrando.blogspot.com/	<b>Norman Carr</b> normcarr@gmail.com	9617 Mia Lane Pasco, WA 99301	509-308-5266
<b>WI: Southwest</b> no website	<b>Greg Smith</b> driftlessrandos@gmail.com	23295 McDougal Lane Richland Center, WI 53581	608-475-2040

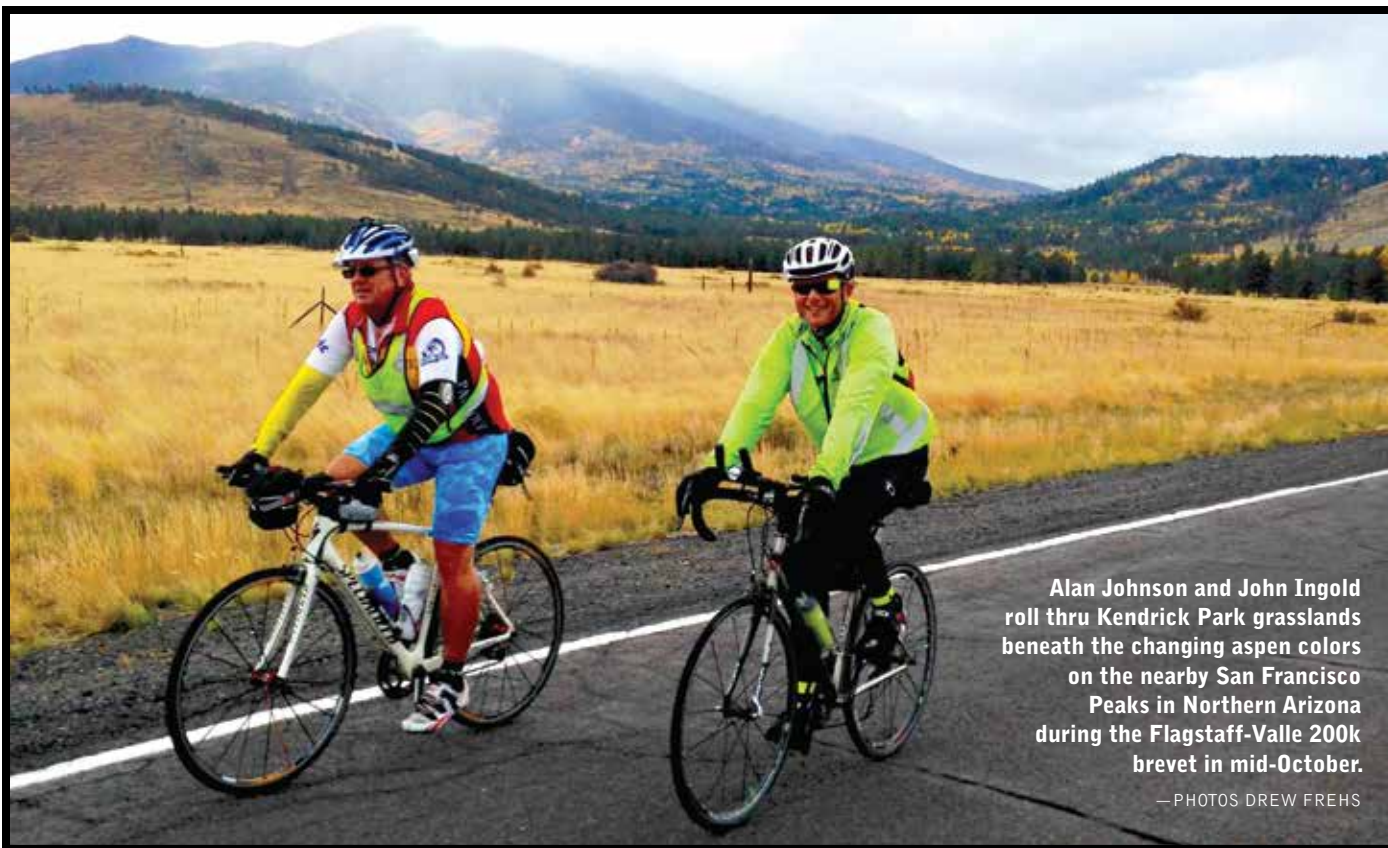
# ACP Events

PAYS COUNTRY	CLUB ORGANISATEUR ORGANISER CLUB NAME	ACP CODE	RESPONSABLE RIDE ORGANISER	ADDRESS EMAIL EMAIL ADDRESS	DATES DES ORGANISATIONS EVENTS CALENDAR															
					200	21-May	28-May	06-Aug	04-Jun	06-Aug	400	04-Jun	06-Aug	25-Jun	06-Aug	600	25-Jun	06-Aug	1000	1200 et +
Alaska (AK)	Alaska Randonneurs	902006	Bumley WILLIS	ipsorandco@gmail.com	07-May	21-May	28-May	06-Aug	04-Jun	06-Aug	25-Jun	06-Aug								
Arizona (AZ)	Arizona Randonneurs	903020	Carlton VAN LEUVEN	jonife5@gmail.com	04-Jun	20-Aug	03-Sep													
	Northern Arizona Randonneurs	903008	John INGOLD	ingoldj@gmail.com	09-Jan	02-Mar	16-Mar													
	Davis Bike Club	905014	Dan SHADOAN	dj@madem.org	21-May	18-Jun	20-Aug													
	Fresno Cycling Club	905058	Lori CHERRY	LCherry@aol.com	01-Jan	27-Feb	19-Mar													
California (CA)	Channel Islands Bike Club	905082	Greg JONES	gsfco@acbell.net	05-Jun	15-Oct	21-May	27-Feb	19-Mar	26-Mar	02-Apr	16-Apr	07-May							
	San Diego Randonneurs	905140	Greg OLMSTEAD	greg.olmstead@gmail.com	04-Jun	27-Aug	17-Sep													
	San Francisco Randonneurs	905030	Rob HAWKS	rob.hawks@gmail.com	23-Jan	03-Apr	06-Aug													
	San Luis Obispo Randonneurs	905166	Vicke BACKMAN	vbackman@charter.net	09-Oct	13-Feb	16-Apr													
Colorado (CO)	Santa Cruz Randonneurs	905106	Bill BRYANT	bill@bryant-springsteen.net	11-Jun	25-Jun	09-Jul													
	Santa Rosa Cycling Club	905048	Robert REDMOND	redmond.bob@gmail.com	10-Jul	31-Jul	06-Aug													
	Rocky Mountain Cycling Club	906002	John Lee ELLIS	jellis7@juno.com	10-Sep	15-Oct														
	Central Florida Randonneurs	909002	Paul ROZELLE	prozele@gmail.com	09-Jan	16-Apr	23-Apr													
Florida (FL)	Gainesville Cycling Club	909005	Jim WILSON	bwv@qccfla.org	13-Aug	17-Sep	01-Oct													
	South Florida Randonneurs	909014	John PRESTON	john@ohmandjulel.com	06-Mar	23-Apr	14-May													
	Audax Atlanta	910004	Kevin KAISER	kkaiser23@comcast.net	09-Jan	10-Jan	06-Feb													
	Great Lakes Randonneurs	913005	Michele BROUGHER	murgaster@gmail.com	06-Mar	23-Apr	14-May													
Illinois (IL)	Quad Cities Randonneurs	913042	Michael FOX	mikefoxman@gmail.com	01-Jan	30-Jan	09-Apr													
	Indiana Randonneurs	914005	William WATTS	watts@buller.edu	10-Sep	02-Oct														
	Iowa Randonneurs	915005	Greg COURTNEY	lovarando@gmail.com	16-Jul	13-Aug														
	Louisville Bicycle Club	917002	Steve RICE	srickey@gmail.com	23-Apr	21-May	25-Jun													
Kentucky (KY)	DC Randonneurs	946012	Nicholas BULL	nick.bull@gmail.com	23-Jul	01-Oct														
	New England Randonneurs	921005	Jake KASSEN	me@kassen.org	09-Apr	07-May	04-Jun													
	Northwest Sport Cyclists	921033	Don PODOLSKI	don@northwestsportcyclists.com	05-Mar	09-Apr	23-Apr													
	Detroit Randonneurs	922015	Tom DUSKY	tdusky@gmail.com	24-Sep	07-May	09-Oct													
Minnesota (MN)	Minnesota Randonneurs	923003	Rob WELSH	TCBCBrevet@aol.com	23-Apr	04-Jun	14-May													
	Kansas City Ultra Cycling	925001	Spencer KLASSEN	sklassen@ponyexpress.net	17-Sep	30-Apr	07-May													
	St Louis Cycling Club	925034	Dennis SMITH	dennis.neil.smith@gmail.com	04-Jun	16-Jul	30-Jul													
	Gallatin Valley Bicycle Club	926001	Jason KARP	belgradbobcat@msn.com	31-Jul	01-Oct														
Montana (MT)	Nebraska Sandhills Randonneurs	927005	Spencer KLASSEN	sklassen@ponyexpress.net	02-Apr	16-Apr														
	New Jersey Randonneurs	930029	Joe KRATOVLIC	jkrato@comcast.net	02-Apr	21-May	25-Sep													
	Rochester Cycling Club	930030	Peter DUSEL	pdusel@sprintmail.com	23-Apr	01-May	10-Sep													
	Long Island Randonneurs	932005	Steve YESKO	syeste@yahoo.com	08-Oct	04-Jun														
New York (NY)	Upstate NY Brevet Series	932034	John J. CECERI JR	john@adkulaicycling.com	27-Mar	23-May														
	Bicycle For Life Club	933057	Tony GOODNIGHT	rusaz2016@bicyclerforlife.org	07-Aug	19-Mar														
	North Carolina Bicycle Club	933045	Alan JOHNSON	alan@nncsprinting.com	02-Jan	16-Jan	19-Mar													
	Ashville International Randonneurs	933011	Luke HELLER	hellerr@bicyclerforlife.org	23-Jul	23-Jul	17-Sep													
Ohio (OH)	Ohio Randonneurs	935012	David RODERICK	roderickdavid@bicyclerforlife.org	01-Oct	04-Jun	17-Sep													
					16-Apr	07-Jul	10-Jul													



# RUSA Events

REGION	RBA NAME	RUSA EVENTS
AK: Anchorage	Burnley WILLIS	04/23 (100 km) 05/07 (100 km) 06/18 (100 km) 07/23 (100 km) 08/20 (100 km) 09/17 (100 km)
AL: Birmingham	Bruce HERBITTER	03/19 (200 km)
CA: Davis	Dan SHADOAN	10/01 (dart) 10/29 (100 km) 10/29 (200 km) 12/31 (200 km)
CA: Los Angeles	Greg JONES	03/5 (100 km) 04/09 (dart) 10/30 (200 km) 12/10 (200 km)
CA: San Diego	Greg OLMSTEAD	02/06 (104 km) 02/27 (129 km) 03/25 (164 km)
CA: San Francisco	Rob HAWKS	06/04 (dart) 06/04 (dart) 09/25 (103 km) 09/25 (112 km) 10/22 (200 km) 11/05 (202 km) 12/03 (205 km)
CO: Boulder	John Lee ELLIS	03/13 (108 km) 04/03 (121 km)
FL: Central	Paul ROZELLE	10/16 (200 km)
FL: Southern	John PRESTON	11/05 (218 km) 12/03 (207 km)
GA: Atlanta	Kevin KAISER	09/17 (200 km)
IA: Central	Greg COURTNEY	04/09 (110 km) 05/07 (110 km) 06/04 (110 km)
IN: Indianapolis	William WATTS	04/09 (100 km)
LA: New Orleans	Patrick HORCHOFF	02/06 (200 km)
MA: Boston	Jake KASSEN	02/07 (106 km) 03/06 (100 km) 04/09 (100 km) 04/16 (100 km) 05/14 (dart) 05/14 (dart) 09/24 (110 km)
MA: Westfield	Don PODOLSKI	03/20 (100 km) 10/09 (100 km) 10/09 (170 km)
MD: Capital Region	Nicholas BULL	02/06 (106 km) 09/10 (200 km) 10/01 (200 km) 11/05 (200 km) 12/03 (207 km)
MI: Detroit	Tom DUSKY	04/09 (116 km)
MN: Twin Cities / Rochester	Rob WELSH	04/09 (100 km) 04/16 (119 km) 04/30 (100 km) 06/04 (100 km) 06/25 (125 km) 07/31 (100 km) 09/17 (150 km) 10/08 (100 km) 10/22 (100 km)
MO: Kansas City	Spencer KLAASSEN	02/27 (101 km) 07/21 (100 km) 10/01 (103 km)
MT: Bozeman	Jason KARP	07/04 (100 km)
NC: Raleigh	Alan JOHNSON	08/20 (100 km)
NC: Western	Luke HELLER	03/26 (100 km) 09/18 (100 km) 10/29 (100 km) 12/17 (200 km) 12/18 (200 km)
NJ: NYC and Princeton	Joe KRATOVIL	07/09 (arrow)
NY: Long Island	Steve YESKO	04/16 (100 km)
NY: Saratoga	John J. CECERI JR	05/26 (100 km)
OR: Portland	Susan FRANCE	02/13 (105 km) 03/12 (100 km) 11/05 (100 km)
PA: Eastern	Tom ROSENBAUER	02/06 (200 km) 10/22 (150 km) 10/22 (200 km) 11/05 (100 km) 11/05 (200 km) 12/03 (200 km)
PA: Pittsburgh	Jim LOGAN	03/13 (100 km)
TN: Nashville	Jeff SAMMONS	10/22 (200 km) 11/26 (100 km) 11/26 (200 km)
TX: Austin	Wayne DUNLAP	10/01 (200 km) 10/15 (300 km) 11/05 (400 km) 12/03 (200 km) 12/10 (600 km)
TX: Dallas	Dan DRISCOLL	02/06 (100 km) 02/20 (325 km) 03/12 (217 km) 04/02 (305 km) 04/09 (206 km) 04/09 (317 km) 05/28 (211 km) 05/28 (308 km) 06/11 (150 km) 06/11 (255 km) 07/02 (200 km) 07/02 (362 km) 07/04 (205 km) 07/23 (dart) 07/24 (100 km) 08/06 (200 km) 09/03 (200 km) 09/03 (362 km) 09/05 (205 km) 09/17 (315 km) 10/22 (212 km) 10/22 (308 km) 10/22 (412 km) 10/22 (600 km) 10/29 (217 km) 10/29 (300 km) 11/12 (100 km) 11/12 (400 km) 11/19 (100 km) 11/19 (300 km) 11/26 (100 km) 11/26 (210 km) 12/03 (200 km) 12/10 (211 km)
TX: Houston	Wallace BIGLER	05/21 (200 km) 06/04 (200 km) 06/04 (300 km) 07/09 (200 km) 07/09 (300 km) 08/13 (200 km) 10/08 (200 km) 11/05 (200 km) 12/10 (200 km)
TX: West Texas	Charles ADAMS	02/13 (100 km) 08/13 (215 km) 08/14 (120 km) 09/16 (100 km) 09/16 (215 km)
UT: Salt Lake City	Richard STUM	03/19 (100 km) 04/23 (100 km) 06/11 (134 km)
VA: Tidewater	Keith SUTTON	03/19 (100 km) 03/26 (dart)
WA: Seattle	Mark THOMAS	03/05 (100 km) 05/06 (100 km) 06/04 (200 km) 07/09 (100 km)
WI: Southwest	Greg SMITH	08/06 (dart) 08/07 (100 km)



Alan Johnson and John Ingold roll thru Kendrick Park grasslands beneath the changing aspen colors on the nearby San Francisco Peaks in Northern Arizona during the Flagstaff-Valle 200k brevet in mid-October.

—PHOTOS DREW FREHS

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