

AMERICAN RANDONNEUR



VOLUME 20 • ISSUE #1 SPRING 2017



A SPORT FOR ALL

Musings From the Back of the Pack — BY TIBOR TAMAS

What to Do for Our Aging Randonneurs — BY DUANE WRIGHT

Randonneuring with Kids: Sally and Joe's First Randonnées — BY PAUL ROZELLE



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COVER—The Corner Store in Forrest,
 Victoria, Australia provided welcome comfort
 and much needed caffeine to riders in the
 Great Southern Randonnee.

PHOTOS BY DAN DIEHN

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President's Message



It's definitely winter here as I write this! Crisp temps, and the Colorado mountains are getting record snows. We local randos are torn between frosty R-12 and P-12 rides, and great skiing.

But by the time you read this, it will be a different season! Florida, Texas, California, and Arizona will have gotten through most of their SR series. And we will be just starting ours... just in time for our statistically snowiest months - March and April.

What I love about these juxtapositions is the community we share. We may be riding in different climates, terrains, and degrees of discomfort, but we are brought together by our sport, and our rando penchant for fun and suffering ... punctuated, as a friend puts it, by "occasional bursts of tenacity."

Volunteer Round-Up

Our most important RUSA volunteer is likely your RBA. I believe RBAs are the heart of our organization. And a hearty appreciation to you Permanent route owners, too (of which I am one).

But there are more RUSA volunteers behind the scenes than you might think. I'll start with our Board, a "working Board"—members who don't just deliberate. Each finds work to do for RUSA. This year's Board members ...

Deb Banks runs the RUSA Store—it's not just apparel, but all the awards you crave (if you're into physical awards), and safety items, too. Deb runs a successful bike saddle company. She started her rando career in Boulder, has finished everything from PBP to the Big Wild Ride 1200 in Alaska. It's been a pleasure to have shared these and other rides with her.

Susan Otcenas was our Treasurer for the past two years, and was essential in updating our budgetary structure and focusing our fiscal goals. Susan was at the helm of a successful women's cycling attire company. Last year, she also co-organized the Cascade 1200, and while putting that together, also polished off the Texas Rando Stampede 1200.

Dave Thompson is our new Treasurer. He has many rando palmares, including a pair of foreign 1200k's ridden back-to-back with only a few days' gap in between. Dave organizes the Sunshine 1200 in Florida, and this year the Granite Anvil 1200 in Ontario.

Paul Rozelle is RBA of his growing Central Florida region. He organized the inaugural and well-attended Cracker Swamp 1200 last fall. Paul is our new RBA Liaison, and also working as RUSA Secretary. Paul has ridden 1200k's from Colorado to Uzbekistan and lots in between.

Nigel Greene is our membership chairman. Nigel has ramped up quickly rando-wise, completing many kms since 2010, achieving multiple Super Randonneur awards, and finishing PBP'15. He brings a keen sense of member involvement to the Board.

Lois Springsteen—As RUSA member #8, Lois is a founding member. It takes energy and a bit of daring to form a new organization. Lois has also been Santa Cruz RBA, and co-organizes the California Central Coast 1200 with her husband Bill Bryant (RUSA #7). Lois serves on the RUSA Web Team, and also works on Finance.

As for me, I am RBA for Boulder, CO, and organize the Colorado High Country 1200 and the Colorado Last Chance 1200 (being held this year, so sign up!). I serve on the Awards Committee, Rules Committee, and the Web Team.

Big RUSA Rides in Store

We have 1200k's in three regions this year. The Gold Rush Randonnée and the Colorado Last Chance 1200 are the second and third oldest US 1200k's, after Boston-Montreal-Boston. Take a look at the 1000k's too—there are fifteen (!) of them. Lots to check out!

A Note from Rob Hawks

Rob resigned as prez and board member at the end of 2016. We appreciate his service, and we're glad he's continuing to lead his very successful San Francisco region. Please read his note on page 21.

More ... I want to tell you about our initiatives for this year, but am out of space, so that will have to wait for next time.

I am optimistic about this year for RUSA, and for us all as randonneurs. I hope your personal rando year is off to a great start!

—John Lee
RUSA President
president@rusa.org

From the Editor

Sometimes when we're assembling an issue of *American Randonneur*, a theme emerges entirely unexpectedly. And so it has happened that the theme of randonneuring as a 'big tent' sport is featured in this edition of AR. Paul Rozelle writes an endearing piece about introducing his 7- and 9-year olds to permanent populaires, proving that randonneuring is not only for the young at heart but also for the young. Tibor Tamas writes as a back-of-the-pack rider to encourage other slower riders to continue riding and not be discouraged. Duane Wright presents an opinion piece suggesting that RUSA consider allowing extra time on some events for older riders; he also suggests that regional groups offer more events that encourage participation of riders of all ability levels. And finally, Dan Shadoan provides a preview of the classic Gold Rush Randonnee, a 1200K ride featuring the Janesville Grade, one of the most challenging climbs (and descents) in American brevets. Young and old, slow and fast, we love to ride.

We also appreciate new routes that provide opportunities to explore other parts of the country. Both Michele Brougher and John Pearch describe new 1000K routes to be offered this year, the first in Wisconsin and the second in Washington state. And Jake Kassen describes relatively new 200- and 400-kilometer routes from Boston to Maine. Definitely an exciting season ahead for us.

This issue also celebrates some of the very accomplished randonneurs among us. First of all, congratulations to Bruce Berg for winning the American Randonneur of the Year Award! Congratulations as well, to the five DC randonneurs who have achieved the Ultra R-12 Award; they are featured in an article by Nick Bull. Acknowledgement is due to Greg Olmstead as well,

featured in Mary Gersema's column, for having completed rides in 53 'states.' Mary's interview with Greg offers advice to others who are on track to complete the American Explorer Award. Finally, a hearty congratulations as well to David DiGiovanni who completed an unsupported 1200K in Winnipeg, CA, after not completing PBP 2015. He wanted to show himself that he could do a ride of this distance—nice job. I hope these stories will inspire us all to challenge ourselves in new ways this year.

This magazine has been enriched by the work of our columnists who commit to writing an essay at least once every three months. I can't thank them enough for their work. In addition to Mary Gersema's column mentioned above, this issue brings you a short piece by Chris Newman about an alternative Christmas vacation, a piece by Paul Johnson about the wisdom of early planning for the new season, and a new column by George Swain who



will be reviewing films and books of interest to randonneurs. His review in this issue is about two book-length reports of LEL. Those signed up for the event this year will want to read Swain's review and the books that he discusses.

Finally, I want to welcome our new RUSA president, John Lee Ellis, whose first AR column is at the front of the magazine. I'd also like to thank past president Rob Hawks for his work on our behalf and urge you to read his note to us. Also be sure to check out the RUSA Store note by Deb Banks. A few more people to thank in this first issue of the year: Jim Poppy for coming on board to manage the ads (please check out our advertisers and make them want to keep advertising with us!), Lynne Fitzsimmons for taking on the job of compiling large amounts of data for the Awards and Rides lists, and assistant editors Mary Gersema, Melissa Hall, Jayne Brown, Katie Raschdorf, Bob Olsen, George Swain, and Betty Jean Jordan for their help in making sure that articles read well and are (almost) error-free. Finally, I am incredibly grateful to Mary Humphrey whose layout work gives the magazine its professional look, and to Nigel Greene who makes sure we all get our copies in our mailboxes.

Wishing everyone a fantastic riding year.

Be safe out there, please.

—Janice Chernekoff
Editor, *American Randonneur*
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Musings From the Back of the Pack

BY TIBOR TAMAS, RUSA# 9902

For me, getting dropped is a foregone conclusion, but it never keeps me from trying. There have been many brevets and permanents where I have been the last one to finish, long after the rest of the group left. Why am I 'confessing' to this? I am admitting this because I'd like to encourage other slower riders to not give up, to keep riding. So what is the view like from the back of the pack you may ask? Why am I still doing brevets and permanents? How do I enjoy randonneuring if I ride alone?

Even before taking up randonneuring, I was the one that the local cycling club would wait on, but I was looking for something more permanent and year round. I found the local chapter of RUSA through an internet search and in August 2014, I did my first brevet with LSR (Lone Star Randonneurs). They were super nice and I finished last by only a few minutes (OK, maybe 45 minutes). Since then, I have been a regular LSR participant.

What is it like to be the last and ride alone? It is not as bad, or as lonely, as some would think. And it has multiple benefits, such as not having to hurry to keep up, not having to rush through controls, and not having to conform to the pace of faster riders. Furthermore, solo rides soothe my soul. They allow me to be alone with my thoughts and clear my head. I can enjoy the ride, air, and freedom more when I am alone; the ride is more peaceful so

I can actually think about something. When I go alone, I feel like I own the whole place. On a solo ride, I can ease up or push hard whenever I feel like it. Plus, solo riding allows me to ride at my own pace, to stop when I want, take pictures, talk to locals (or cows, as they seem to listen better than horses) and others who are on the road. I have met more than a few others who were stopped by the side of the road, including a Harley rider with whom I had the most interesting conversation. Thus, I think riding alone not only makes me a better, mentally stronger rider, but also allows me to meet new people and experience the ride as I wish.

I really enjoy the company for the first few miles at the beginning of an event and appreciate the occasional brave soul who decides to slow down to ride with me, and there is not much that beats an overnight ride in the middle of summer. I love randonneuring, it takes me to places I would not otherwise visit. It allows me to test and push myself to make the control times and finish. And yes, I will continue randonneuring even if I ride by myself. I would encourage other slower than average riders (you know who you are) not to give up, to come out and ride, to enjoy and find other slow(er) riders! Don't let your speed (or lack of) hold you back from what you love to do. 🚲



Myrtlewood Baptist Church is the turnaround point of Paris-Broken Bow-Paris.

—PHOTO DAVID HALL

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The Story of the “DCR Five”: Ultra-R12 / R-120 Awards

BY NICK BULL WITH BILL BECK, CHRIS MENTO, TOM REEDER, AND GEORGE WINKERT

This year, five DC Randonneurs qualified for RUSA’s Ultra-R12 Award (ten R-12’s). In finishing order: seventh in the nation was Nick Bull; fourteenth through seventeenth were Bill Beck, George Winkert, Tom Reeder and Chris Mento.

It all started back in mid-2006 when our RBA, Matt Settle, told us about this new award, the R-12, for riding a 200K or longer every month for a year. I realized, “Hey, I’m already halfway done, I can do this!” A few months later, in November 2006, Tom Reeder was the first among us to earn an R-12 Award.

About a year later, George Winkert and I were finishing his first R-12 together. We were joking around about riding R-12 rides every month for ten

years straight. Crazy, right? We called it the “R-120,” so that’s what it became known as to DC Randonneurs. I’m not sure any of us really believed we could do it, but we all liked riding R-12’s. I proposed to the Randon listserv that RUSA make an R-120 Award, but there didn’t seem much interest, except from Dan Driscoll. A few years later, Bill Beck proposed the R-120 to the RUSA Board, and they accepted it in a modified form as the Ultra-R12. To no one’s surprise, the first Ultra-R12

qualifier was ... Dan Driscoll!

Meanwhile, the five of us kept riding our R-12 rides. Four of us had the good luck to succeed at our goal, but Tom had the bad luck to get stuck in a February ice storm in Texas, which set him back a few months, and left him completing his Ultra-R12 this September.

Between us, we completed 298,000K of official rides during our Ultra-R-12 quests; Bill had 72,000K. Nick was the most risk-averse rider, with 43 percent of his rides in the first week of the month; Tom took the most risk, with 18 percent of his rides in the final week of the month.

For this article, I asked four questions: What kept you going? What do you remember as your best R-12 ride? What was the worst? What advice do you have for anyone trying for an



R-12, Ultra-R12, or R-120? For the sake of brevity, I've included only the most instructive answers from the riders in order of Ultra-R12 completion.

Nick Bull

What kept you going? At first the "R120" was somewhat of a joke goal. But the R-12 and even the R-120 were a big motivator to "force ourselves" to get out there and ride, even when dismal weather meant I'd rather ride a couch! George Winkert and I both thought this would help us to better maintain our fitness and health as we got older. Additionally, when the first club brevets rolled around in March or April, maybe they wouldn't be quite as hard. Randonneuring makes me feel like I'm twelve again, so it's an escape from the pressures of job and family. Riding connects me to nature and to the primitive world our ancestors lived in, and I hope helps me build mental toughness and flexibility.

Your best R-12 ride? So many it's hard to say. Most were ridden with one or more of my co-authors, so we have often shared the camaraderie and joys of the road, and helped each other through hard times.

Maybe the "best" was the "Nottaway Ramble," ridden with my wife, Jan Bull, in February, 2010. Halfway through the month, the DC area was under about three feet of snow and the forecast was for another major storm coming through on the weekend. So we drove down to south-eastern Virginia. It was a typical winter's day, 28 at the ride start, rising to 40, clear and sunny, with that special subdued and dappled winter's light. It was fun riding through peanut farms and cotton farms and along the James River. At one stage, we saw two huge dogs in the road, but as we got closer they turned out to be calves. We

Bill Beck riding Woodbine-Gettysburg, at the Gettysburg battlefield.

—PHOTO BILL BECK



stopped and waited, but they weren't moving so we started up, and so did they; as we neared them, they started veering back and forth in front of us, so we hit the brakes. We were laughing so hard we had trouble staying on the bike. See video (with a few swearwords): [flickr.com/photos/16080702@N02/30847861020/in/datetaken-public/](https://www.flickr.com/photos/16080702@N02/30847861020/in/datetaken-public/)

Your worst R-12 ride? Without any doubt, that was "Stone Soup," ridden with George Moore in February, 2012. Forecast: freezing at the start, rising to the 50's, and occasional afternoon showers. Not bad for February! It was nice until mid-afternoon, though the temperature never rose above 43. Then the "showers" turned out to be two hours of pouring rain with temperatures steadily dropping—we were both soaked to the core. About 40 miles from the end, the rain turned to heavy snow as the temperature fell to near-freezing. At least the road surface was warm enough that the snow wasn't sticking, just slushy!

Bill Beck

What kept you going? Although we get cold and snow in the Mid-Atlantic, the snow usually melts fairly quickly, and there is almost always at least one weekend a month with reasonable

George Winkert rides the Polar Express, south of Middletown, VA.

—PHOTO BILL BECK

weather. So it never actually seemed that hard to keep going. It really has become part of the normal routine. I try to do a 200K every weekend that the weather permits. It burns calories, makes me feel better, and I think it's easier to keep riding year round than have to restart every Spring. I like that the Ultra R-12 requires consistency over a long period of time.

Your best R-12 ride? In January of 2009, Clint Provenza, George Andrews, Bill Willis, and I somehow decided that it would be a good day for George and Bill W to ride their first 200K on my Woodbine-Dillsburg route, even though the temperature was 1°F at the 7AM start. Of course any exposed water bottles immediately froze solid. Even my Camelbak hose, which was underneath a thick outer jersey and jacket, froze until the temperature rose above 9°F, when my body heat could finally thaw it out. The highest temperature all day was 19°F and we finished well after dark. But everyone was in good spirits and thawed out during a nice dinner at the Pizza Hut at the finish. I also

consider this my worst R-12 ride because of the weather conditions.

Advice for R-12/Ultra-R-12

hopefuls? People in different areas of the country face different challenges, but most involve weather—too hot, too cold, or too icy. So try to get in the R-12 ride on the earliest day in the month that presents decent weather. Design one or two permanents that start near your house. It's much easier to grab a day with good weather when you don't have to schedule with another route owner days in advance. Bar-Mitts work great for keeping hands warm in cold weather! Placing a Camelbak under your thick outer layer keeps your water supply liquid down to at least 10°F. Just unzip the outer layers and pull the hose out when you want to drink.

George Winkert

What kept you going? Several things: 1) I honestly figured it would be good motivation to stay healthy in my 50's and give a boost into my 60's. (Hmm, why haven't I lost any weight?)



Chris Mento epitomizes rando spirit climbing a hill somewhere.

—PHOTO BILL BECK

and 50mph+ headwinds from a Nor'easter in February.

But health issues were bigger threats, like when I broke my collarbone in 2008. A month later I rode #22 on the last day of June 2008. I tried but failed to get a lift on a tandem. Nor could I find anyone else to ride with me on a weekday. For safety, I made myself a strict list of "do's and don'ts" and stuck with it. Then, in 2015, my gall bladder attacked me the night before our Fleche. That prompted some cautious riding for the next R-12 and also to still qualify for PBP.

Advice for R-12/Ultra-R-12

hopefuls? Shoot for an R-240, but settle for an R-120!

Tom Reeder

What kept you going? I don't think I ever remember a ride that I wish I hadn't done. Even when I DNFed, I had fun, at least in retrospect. I rode—and continue to ride—for fun. It wasn't until very late in the Ultra challenge when making sure I had a ride every month became a major motivation. In the early years, I often had more than one ride during the month. And I really think the regularity of long distance riding was (and probably still is) good for me physically and psychologically.

Your best R-12 ride? That is very difficult to say, but one of the most memorable was my first 1000K in 2010 with the Houston Randonneurs. There were only a few people who finished, so I did most of the riding by myself, but the weather and the countryside were great. Also, I was riding through an area that my ancestors had passed through on their way to Ft. Worth. So I recognized many of the names of the communities and, in a sense, got back to my roots. I also have great memories of the two brevets I did with my spouse Ruth on our tandem.

2) Like I told the woman who was driving by and sincerely took pity on us, offering to help in the middle of night #3 on the Appalachian Adventure 1000K, "No thank you, this is what we do." 3) For the medal that didn't exist but might one day! I ride for medals.

Your best R-12 ride? I completed my first R-12 set in August 2007, riding Matt Settle's permanent "Gappity Gap," a grueling out-and-back climb-fest over ten hills in the Shenandoah Mountains. It was sweet redemption for me because a year earlier I had notched my first DNF on the same route! Two more R-12 medals were completed on this ride in later years.

Ride #120 was a real blessing to have the "DCR 5" and others come out and join me in celebrating the feat.

Your worst R-12 ride? "Worst" to me means "when R-120 was at greater risk." There were a few times when the string was in jeopardy. Due to weather, I had to travel to Wallops Island to avoid snowdrifts from the Blizzard of 2010. I also faced single-digit temperatures in January

Nick Bull riding Stone Soup, near Poolesville, MD.

—PHOTO GEORGE MOORE

Advice for R-12/Ultra-R-12

hopefuls? Only do it if it's fun and try to get around to as many different clubs as you can. I think I've ridden with a dozen clubs in 21 states, and the people I've met and places I've seen add a lot of depth to the randonneur experience.

Chris Mento

What kept you going? When the R-12 was established I really wasn't too interested in buying myself medals. But eventually I got hooked on it and then I admitted to wanting to purchase that R-12 Medal for myself. Why? Just because! After about eight years of R-12s, I realized how close I was to an R120. Too close to stop. I began reading and watching weather reports every day. The forecasters became my movie stars. Monday I started looking at Saturday's forecast!

Your worst R-12 ride? That was my R-120 ride, from mile 117 to the end. I didn't tell everything to anyone at the finish. Most people knew that during the ride I was used for target practice by a cup of coffee launched from a pick-up truck, but that's not too unusual. Unfortunately it's part of the bicycling experience. I also had a flat at mile 118, and another at mile 119, but that happens. What only a few know is that I was hit by a car at mile 117. Obviously it wasn't serious. Yes there were screeching tires and screaming fear-struck passengers in the car. Wrong place, wrong time, for both me and the car, but not nearly as



wrong as it could have been. I was incredibly fortunate. The Bicycling Gods were smiling upon me, and I thank them every day. I pedaled away with two scraped knuckles. Yes the driver stopped and helped me with a few adjustments, and was surprised that I was anxious to get back on the bike, and yes there were many, many other vehicles that stopped to ask if I was OK, or needed help. I was just anxious to finish the ride. I wasn't about to stop this close to the end.

Advice for R-12/Ultra-R-12 hopefuls? Don't try to do too much too soon. Knowing when to say when

The DCR Five, left to right: front row, Tom Reeder, Nick Bull; back row George Winkert, Chris Mento, and Bill Beck.

—PHOTO MIKE WALI

is important. Some new folks are obsessed with the randonneuring distances and try to run before they walk. Its admirable for new folks to establish hefty goals, but they need to be realistic about their capabilities. Populaires are good places to start. We see lots of folks come in like gang busters, and fade away after a year or two of doing too much too soon. 🚲

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Swan River 1200K Winnipeg Manitoba—August 2016

BY DAVID DIGIOVANNI, RUSA #2437

After falling short on my first attempt to finish PBP in August 2015, I was determined to successfully finish a 1200K! I found out about the Swan River ride in Winnipeg, and the remoteness and location peaked my interest.

Planning for an unsupported 1200K is difficult. How long would each leg of the ride take? When would I stop? Fortunately, the ride organizer informed us that someone would open up their house as a sleep spot at the end of day one and two. Sleeping after day three was still a mystery, but I was not going to worry about it now. The flights were set and the host, Kevin, even offered to pick me up at the airport.

I arrived in Winnipeg on Saturday afternoon and quickly located our host Kevin who took us to his house. He generously handed me his car keys so I could drive to the hotel, check in, unpack and begin preparing for the 7 a.m. start. Kevin also hosted a nice pasta dinner for the six participating riders, down from the original twenty who signed up. Meeting and getting to know other riders is always a great pleasure and one of the benefits to randonneuring. This was an interesting group. I later found out Ken is a legend with a tremendous amount of experience in marathons and brevets. This was his fourth 1200K of the year. Kevin who picked me up at the airport was in a velomobile. Pete, the ride designer

was on a recumbent. Doug from California started randonneuring in 2015. This would be his third 1200K of the year. Megan was a college student from Saskatchewan, a former roller derby player and strong rider.

After meeting the other riders and having dinner, I went to bed early and had a good night's sleep for the start. I was ready to go.

Day 1

We started at 7 a.m., cycling on the highway for a few miles and then onto smaller roads. We spent all day on very flat terrain, gaining less than 1,000 feet after two hundred miles of riding. This

was great for my legs, but not good for saddle sores; these had knocked me out of PBP. I determined that relief was possible on a long ride by sitting back on the seat so it was under the back of my thighs. I had tried this on the prior brevet rides while going downhill and had good results. I fell behind the other riders in the evening and had trouble finding the sleep-over house in a residential neighborhood in Dalphin. Fortunately, the Winnipeg RBA, Sam, had given me a Spot Tracker which the house host used to track me down in her car and lead me back to the house. I arrived at about 11 p.m. after riding 215 miles. Food was available along with simple sleeping arrangements, so I slept for three hours.

Day 2

We all left in the fog at 6 a.m. for the next section, which was very remote. I held onto Pete's quick pace for a while, then dropped back and relaxed. My plan was to complete this

A long, straight and flat road.
Pete on left, Megan in middle and
Doug Church on the right.

—PHOTO DAVID DIGIOVANNI



ride in under ninety hours and expend the least amount of energy possible in order to survive the fourth day, something I hadn't been able to do on PBP. As I approached the town of Swan River, pedaling along at a pace of about 17 miles per hour, I looked in my mirror and saw a cyclist rapidly gaining on me. It was Ken from British Columbia. He pulled alongside of me and we chatted for a while. Then he announced that he was going to catch up to the lead riders. He disappeared over the horizon within a few minutes. At this point, I was the caboose. Other than our group, I did not see another cyclist in the four days of riding.

I arrived in Swan River and immediately found a country store to refuel. I saw Ken briefly, but I had no idea where Kevin, Pete, Megan and Doug were. The allure of isolated riding with long breaks between towns is that you are forced to plan. You travel long distances between small towns that close up early in the evening. I

I lost track of the number of times I thought, "Last hill up ahead." My morale dipped, I rationed my water, and I wondered when the end would arrive.

had three bottles, a bag of Perpetuum and snacks.

Up until now, we had been riding north west to Swan River. The return leg was south, and into the wind and the sun in the early afternoon. The next seventy-seven miles to Roblin were difficult and progress was slow. While the ride to this point had been flat, I knew a 33-mile climb lay ahead on Route 83. I slowly ascended from one plateau to another. I lost track of the number of times I thought, "Last hill up ahead." My morale dipped, I rationed my water, and I wondered when the end would arrive. What if Roblin was closed when I arrived?

My mind went south along with my wheels. I was the last rider and I was suffering, averaging only about eight miles per hour. I finally arrived at 9 p.m. and found an open Subway shop. I was sitting and enjoying my sandwich when, to my surprise, Kevin walked in. I was not the only one suffering! This was a big morale boost for me. Kevin and I talked for a while about the last section and I left before him around 9:30pm for the last leg back to Dalphin. At 3:30 a.m. I arrived, and Doug and Megan pulled in a few minutes later. Pete and Ken had arrived earlier in the evening. A 21.5-hour day to ride 240 miles.



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Day 3

Doug, Megan and I slept just under four hours. We chatted about how tough the previous day had been, laughing at our belief that this was going to be an easy 1200K. By 10 a.m., I was ready to get moving. This leg took us through the Riding Mountain National Park, home to moose, bears and mountain lions. Climbing was ahead, not the gradual kind like yesterday, but shorter and steeper ascents, the type with a clear end in sight. After leaving town, the dark skies opened up so I stopped to put on my rain gear. The rain picked up as I ascended into the park and the young woman at the park entrance booth said she admired my determination. The park road was rough; I dodged potholes and broken pavement, but saw no wildlife.

At 10 p.m., I found a motel in Carberry. I checked in and had a wireless signal for the first time. I wanted to check in with my family and let them know where I was. After a quick conversation, I spread my wet clothes out in the room and went to bed. A 12-hour day and 145 miles done.

Day 4

I packed up and left Carberry at 3:45 a.m. At the end of Day 3, I had significant saddle sores, so Day 4 was a test of how much discomfort I could tolerate. Most of my time on this road was spent sprinting and coasting off the seat with one foot down and the other up, allowing the speed and wind to carry me forward. This section of the ride was also remote, passing through forests and farmland. At some point I noticed the Orion Constellation which I usually see in the winter months on the east coast. Star gazing was good with less than a half moon in the sky. I turned off my lights and cruised in the center of the road. This was risky but the road surface was good. Once my eyes adjusted, there was more than adequate light. I could see the landscape to my sides and ahead. The



Megan from Saskatchewan with Pete looking at her bike.

—PHOTO DAVID DIGIOVANNI

stars became brighter and riding was pleasant and peaceful. I felt privileged to be part of the ride. The sense of adventure was satisfying and this was the high point of the ride for me. I entered Glenboro in the dark just before sunrise. Nothing was open; no surprise there. I checked my supply of food and water and moved on to Notre Dame at mile 646, arriving mid-morning. Soon, I came upon the finest downhill run of the ride which was about ten to twelve miles of a white-knuckle descent with a tailwind. I turned south in Carmen onto Highway 3 which was the worst road of the ride because it was mid-day with heavy traffic on a two-lane road with no shoulder. The next nine miles I alternated between riding the 10-inch-wide section to the right of the rumble strip and the gravel shoulder. At mile 682, I turned east on Route 23 and a wonderful tailwind helped me along. I rode on into Morris, which was the last town on the card that required a signature, excluding the finish at Winnipeg. I found a Tim Horton's and asked a local how to find 422 North.

I quickly realized I had to backtrack a little over four miles to pick up the route, against a strong head wind, with saddle sores. There was a definite issue with the route; why would I have to ride 4.3 miles off the route to get a card signed, then back 4.3 miles to get back on the route? After riding back and

forth, and talking with the other riders about the official route through this section, I found my way. This involved a bit of riding on the gravel shoulder of a busy highway and then finding a frontage road that was safer. I asked a woman getting her mail how to get back to Winnipeg without traveling on the highway. She pointed to the road heading north and all of my worries disappeared. I would definitely finish in under ninety hours and I no longer considered taking a taxi to the finish! I also noticed that during the chaos of the last few hours, I had completely forgotten about the saddle sores. I finished at 7:45 p.m. and celebrated with Kevin, Doug and Megan.

Retrospect

Several days after returning, I went to the doctor and discovered I had a staph infection under the nail of my big left toe. Both big toes suffered from the trauma of sprinting on the last day and coasting with my toes pointed down, mashed into the front of the shoe. The saddle sores took about one week to clear up. My bike's computer altimeter showed less than 9,000 feet of climbing. I could have finished about six hours earlier if I had reduced the excessive stop time on nights one and two. The pace was very casual, and I never felt rushed or under pressure. I also now have some experience with a successful 1200K ride which will help me when I pursue the next one. I give credit to the Manitoba Randonneurs for organizing this ride. It was a great pleasure to meet the other riders and enjoy the hospitality of the hosts. I would highly recommend this 1200K. Manitoba is a great location for cycling. 🚲

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Cool Damp 100K “Uncommonly Testy” (Factoria Start)

BY GEOFF HAZEL

Today I’m on a quest for my second P-12 award—gained by riding a 100-kilometer ride each month for twelve consecutive months. This is ride number 11, and I’m cutting it close this month because I don’t have a lot of free time on weekends. My wife is having a baby shower at the house this afternoon, however, so that has left me with some valuable daylight weekend hours. And because of the event, the ride is scheduled to go “rain or shine.” I will get at least one of these today.

I almost wore my summer jersey but with cooler weather and rain in the forecast, I switched to my full sleeve wool jersey, worn under my rain jacket. I’m also wearing lightweight tights and carrying fuzzy full-finger gloves and a windproof headband in case it gets cool or wet or both.

The start is close to my house. I roll out a few minutes late for my 1:30pm start time, and arrive at the Factoria 7-Eleven just after 1:35. I want Reese’s Peanut Butter Cups, but there are none to be found, so I get a large Payday instead. The clerk looks outside and says, “Here comes the rain. And there’s more behind that, and more behind that.” He was right.

I ride the I-90 Bike Trail to Lake Washington Boulevard and continue on the well-traveled route to Renton along the lake. The first control, at the

Renton Airport, is an information control. There’s a great statue there of an aviator standing next to a signpost with directional signs and distances to cities all over the world. I answer the question about the statue and keep going.

I swiftly pass through downtown Renton and then hit the Cedar River Trail. It’s starting to rain now, but not heavily. A few people are walking

dogs but they all seem to move aside as I approach. This ‘rails to trails’ trail has a slight overall uphill grade in this southeast direction as it runs parallel to Highway 169 toward Maple Valley. It doesn’t turn much, so the sightlines are good. In a couple of places, where it encounters heavy cross-traffic, it has underpass tunnels. Otherwise there are occasional road crossings that must be dealt with carefully.

I pass a few other brave souls out on their bikes today, but by and large the trail is empty. Nine miles later, I cross under Highway 18 and am nearly at the Testy Chef Cafe. Now the Testy Chef shows up frequently in photo postings by various members of the Seattle International Randonneurs, but I have never been there, so I am anticipating a garlic burger which I had heard is very good. To get there from the trail, just after you cross under Hwy 18, there is a little dirt path to the right that leads up to the back of the restaurant. I wheel my bike up the path, come around the front, and start to take off my gloves when a person inside



Old railroad bridge over the Cedar River.

—PHOTO GEOFF HAZEL

Clayton Scott memorial, Renton WA.

—PHOTO GEOFF HAZEL

says, “We’re closed! We close at 1:30 on Sunday.” Okay, fine; no burger for me.

Off I go, heading north now toward Issaquah. There are a few hills along this part of the route, but they’re not steep or long. It’s rather rural, with a number of manufactured homes on lots. I pass by one house with a compost bin in the front yard and observe a lone flower holding onto summer in the face of fall.

Riding on past the Cedar Grove landfill and climbing a couple more hills, I see that I’m at 477 feet above sea level, the high point on the route.

Finally I turn onto Issaquah Hobart Road and get some well-deserved downhill to Issaquah. Just as I get going I note my rear tire has an unusual amount of “bounce” to it. I pull over and give it a squeeze; it is soft. Looking closer I see bubbles coming out of the sidewall. I pull into a gravel lot in front of a power substation and flip the bike upside down, with the handlebar in a low bush to keep it from getting scratched. There is a little tiny sharp wire lodged at an angle through the tread. The repair sets me back about 15-20 minutes, but so far I’m doing well and it’s not endangering the ride.

I make it to Issaquah, and as I reach the East Lake Sammamish Bike Trail, my stomach starts to rumble. There’s a McDonalds just ahead where I order a Fish Sandwich and a cup of water and enjoy a nice respite from the cool damp outside. A small girl from the table next to me stands nearby and stares at me and my bike shoes with a slightly disapproving expression. With my meal finished, I put on my gloves, headband, helmet and glasses and



head north on East Lake Sammamish Boulevard. It’s about seven miles up the road to the next turn, and a couple of short hills. The rain is still spitting down but not hard.

Cutting through Marymoor Park, I note that people who are watching soccer games in progress all have their umbrellas out. Next is a right turn on the Sammamish River Trail. In five miles of easy riding, I’ll have my third control. It’s just past the underpass at 145th, the road that goes to the Redhook Brewery, the site of the start and end of the Stinky Spoke Poker Ride every January. I will say no more about that here, but if you have an off-road capable bike, you should do this ride

at least once. If you get lucky, it might even snow.

At Marymoor Park, the route goes straight south on West Lake Sammamish which is hillier than East Lake Sammamish but not horrible. There are a few 4%-5% grades but they’re all short, nothing longer than a quarter of a mile. It’s starting to get dark now and my headlight is doing its best but the batteries are low and it has to run on low power mode which isn’t as bright as I would like on this wet road. Nevertheless, it’s getting me closer to the end: less than ten miles to go now.

One of the longer hills is just ahead, and it’s steep enough that although I really don’t need to, I decide to dismount



The Testy Chef Café, Maple Valley, WA.

—PHOTO GEOFF HAZEL

and walk so I can casually eat my Payday bar. It's not a long hill but long enough to finish the bar. I'm glad I walked it because the shoulder is full of wet leaves and fir cones—not a good cycling surface.

At the top I remount and head down a short straight section to the last information control at 34th. This road provides a bit of a challenge; it's less than a mile long but starts at 4% and then after about a half mile kicks

up to 15% grade. I have already decided to walk the steep section. I'm nearly home and well ahead of schedule. As it turns out, it only takes me five minutes to walk the steep part.

I now go through what one of my friends calls "the scary tunnel" under I-90. It's about 75 yards long and curves—two lanes and no shoulder. If you take the lane, cars should wait, but two decide to cross the double yellow centerline and pass me anyway.

Sigh. I'd say something to them if I had a chance, but I'm not going to get a chance today.

Exiting the tunnel, I navigate through a shopping center parking lot to avoid a busy intersection. Nearly done. Behind the shopping center is the road to the final control. It's a straight shot and after a bit of a climb, it's downhill to the plaza and the QFC grocery store that is the final control.

My finishing time is six hours and twenty minutes: twenty-five minutes to spare. I'd ride this route again. It's very similar to but slightly different than the Factoria-Maple Valley-Redmond route. And I have to get to the Testy Chef one of these days when it's actually OPEN. 🚲

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Upcoming Tours for 2017

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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 25 March 4 (full)

Tour of the Historic Hotels

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

Week #2 March 4 - 11

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 11 - 18

Chiricahua Challenge

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

Week #4 March 18 - 25

Second Century Week

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

Week #5 (8 days) March 25 - April 2

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.

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Cycling Route 66 (Eastern Half)

Amarillo, Texas to Chicago

May 26 to June 11

16 riding days 1,200 miles (full)

How many milkshakes can you drink? We will ride the oldest alignments of America's most famous highway. This tour will focus on the history of building the highway and the cultural changes that happened during the past 90 years. We will stay in many original motels and eat at the popular cafes and diners along the way. Bikes with 32mm tires are recommended for the rough concrete sections.

Wisconsin Hill Country

Based from Beloit, Wisconsin

July 8 -15

80-100 miles per day

This is a loop tour starting and ending in Beloit, Wisconsin. We will ride for 6 days through the Driftless Region which is famous for its hills and valleys through rural farming areas. The network of lightly traveled roads make this one of the best cycling areas in the country. The roads are hilly so low gears with a 34 tooth chainrings 28 rear cog are suggested.

Southern Transcontinental

San Diego, CA to Tybee Island(Savannah) GA

September 9 to October 7

27 riding days 2,876 miles 107 miles per day

We will cross nine states on a route that meanders across the Southern United States. We visit many historical sites along the way including Route 66, the Petrified Forest and the Talimena Parkway. Our route follows good cycling roads that have been ridden on over 12 tours along this route. This is a good tour for anyone who has dreamed of crossing the country in less than one month.

Coming in 2018...

Route 66 Western States

Mid April to early May

19 days averaging 60-85 miles per day.

Due to popular demand we are offering this tour again from Santa Monica, CA to Amarillo, TX.

We will be joined by many guest speakers who bring the old road to life. This tour will fill up by January 2018.

Northern Transcontinental

Everett, Washington to Portsmouth, NH

3,570 miles, 31 riding days, 118 miles per day

This is a popular route through Washington, Idaho, Montana over The Big Horn Mountains, The Badland of South Dakota and cross Lake Michigan on the Bdger Ferry. We will include riding across Canada to the Niagra Falls before ending in Portsmouth, New Hampshire north of Boston.

**Check the PAC Tour website for dates,
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Planning Ahead

Here we go—another big season filled with more randonneuring events than ever before. Though there are lots of ways to approach this delicious dilemma, let me suggest starting off with a little planning. Sure, you can just ride the events your local club puts on—what I call the default plan—but with a little forethought you may be able to get a little more ‘mileage’ out of your miles. To make the most of your season, consider some of the following options.

Look for a ride, or rides which challenge your weaknesses. For many riders this means rides with lots of climbing. But perhaps you struggle with night riding. Gear up for the challenge and put that equipment to the test on 400K and 600K events when you know you’ll be riding in the dark for extended periods.

Include a group event; this is a whole new take on randonneuring. You pick the start location, the start time, the route, the controls—you even pick your team mates. What could be easier? It isn’t always as easy as it sounds, and you’ll gain a whole new and different appreciation for this sport after you have ridden your first fleche, dart, or arrow.

Once you have a good idea of what rides you want to participate in, get them on a calendar. This may involve a little ‘negotiation’ with those you care about most, but better to get that out of the way now than to run onto the rocky shoals of a conflict a few months

into the season. Negotiation in March is preferable to ultimatums in August. Randonneuring is a time suck so plan to strike a balance. Your season needs to include time for the people in your life who support you. If you are going to maintain this balance, you might as well go ahead and plan for something really fun.

Finally, be sure to include at least one event in which you participate but don’t ride. Never forget that volunteers make everything we do possible.

That takes care of long-term planning, so let’s take a moment with short-term planning. I am a slow rider, so efficient use of time is critical and there is no better place to be efficient than at controls. My efficiency routine starts before I even get to the control. If I know I am going to do more than just get my card validated, I do an on-bike assessment a few kilometers before I arrive at the control and come up with a list of things I need to do at the control.

The ‘secret sauce’ in this list-making business is to number my tasks. If I know that I have five things to check off before I ride away, I am much more likely to get through the control quicker than if I just wander around trying to remember whether I got everything done. Before I sit down to rest, or take off my shoes, I go about the business of accomplishing those five things:

1. Get my card signed
2. Get water
3. Get a sandwich
4. Go to the bathroom
5. Change my socks

Once I have taken care of the list, I decide if this is a control where I want to spend a little time sitting on something other than a bike saddle.

Finally, something else to add to your plan for a successful season: consider going a little further afield at least once. Pick a ride that is in new territory for you and ride with randonneurs that you may not know. Select a ride that requires you to pack your bike and gear and spend a night or two in a place you are not familiar with. Why bother? Aside from adding a little more adventure to your randonneuring, this could be value-added training if you are thinking that someday you might want to travel to France to ride PBP. It may seem premature to be thinking about PBP when it is so far in the future but, believe me, it will be here sooner than you think. Better to learn the lessons this year than to find yourself in Saint-Quentin-en-Yvelines, less prepared than you wish you were. 🚲

2016 American Randonneur Award

BRUCE BERG

BY ROB HAWKS

In Northern California there is a robust ultra-cycling community of which randonneuring is a large part. The joke around here is that the club centuries and double century rides are really just the prelude to randonneuring. More than one rider has begun testing their limits doing club rides working up to 100 miles, then joining others on club-hosted double centuries and finally found themselves in the middle of the night miles from the lights of towns riding toward the finish of a 600K. A number of these riders, too, have had the good fortune to have been riding those events alongside Bruce Berg (RUSA #1349) who has been a fixture in Northern California ultra-cycling for at least twenty years.

Those of us hooked on riding brevets no doubt have become so hooked because of the camaraderie and support we find in our community. Those of us that attempt to manage and run clubs that host these events can only do so because of the solid foundation of support we get from the volunteers who pitch in and make things work. The description of the qualities RUSA looks for in candidates for the American Randonneur Award mentions the word 'growth' in regard to our niche in the cycling world, and there are a number of ways someone can foster the growth of our sport: supporting and encouraging riders new to randonneuring, helping local clubs flourish so that there are clubs to host brevets, and



On CA 1, Day 2,
California Central Coast 1000km, 2010.

—PHOTO ROB HAWKS

pitching in on those rides to make them happen. The randonneuring community in Northern California has had the good fortune to have Bruce be involved in every aspect that nurtures the growth of our sport.

Bruce began riding brevets in the early years of RUSA, and has been a two-time finisher at PBP (2003 and 2007), as well as a rider of domestic 1000K and 1200K events. Locally, Bruce is a member of the California Triple Crown Hall of Fame for having ridden over fifty organized double century events. Bruce has also been a prominent volunteer on long distance events supporting the Davis Gold Rush Randonnee (Davis Region), The

California Central Coast Randonnee (Santa Cruz Region), and the Golden Gate 1000K (San Francisco Region) several times. Though Bruce is no longer able to ride brevets, he continues to support the San Francisco Randonneurs, often volunteering for the tasks least likely to get volunteers.

I was lucky to have Bruce as a randonneuring mentor and his unwavering support as the RBA in the San Francisco Region at a time when the region grew from a few dozen RUSA members to a region that annually exceeds three hundred RUSA members. For all you have done for Randonneuring and RUSA, thank you Bruce! 🚲

New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
11691	Mohr, Steven	APO	AE	11692	Nothaft, Roberto	San Diego	CA	11770	Goodman, Rick W	Lizella	GA
11595	Kelly Jr, Jerry M	Brewton	AL	11715	Christensen, Andrew J.	San Diego	CA	11678	Scott, Jane	Monroe	GA
11707	Argo, Charles Christopher	Lake View	AL	11756	Forbrich Jr, P. Christopher	San Diego	CA	11710	Evans, Christi	Peachtree City	GA
11555	Williamson, Amy	Mobile	AL	11772	Johnson, Matt D	San Diego	CA	11682	McDonough, Katherine L	Roswell	GA
11798	Harmon, Walter Lewis	New Market	AL	11569	Kennedy, Reed	San Francisco	CA	11726	Hill, Amy	Sharpsburg	GA
11671	Normandin, Don	Flagstaff	AZ	11599	Ewart, Brett	San Francisco	CA	11547	Bell, Matthew	Boise	ID
11693	Dickson, Catherine	Glendale	AZ	11639	Colagross Jr, J Braxton	San Francisco	CA	11645	Fruit, Gene	Decatur	IL
11701	Garrett, Michael N	Phoenix	AZ	11666	Demjanenko, Stephen	San Francisco	CA	11546	Fisher, Bill	Elmhurst	IL
11754	Khan, Rashid	Phoenix	AZ	11675	Das, Sourav	San Jose	CA	11642	Esparza, Luis A	Justice	IL
11755	Moore, Jennifer	Phoenix	AZ	11651	Thompson, Dawn	San Luis Obispo	CA	11718	Hoffman, William	Mchenry	IL
11713	Doak, Kristian K C	Tempe	AZ	11586	Robinson, Jim	San Marcos	CA	11659	Cox, Jeff	Naperville	IL
11733	Calhoun II, Scott E	Tucson	AZ	11596	Macias, Angel D	San Pablo	CA	11615	Brackett, Warren D	Olney	IL
11567	McIntosh, Michael	North Vancouver	BC	11775	Clark IV, David	Santa Rosa	CA	11579	Nichols, Mike W	Palatine	IL
11588	Perryman, James D	Alpine	CA	11638	Nolan, John P	Thousand Oaks	CA	11762	Doeckel, Mark A	Rock Island	IL
11597	Ewing, John Robert	Berkeley	CA	11614	Chamberlin, David M.	Yountville	CA	11776	Leonard, Terrence P	Rockford	IL
11608	Kennedy, Gregory	Berkeley	CA	11750	Olson, Zach	Yucaipa	CA	11689	Polak, Frank P	Shorewood	IL
11600	Jones, Richard S	Campbell	CA	11711	Sunderland, Mark R	Boulder	CO	11795	Byers, Kymberly M	Fort Wayne	IN
11774	Macare, Michael J	Carlsbad	CA	11760	Anderson, Laura L	Boulder	CO	11544	Rogers, Joshua L	Noblesville	IN
11648	Garrtson, Hanna Beth	Chula Vista	CA	11761	Alstrin, Chris L	Boulder	CO	11747	Trott, Lydia Ellen	West Point	IN
11780	Hays, Scott C	Clovis	CA	11688	Phelps, William J	Broomfield	CO	11748	Trott Jr, Steven Kent	West Point	IN
11591	Knapp, Courtney	Costa Mesa	CA	11680	Werner, Wally	Centennial	CO	11792	Williams, Brad E	Kansas City	KS
11624	Nguyen, Huy	Cupertino	CA	11704	Gourley, Bridget L	Fort Collins	CO	11649	Kelsey, Trent L	Overland Park	KS
11695	Rowan, Mark Edward	Davis	CA	11559	Jeckel, Shane L	Fort Collins	CO	11746	Rothermich, Adam	Overland Park	KS
11657	Guisewite, Ryan	Escondido	CA	11574	McKee, Amanda R	Longmont	CO	11674	Garton, Aaron	Shawnee	KS
11572	Kaburlasos, Marilou	Folsom	CA	11656	Rivet, Richard	Monument	CO	11743	Bourne, Adam Patrick	Somerset	KY
11583	Spano, Laura	Fremont	CA	11764	Proczek, Anna K	Coventry	CT	11607	Rodriguez, Louis M.	Metairie	LA
11592	Quoc, Myvan	Fremont	CA	11568	Bailey, Matt	Washington	DC	11584	Parker, Jamie C	West Monroe	LA
11660	Spano, Daryl S	Fremont	CA	11622	Churella, Andrew J	Washington	DC	11788	Camara, Zachary Joseph	Allston	MA
11594	Harvey, R. S.	Irvine	CA	11627	Lovett-Barron, Andrew	Washington	DC	11783	McLaughlin, Thomas J.	Braintree	MA
11620	Miller, Ingrid	Irvine	CA	11785	Gundel, Shaun	Newark	DE	11542	Calianos, Joshua	Easthampton	MA
11765	Hollinden, Mike	Lake Forest	CA	11716	Maham, Danielle S	Cutler Bay	FL	11669	Gumprecht, Amy	Greenfield	MA
11687	Swanson, Rich J	Lakeport	CA	11690	Fajardo, Ana J	Gainesville	FL	11740	Armstrong, Dave	Lexington	MA
11628	Wai, Pat A	Livermore	CA	11737	Weiss, Gregory	Jupiter	FL	11580	McPhee, Andrew L	Medford	MA
11551	Goldman, Gary	Los Altos	CA	11768	Isern, Andres L	Miami	FL	11553	Tan, William W	Sharon	MA
11598	Jackson, Mikael D	Los Angeles	CA	11587	Brillhart, Dave	Orlando	FL	11731	Leadholm, Samuel W.	Somerville	MA
11676	Ganti, Vasu P	Los Gatos	CA	11589	Lane, Carter H	Orlando	FL	11727	McCarthy, Patrick	Weymouth	MA
11616	Lane, Jim	Novato	CA	11734	Garcia, Leonardo J	Ormond Beach	FL	11722	Mundt, Michael	Annapolis	MD
11548	Sreenivasan, Arvi	Oakland	CA	11601	Haley, Joshua J	Oviedo	FL	11758	Doyle, Geoffrey L	Charlestown	MD
11626	Flanagan, Tara M	Oakland	CA	11749	Strom, William Bruce	Sunrise	FL	11565	Christakis, Chris	Frederick	MD
11683	Bubtana, Nadia	Oakland	CA	11561	Gernhardt III, Henry Charles	Tallahassee	FL	11566	Lacasse, Joy	Frederick	MD
11797	Galicia, Sergio	Oakland	CA	11741	Sousa, Adriana	Tallahassee	FL	11571	Sherrod, M	Millersville	MD
11685	Koss, Brian	Palo Alto	CA	11706	Spence, Mary K	Tampa	FL	11655	Powers, Chuck	Pasadena	MD
11573	Tagawa, Mark	Paramount	CA	11696	Emery, Nicholas T	Tarpon Springs	FL	11684	Galego, Joseph	Augusta	ME
11705	Brown, Timothy N	Pasadena	CA	11634	Hodges, Keith D	Valrico	FL	11781	Gerrard, Russell	Canton	MI
11636	Rocke, Richard	Piedmont	CA	11652	Palmer, Kathleen L	Venice	FL	11791	Nall, David	Riverview	MI
11724	Capewell, Paul	Pleasanton	CA	11623	Herber, Scott J	Winter Springs	FL	11757	Ura, Edmund B.	Royal Oak	MI
11739	Skramstad, Jon D	Pleasanton	CA	11582	Leonard, Thomas L	Athens	GA	11782	Zajdel, Frederick A	Royal Oak	MI
11617	Burchmore, Jonathan Carter	Ramona	CA	11732	Sanchez, Karl	Atlanta	GA	11550	Gryniewski-Peerson, Matt R	Blaine	MN
11653	Tracy, Todd D	Redwood City	CA	11769	Gossett, Chad	Evans	GA	11641	Higley, Philip I	Spring Lake Park	MN
11744	Schultz, Andreas P.	Redwood City	CA	11613	Page, Bill	LaGrange	GA	11793	Fair, Steven F	Columbia	MO
11790	Reilly, Travis C	San Bernardino	CA	11672	Dean, Bradley	Lawrenceville	GA	11717	Butler, John R	Florissant	MO

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
11703	Rumbaugh, Ardith	Kansas City	MO	11621	Karl, Thomas M	Westerville	OH	11658	Whitford, Megan N	Midland	TX
11719	Clovicko, Teresa	Kansas City	MO	11698	Woodfin, Thomas M	Norman	OK	11686	Gibson, Alex	Midland	TX
11730	Clark MD, Jennifer L K	Rocheport	MO	11752	Slade, William H N C	Toronto	ON	11725	Montes, Peter	Midland	TX
11667	Wallen, Rick R.	Springfield	MO	11562	Teague, Tucker	Eugene	OR	11745	Anaya, Salome A	Odessa	TX
11778	McCarthy, Jackie	Springfield	MO	11552	Sinclair, Eoin C	Portland	OR	11662	Mucciacciaro, Mark L	Plano	TX
11557	Quick, Jim	Meridian	MS	11679	Casey, Joyce	Tigard	OR	11643	Doran, Chuck	Rio Hondo	TX
11558	Quick, Diane	Meridian	MS	11576	Rudy, Thomas	Allison Park	PA	11664	Osip, Philip John	Round Rock	TX
11611	Giacco, Dave	Clayton	NC	11759	Walters, Mike	Chester	PA	11777	Staffel, C David	Round Rock	TX
11635	Lanier, Devaul	Clayton	NC	11543	Ullrich, Alex	Collegeville	PA	11787	Dommalapati, Anand	Centreville	VA
11800	Conklin, Michael L	Graham	NC	11670	Rickles, Bev Bogart	Coopersburg	PA	11640	Sprock, John	Hampton	VA
11647	Kopinski, Paul J	Southport	NC	11590	Casner, K A	Douglassville	PA	11771	Cordell, David	Auburn	WA
11753	Rutten, Leo V	Cedar Rapids	NE	11796	Connelly, Sean P	Huntingdon Valley	PA	11560	Nidecker IV, John E	Bothell	WA
11784	Friend, Jared	Lincoln	NE	11729	Kraybill, Stephen M	Leola	PA	11593	Pyle, Aaron	Bremerton	WA
11545	Sukhija, Amitoj Singh	Nashua	NE	11738	Guiste, Keith E	Oil City	PA	11581	Jones, Phillip Renker	Clinton	WA
11677	Goodell, Isla Rose	Dover	NH	11564	Gray, Chase	Philadelphia	PA	11646	Reed, Jim	Edgewood	WA
11630	Duer, Edwin	Merrimack	NH	11563	Kossev, Ivo N	Shippensburg	PA	11661	Ellison, Drew	Everett	WA
11631	Collier, George Henry	Califon	NJ	11609	Cooper, Randall S	Springfield	PA	11789	Payne, Brady R	Ferndale	WA
11668	Evangelista, Michael H	Metuchen	NJ	11629	Noh, Myeong	Wexford	PA	11723	Williams, Kenny	Kenmore	WA
11633	Lippincott, Jeff	Princeton	NJ	11736	Ramage, Richard W	York	PA	11575	Andrews, Delwin	Kent	WA
11654	Weng, Angel Z	Princeton	NJ	11766	Dominicci, Ralphi	Hatillo	PR	11708	Tannenbaum, Bernice	Kirkland	WA
11610	Houck, Dale E	Red Bank	NJ	11735	Rosado, Jaffeth	San Juan	PR	11786	Foster, Cormac	Newcastle	WA
11650	Dalfonzo, David	Whitehouse Station	NJ	11742	Ortiz, Mayra E	San Juan	PR	11604	Mills, J Elizabeth	Seattle	WA
11585	Vigil, Christopher	Albuquerque	NM	11763	Giuliani, Hans F	San Juan	PR	11606	Hicks, Joe Wesley	Seattle	WA
11694	Stremmel, Sutter	Reno	NV	11712	Miranda-Diaz, Yazmin	Toa Baja	PR	11663	White, Kelly R	Seattle	WA
11577	Dolich, Alfred	Brooklyn	NY	11644	Snyder, Edward A	Inman	SC	11673	Tay, Jun	Seattle	WA
11681	Sayo, Daniel A	Lindenhurst	NY	11714	Bennett, Caleb C	Brentwood	TN	11700	Reeck, Dave	Seattle	WA
11751	Hassler, Thomas William	New York	NY	11625	Miner, Daniel G	Austin	TX	11702	Sedgewick, Michael Keefe	Seattle	WA
11767	Panzini, Susanna	New York	NY	11665	Sprague, Zachary W	Austin	TX	11720	Ryan, Michael J.	Seattle	WA
11570	Deo, Dhanannjay	Niskiyuna	NY	11554	Scott, Wesley D	Bryan	TX	11721	Ryan, Christina G.	Seattle	WA
11728	Blair, Brad A	Bexley	OH	11779	Kindl, Cindy	Dallas	TX	11709	Brazell, David Aaron	Vancouver	WA
11602	Euton, Rylan J	Cincinnati	OH	11773	Polt, Kathryn E	Harlingen	TX	11697	Herman, Mark A	Madison	WI
11699	Ramsey, Lisa	Columbus	OH	11549	Pratt, Chris	Houston	TX	11637	Porter, Stephen	Kenova	WV
11618	Dilts, William E	Gahanna	OH	11612	Cooke, Sarah A	Houston	TX	11632	Tanaka, Hisanori	Kamakura	
11619	Dilts, Stacy L	Gahanna	OH	11578	Smith, Quentin T	Katy	TX	11603	Ridings, Daniel Lee	Lindome	
11799	Blower, Scott A	Lancaster	OH	11794	Spishakoff, Alberto Alejandro	McAllen	TX	11605	Swallow, Judith	Pinner	

Message from Rob Hawks, Former RUSA President

When I was still composing the President's Message for the last issue, I had not yet reached my decision to step down from the RUSA board, which regrettably will have made news of that seem more abrupt. The time commitment of both serving on the RUSA Board and at the same time serving as RBA for a large RUSA region is not trivial. My wife often referred to this as my second job and the time had come to make a change. A frequent theme in the President's Message column during my tenure was centered around membership, and my feeling is that I can make a more positive impact on membership growth by focusing on my local region here in San Francisco. I will continue to ride RUSA events, and I'm looking forward to seeing many of you in France in 2019. In the meantime though I will be contributing to RUSA on a more local level. I thank you all for the opportunity to support RUSA by serving on the Board for the last five years.

You Can Vacation Without a Bike...

As I composed this column for *AR*, I was flying 30,000 feet over Belize. In April of 2016, my wife Eileen had presciently decided that spending New Year's Eve in a distant destination would be both exciting and relaxing, a novel approach to sending out the old and ringing in the new. She generously designed a bird watching expedition as a way of enticing her sister Patti, an experienced birder, to join us. It had been quite a while since our travel had not included biking and I had a feeling that Eileen's arranging this trip was a pre-emptive strike against my planning still another cycling vacation. She knew I would readily agree since I had an interest both in birding and outdoor activities and was willing to travel pretty much anywhere. I admit I did a tiny bit of research on the availability of bike-friendly roads near our ranch in the rain forest but ultimately decided that trying to sneak along a bike would not go unnoticed. And after spending a week driving the main and side roads of the lush and beautiful Costa Rican countryside, I can confidently say that I made the right decision; the terrain was unrelentingly hilly, with shoulders and often times pavement, non-existent.

By the time our departure date, December 30th, arrived, I had come to view this vacation as a life-saving event. The fall had been bad; it had seemed

interminable with my work-load increasing dramatically and the emotions and ugliness surrounding the election leaving me feeling depleted and depressed. I knew from experience that the only salve would be a long and all-encompassing ride, but in December in New Jersey such rides are hard to schedule.

Our flight left Newark in the cold and dark and six hours later we arrived to a hot and sunny Central American welcome. Our first hotel was surrounded by tropical gardens and as the warm wind filled our room, I could feel myself starting to relax. We had an hour or so before we would join our tour group so we headed to the bar to properly prepare ourselves to meet the other people with whom we would share our weeklong expedition. I was mildly concerned since it had occurred to me that the only folks more peculiar than randonneurs were birders and especially birders who would travel very long distances to just basically stand around and look at birds. For seven days. It also occurred to me that I seem to only be interested in activities that involve purchasing specialized gear, appearing in public dressed in strange outfits, and traveling along routes without ready access to clean bathrooms. Hmm.

The trip proved to be just the therapy I needed. It turns out that

looking for unusual birds in a foreign locale is quite challenging, even when you have wildly knowledgeable guides who expertly employ their laser pointers to guide your untrained eye to find that resplendent quetzal hiding in the upper leaves of an exceedingly tall tree. It is effortless to neglect the troubles of the world when you are hiking through a tropical rain forest or lush river valley and your only charge is identifying that next bird, enjoying the camaraderie of your family and fellow travelers and appreciating how truly lucky you are. Turning off your cell phone also helps. We spent seven days literally searching high and low for some of the most beautiful birds I have ever seen. We met wonderful folks who shared our love of nature and our need for respite from the recent political trauma. We watched as the Turrialba volcano erupted daily, spewing enough ash to cancel dozens of flights, an event, as a geologist in our group opined, not ever witnessed by most inhabitants of this earth.

At night, when I have trouble getting to sleep or when I wake up at three and my mind starts spinning with disquieting thoughts, my usual plan is to conjure up memories of one of my grand tours in an effort to push away negative thoughts and recall a few days well spent with friends. I have found that recollections of the hours spent pedaling are unusually comforting and reliably soporific. I'm sure that future sleepless nights will be filled with visions of hundreds of colorful birds, slowly revealing themselves to my increasingly trained eye.

And so, as we circled a few hundred miles from home, delayed by snow removal efforts, I finished this article. By the time you read it, the spring cycling season will be starting and I am optimistic the warming weather will find me once again in the saddle for long, restorative rides. But maybe, just maybe, there will be another year-end adventure in the works. Does anybody know of a tour group that does birding from a bike 🚲

I seem to only be interested in activities that involve purchasing specialized gear, appearing in public dressed in strange outfits, and traveling along routes without ready access to clean bathrooms.

Crowsnest 1000K September 15, 2017

BY JOHN PEARCH

The Seattle International Randoneurs are offering the Crowsnest 1000K on September 15, 2017. The Crowsnest 1000, named after the Crowsnest Highway BC-3, will climb over many mountain ranges of Washington, British Columbia, Idaho and Montana.

The route includes beautiful views of the Cascades, Central Plateau Mountains, the Manashees Range and Selkirk Mountains. Also, riders will cross the rugged mountains of south central BC on Crowsnest Highway. The riding will be very rigorous but well supported on the climb up Kootenay Pass, on the way to Creston, BC.

According to Openrunner, Day 1 is 369K with 13,500 feet elevation gain, going over the North Cascades Rainy Pass 4875', the Washington Pass 5477', and the Okanogan Range Loup Loup Pass 4020' on Highway 20. After following along the Okanogan River and Osoyoos Lake and crossing the border into British Columbia, Canada, the route will overnight in Osoyoos, BC.

Day 2 is 336K with 16,375 feet of climbing. From Osoyoos, the route will head east on Crowsnest BC-Hwy 3 and climb over several mountain ranges—Central Plateau Mountains Anarchist Pass 4045', Eholt Summit 3458' and

Paulson Pass 5036'; The Monashees Range Bombi Summit 4009'; and The Selkirk Range Kootenay Pass 5823'—before the overnight in Creston, BC. Kootenay Pass climbs 3800 feet in twenty-four kilometers with grades at 8% in the top sixteen kilometers!

Day 3 will be much tamer with 5600 feet of climbing in 300K. After

Creston, the route will go south into Idaho and follow the Kootenay River to Libby, MT, through the Cabinet Mountains, followed by Libby Creek and Fisher River valleys. Riders will then go over the Salish Range before descending into the Flathead River basin. At Kalispell the route will go north and finish in downtown Whitefish, MT.

The Crowsnest 1000K will require a passport or other official ID to cross the Canada and US Borders and a 600K or greater distance brevet finish from either 2016 or 2017. Amtrak is available at Mount Vernon and Whitefish. Seattle International Randoneurs invite you to sign up and look forward to seeing you in Mount Vernon, WA, on September 15! Additional volunteers will also be much appreciated for this ride! 🚲

Kootenay Pass.
—PHOTO GOOGLE



Portland Daytrip or Portland Express?

BY JAKE KASSEN



Calm waters in Boxford, MA.

—PHOTO JAKE KASSEN

My favorite brevet routes are ones which embody the spirit of a “Short Tour”—routes which go somewhere. Don’t get me wrong: I love dirt roads and meandering in sloppy circles on old cow paths (a fitting description for most New England Randonneurs routes), but ultimately, I prefer a marquee destination with unique waypoints. This is why I wanted to add a Portland, ME, route to the brevet calendar.

Portland is a special city; it has the best food in New England, fantastic local beers, a dynamic history, and nice cycling. There are scenic rail trails into the city with good options for controls. It might not get the press of the “other” Portland, but it’s just as quirky. It also happens to be about 200K from Boston. We’ve used it for years as NER’s

Fleche destination, but Vacationland had been notably underrepresented in our brevet calendar.

With Portland as a destination, we have the option for a round-trip 400K and a one-way 200K. A Portland brevet would also give NER a chance to offer something new: a relatively gentle rolling route with lots of coastal views.

I had ridden to Portland many times and foolishly assumed that

designing the 400K route would be simple. Not so. Being a busy tourist and travel corridor, there are roads that are only suitable at certain times of day. The traditional cyclotouring routes don’t meet ACP muster, and some of the obvious sections between towns have enough traffic to make some uncomfortable.

The first draft of the route seemed great on paper, but a pre-ride proved otherwise. One unpaved section looked like a great road alternative until the road became a trail that crossed a long-abandoned rickety bridge in the middle of the woods. *Fun? Yes! Suitable for riders in the middle of the night? Nope!* It was not a complete loss; an optional spur down a dirt path and across the “Wiggly Bridge”—the “shortest suspension bridge in the world”—was an excellent diversion. Likewise, the Nubble Lighthouse information control made for a picturesque stop. Never heard of the Nubble Lighthouse? Check your pocket for a picture—it’s on the Maine quarter. *Thanks to Ted S. for that control suggestion.*

Portland is a special city; it has the best food in New England, fantastic local beers, a dynamic history, and nice cycling.

Cape Neddick “Nubble” Light.

—PHOTO JAKE KASSEN

It’s hard to find a bad meal in Portland, and the humorously named turnaround control, the OHNO Cafe, was no exception. Their phenomenal sandwiches are well worth a 200K. As luck would have it, one of the chefs is a cyclist himself and has a rough knowledge of randonneuring.

With one pre-ride down it was back to the maps. A new section was added that used Kennebunkport and passed Maine’s famous “Wedding Cake House” to avoid busier tourist roads. The return 200K was moved further inland into New Hampshire to use less frequently traveled roads. This added some rollers, but the classic New Hampshire twisty backroads enhanced the adventure. After another pre-ride and some additional verification, the route was finally ready.

The approved route starts with a leg through Boxford State Forest on the way to the northern Massachusetts beach town of Salisbury. From there it hugs the coast to Portsmouth, NH, where riders cross into Maine on the recently reopened Memorial Bridge.



Once in Maine, you keep on the water to the Nubble Lighthouse information control and pass the popular York and Ogunquit beaches. After a few zigzags around the busy roads, the route takes the hard-packed Eastern Trail, which bisects scenic tidal marshes. Crossing the Casco Bay Bridge into Portland and a visit to the OHNO Café complete the

200K. Those heading back to Boston (Woburn) will take a quick break, put on their reflective gear, and prepare for some moonlight rollers.

The route heads back over the bridge and roughly follows the East Coast Greenway to the New Hampshire border. From there services are sparse as the ride continues on the tiny back roads of New Hampshire. The curiously named Pickpocket Road in Exeter brings riders back into the Commonwealth of Massachusetts. It’s just 40 more miles to where hot food, cold beer, and friendly volunteers await.

Like many RBAs, I was particularly apprehensive about the first event using a new route. With nearly forty riders pre-registered for the June 18th, 2016, 400K/200K, there could be many unhappy randonneurs should there be a mistake in the cue sheet, the rail-trail be too sandy to ride easily, or a control be found lacking. Thankfully,

But for real fun try Card-o-matic!

—PHOTO JAKE KASSEN



Molly Stark visits the Nonesuch River and saltwater marsh.

—PHOTO JAKE KASSEN

Rail Trail to Salisbury, MA (below).

—PHOTO JAKE KASSEN

my nervousness was unfounded; the weather was nearly perfect with a southerly tailwind to zip riders up the coast. The start/finish hotel was kind enough to let us use the breakfast room to serve a post-ride supper, and nearly everyone finished with a smile. There were no DNFs, and for some it was their first 400K.

For those who are eager to check off Massachusetts, New Hampshire, and Maine on their American Explorer scorecard, please join the New England Randonneurs on June 17th, 2017 for the next Portland Daytrip (400K) or Portland Express (200K) event.

Another Portland option is our



Portland Fleche & Dart that will be held June 2, 2017. Given New England's long winters, we opt for one of the latest Fleche weekends to let things warm up. (A late Fleche also allows teams to participate in additional Fleche events elsewhere.) Portland makes for the ideal Fleche destination, and on the Sunday after the ride we have brunch

downtown. Previous teams have started in Providencetown, MA, for a nearly flat coastal ride or from central Vermont for a challenging ride over the White Mountains and the Kancamagus Pass. Teams have also started in Connecticut and Rhode Island to have a five-state route with some creativity and a bit of extra distance. 🚲



Experience the Upper Midwest in a 1000K

BY MICHELE BROUGHER

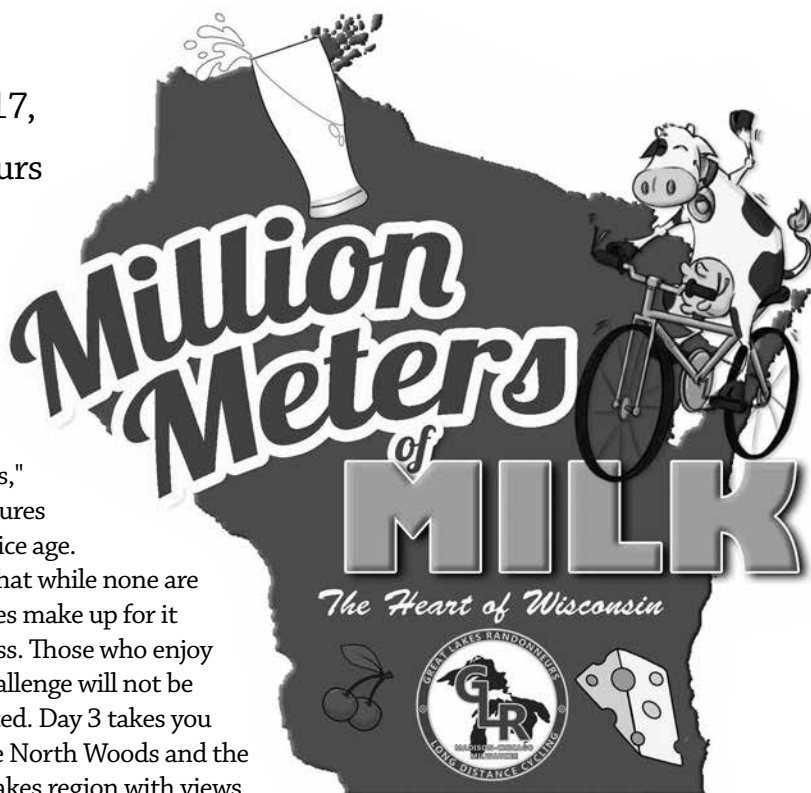
If you are looking for a 1000K in 2017, look no farther. Great Lakes Randonneurs proudly presents a Million Meters of Milk: The Heart of Wisconsin.

If you are looking for a 1000K in 2017, look no farther. Great Lakes Randonneurs proudly presents a Million Meters of Milk: The Heart of Wisconsin.

To be held July 7-10, the ride starts in Fond du Lac, Wisconsin, on beautiful Lake Winnebago. If you have never been to Wisconsin, this is a grand opportunity to see some of the very best scenery the state has to offer from Door County to Kettle Moraine State Park to the North Woods. The route is a series of three loops featuring different terrain and sights on each day, but returning to the same point each night. Pack the kitchen sink in your room if you like, no drop sacks needed. We will provide breakfast and dinner on each day featuring food we all know and love from Wisconsin. You are on your own during the day time with the finest that Kwik Trip has to offer.

Day 1 takes you west up the Niagara Escarpment and north along the shores of Lake Michigan to Door County, home of some of the finest riding, cherries and cheese in the state. Enjoy a good stop in Sturgeon Bay or at the famous Renard's Cheese Shop as you pedal rolling hills returning past the suburbs of Green Bay and Collins Marsh. Day 2 takes you west and south through Amish Country, past the Grand River State Wildlife Area, the Fox River and Horicon Marsh. You will then turn east and pass through Kettle

Moraine home of the "kettles," glacial features of the last ice age. Be aware that while none are long, kettles make up for it in steepness. Those who enjoy vertical challenge will not be disappointed. Day 3 takes you west to the North Woods and the Chain O'Lakes region with views of red granite (the state stone), the scenic Wolf River, and Mukwa State Wildlife Area. The final ascent in High Cliff State Park is the largest climb of the ride to a dramatic view of Lake Winnebago. Finish up with another trip through the kettles and a triumphant descent to the finish in Fond du Lac.



With under 20,000 feet of climbing, the ride won't kill you (we will also be holding a 600K shortened version at the same time) and GLR is planning a rousing good time at our Rando Headquarters. If you enjoy beautiful, low traffic roads and a laid back scenic ride, this one's for you. 🚲



RUSA Member Profile BY MARY GERSEMA

Greg Olmstead

San Diego Randonneurs

This month's RUSA Member Profile features Greg Olmstead of the San Diego Randonneurs. We talk about how Greg first became a randonneur, what it's like to ride in San Diego, and also about his diligent pursuit of the American Randonneur Award on his custom Zinn 74 cm randonneuring steed.

Which club is your home club?

I've been a member of San Diego Randonneurs since I started randonneuring in 2006. The club has undergone name changes coinciding with various changes in RBA, but the club itself has remained largely unchanged.

What inspired you to begin randonneuring?

Randonneuring is the fourth generation of remedies for stress reduction. I started a business in 2002 and took long walks to both think about issues and to relieve the stress of starting a business. I couldn't walk far enough to eliminate the stress, so I started cycling around town using my old Nishiki commuter bike from college. I got up to riding fifty or so miles, which seemed to relieve more stress than walking but not all stress, but by that point I was interested in seeing how far I could ride.

My wife and I in Anchorage.

—PHOTO LYNNE GREAVES

Next, I started riding centuries for fun. I lazily assumed that if a century was fun then a double century would be twice as fun. In 2005, I was standing in the University of Washington parking lot, waiting for the start of the Seattle to Portland double century. The rider ahead of me was wearing a PBP 2003 jersey, and I made a mental note to find out what this ride was all about. When I found out, I decided that PBP was where it was at, so I started riding brevets in 2006 to qualify for the 2007 edition.

How would you describe the terrain of the rides in your area?

San Diego is bound to the south by Mexico and to the west by the Pacific Ocean. So you can ride north along the

coast, which is almost always a treat. The drivers are very accustomed to seeing cyclists and we all seem to sort of get along. To the east you have mountains; it's possible to start at sea level and be at 6000 feet by the afternoon. Farther east, the mountains give way to the desert. It's easy enough to find terrain you like.

Any must-do rides around San Diego that you would recommend?

There are two types of rides I would recommend to riders who are visiting San Diego. First, I would recommend any of the rides that take you on Pacific Coast Highway, anywhere between San Diego and San Clemente. There's always a wide shoulder, it's safe, and the view is gorgeous. All along the way there are





On the banks of the Mississippi.

—PHOTO ERIN LAINE

coffee houses and places to get quick bites to eat. You really can't beat riding on Pacific Coast Highway.

The second type of ride is in the mountains. San Diego is home to two summits that are over 6000 feet: Mt Palomar and Laguna Mountain. The most popular climb up to Palomar is on South Grade Road. From the bottom of the hill it is about 12 miles to the top. I usually set aside a little over three hours for the climb and about twenty minutes for the descent. The other summit, Laguna Mountain has three approaches you can take: Sunrise Highway from the north, Sunrise Highway from the south, and Kitchen Creek Road. I find the last option the most pleasing. It's a paved jeep trail blocked to all cars except forest service vehicles and bikes.

You can get out on the road and, except for the road itself, not see a single trace of development. No lights, no signs, no wires. Just you and about 11 miles of scrub brush at about four to six percent. It's a great stretch of road without equal.

What do you like about randonneuring?

I see randonneuring as managing a system of systems, some of which change quickly, and some of which change quite quickly. On any given ride, I have to manage nutrition, fueling,

energy levels, gearing, clothing, mental focus, lighting, available storage on the bike, and so on. Longer rides may require larger bags, which weigh more. I may need to take warm clothing that I might use for only a couple hours at the end of a 300K brevet. But these add weight, which requires more food. The interplay of these different elements requires that I be engaged mentally.

On longer rides, my ability to stay focused seems to diminish. This requires another system to accommodate that inevitability. But staying on top of all that is a great mental challenge. And when all systems are working in harmony, I can sit up and take in all the beauty that lies before me. All the sunsets, downpours, crashing waves, trees, beaches, country roads, native wildlife, the company of fellow cyclists, historical monuments, and so on. There's a great big beautiful world out there.

It seems that you have really enjoyed pursuing the American Explorer award. (It reminds me of the runners who try to run a marathon in all 50 states.) How do you plan these rides and manage to transport your bike and gear to do them?

My ambitions for the American Explorer Award started small and grew in scope over time. Initially, I had

California, Arizona, and Oregon just as a matter of pursuing brevets. After the award was announced and I thought I'd drive the five hours to Las Vegas to get Nevada and then another couple hours past that to get to Utah. Because of high winds I wasn't able to ride in Utah, so there I was with four states.

It occurred to me that I couldn't just keep driving to a nearby state to complete a permanent in it. I'd have to fly, but the costs would add up if I did one state per flight. So I took time to figure out how to do six states in two rides that were close to each other. This led me in 2014 to ride the Mellifluous Meander to Mercersburg to get Maryland, Pennsylvania, and West Virginia. I also created a new permanent, Coastal Cruise (East), which passed through Massachusetts, New Hampshire, and Maine. That got me to ten states. I resolved to get more.

I hadn't yet retrofitted my bike with S&S Couplers so toting my bike in a triathlon bike case was unwieldy and a bit expensive. I retrofitted it so that I could check it as regular luggage and could throw the cases in a taxi, if need be. Then I started getting states opportunistically.

When I visited my brother in Washington, I took my bike and rode a permanent. When I visited another brother in Idaho, I took my bike and rode a permanent. But this approach seemed scattershot and was likely going to take a long time to complete. I stepped back and asked myself what I would need to do to be able to ride all fifty states plus D.C. What rides were available that were near airports, had the terrain that I liked, and had the distance that I liked? After I inventoried those rides, I set out to create my own routes that went through states that existing rides didn't. With my list complete I set out to do the rides on my list. At some point I expanded the



Lined up for 2007 PBP.

—PHOTO UNKNOWN

I had Zinn build a bike, based on 220mm crank arms. This meant raising the bottom bracket so my pedal wouldn't hit the ground were I to pedal while leaning into a turn, and it meant moving the head tube forward so my shoes didn't touch the front wheel in a turn. After several years I retrofitted it with S&S couplers, which has enabled me to take it all over the U.S. and to Europe a couple times. I've put almost 40,000K on that bike. I couldn't have chosen better.

list to include U.S. Territories, which I thought were overlooked by RUSA riders. I added those to my list and kept at it. I'm at fifty-three, and hope to get to fifty-five. (Fifty-six if American Samoa can get its dog problem in check.)

You have volunteered on brevets, in addition to designing courses. What do you consider the most important factors to consider when designing a brevet?

When I design a route—especially a 400K or a 600K—I try to use it as a showcase for what southern California has to offer. I try to bring in a mix of coast, bike path, forest, desert, city, vineyards, and so on. But this is only one dimension to planning.

I try to route riders so that the daylight controls are easy to staff with volunteers, and the nighttime controls are at 24-hour stores. This seems obvious, but it's not always easy to implement. It's a balancing act between putting on a show and making it easy for the riders to get the support they need.

Somewhere in Arizona.

—PHOTO UNKNOWN

Do you have a favorite randonneuring bike? If so, what is it and what do you like about it?

I have only one randonneuring bike. It's a custom built Zinn steel road bike. It's a size 74cm frame, with 220mm cranks, and a 36 cm head tube. It's big. After the Nishiki that I was using gave up the ghost—the chain stay snapped in half—I started looking for a replacement. There was no shortage of bike builders but Zinn was the only one who suggested that I get long cranks because I'm 6'9". None of the people that worked in local bike shops agreed with his analysis and recommendation, but somehow his rationale appealed to me.

I see you've been riding a lot of populaires over the last couple of years. I mean, A LOT! What is it about riding populaires vs. longer rando rides that currently appeals to you?

A few years ago, I decided I wanted to try to get to 40,000K to earn my Mondial award. I could get it by riding fewer but longer rides, or more and shorter rides, or some combination. I ultimately settled into more and shorter rides. I found that I could start early in the morning and be done by just past lunch. I'd still have the rest of the afternoon to get things done, and enough energy to do them. But settling into a routine of 100K rides



has its drawbacks. I was on a 149K ride in Michigan, and when we got to the 100K mark, my body sort of told me that it was done. The last 50K or so were much harder than I expected.

Any future randonneuring goals? What are they and why?

There are three goals on my to-do list. First, I am planning on riding a permanent in Puerto Rico and another one in St Croix, USVI, in February. This will bring my American Explorer tally up to fifty-five. Technically, it's possible to create a route in American Samoa, but I need to wait until they get their feral dog problem under control before heading out there. Second, I plan to get to 40,000K to earn my Mondial Award. Third, I would like to earn an International Super Randonneur. I need only a 300K ride, which I plan to do in Italy, this May. After I get these three crossed off my list, I'll take a breather, and figure out my next steps.

If you had to choose a favorite randonneuring event, what would it be and why?

It's not my nature to pick just one event that is better than all the others. There are a few that stand out, for different reasons. Any ride with a friend is going to be a special event; I prefer that to almost anything. I also did a ride out of Smyrna, Georgia (Lunch with Andy) with some of the local riders. The route was a Rails to Trails project that followed the Silver Comet Trail. It went through a tunnel, over a trestle, through carved-out rock, and generally through the woods. The trees were greener than any green I'd seen. The riders couldn't have been nicer. It was just a very relaxed, beautiful day on the bike. Lastly, I would say that for sheer natural splendor, the Bird to Gird Populaire out of Anchorage was breathtaking. Riding on the highway shoulder is a bit nervy, but once you get up to the protected bike path and get in and amongst the forest and waterfalls, it's very calming and wonderful. 🚲

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 or 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 Jim Poppy (jpoppy55@icloud.com) for details.

Submission deadlines:

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

Questions? Please contact the editor at editor@rusa.org.



California 1200K Gold Rush Randonnée

BY DAN SHADOAN

In July 2001, the first edition of the California 1200K Gold Rush Randonnée (GRR) occurred. This west-coast event germinated during the return flight from the 1999 PBP, and we patterned the GRR after PBP. It would be an out-and-back route with controls staffed by local community groups and/or Davis Bike Club volunteers who provided more “local color” for riders inexperienced with rural California. The GRR had many strong points: no waiting at controls to get your rider card stamped, no food lines to cause sleep deprivation, no issues with understanding the language, and no long expensive plane flights.

The route was conceived from many discussions amongst early-day Northern California ultra-distance riders and PBP anciens/anciennes. Ultimately, a multi-day on-the-road scout by Lois Springsteen (RUSA #8) and Ann Lincoln (RUSA #16) produced one of the most scenic and most remote routes in the U.S. randonneuring schedule. The remote nature of the route meant a safe yet challenging

course including several mountain passes over the mighty Sierra Nevada.

Route Description

The GRR course has a total of twenty-four controls including three water stops and three information controls. The distance between controls ranges from twenty to sixty miles. The first ninety-five miles to Oroville is mostly flat but has thirty turns. Next,

the riders tackle an 8-mile climb up the Jarbo Gap. The descent gently drops into the beautiful Feather River Canyon running next to Feather River; this is the most beautiful part of the ride. Riders occasionally hear the trains passing on the track across the river. Once you cross the river, the course gently climbs a 2-4% grade to Tobin Resort at mile 136. After Tobin, the climb gets steeper and steeper to the Greenville control at mile 174.

The next twenty-five miles after Greenville to Taylorsville are dead flat. Then comes the long but not steep climb up the south side of Janesville Grade. Halfway to the turn-around point of GRR is Antelope Lake at 5,000 feet. The highest point of the route—6,100 feet—is only six miles further. Riders then descend the famous Janesville Grade, a vertical drop of 2,500 feet, in just five miles. Those five miles vary from 8 to 16% with 0.1 mile at 19%. The Susanville control is about seven miles past the bottom of Janesville Grade.

Next riders tackle a gentle 5-mile 1,500-foot climb up the beautiful Antelope Pass with a panoramic view of the Susanville and its surrounding mountains. In twenty-six miles riders reach the Grasshopper Water Stop. The next thirty-four miles to Adin is slightly downhill with some gradual rollers. After the Adin control at mile 324, the route continues northward through Adin Pass, a gradual 10-mile climb with an 8-mile descent to Canby. Riders then

The Feather River.

—PHOTO ROLAND BEVAN





Dan Shadoan giving riders final instructions.
—PHOTO ADAM BRIDGE

take a quiet country road to Alturas along the Sierra Nevada's high desert. After the Alturas control at mile 367, riders continue another twenty miles to Davis Creek control located just a few miles south of the Oregon border. The riders retrace virtually the same route back to Davis.

Rider Support

Riders on the GRR experience a volunteer-to-rider ratio of nearly two to one. In 2001 the 173 volunteers/organizers outnumbered the riders

by 100 people. Volunteer services include water refills, drink mixing, bag retrieval, preparing and serving meals, inflating tires and oiling chains. If riders do not show up in the projected time, volunteers may go out and search for them.

We also provide three bag-drop controls. This may seem excessive, but many riders who have experienced the weather extremes (such as thunderstorms or hail) are buoyed by an extra bag drop with dry clothes.

Rider progress is tracked at every control so that it can be reported online. Some riders don't remember to register a check-out time at each control, but this information assists

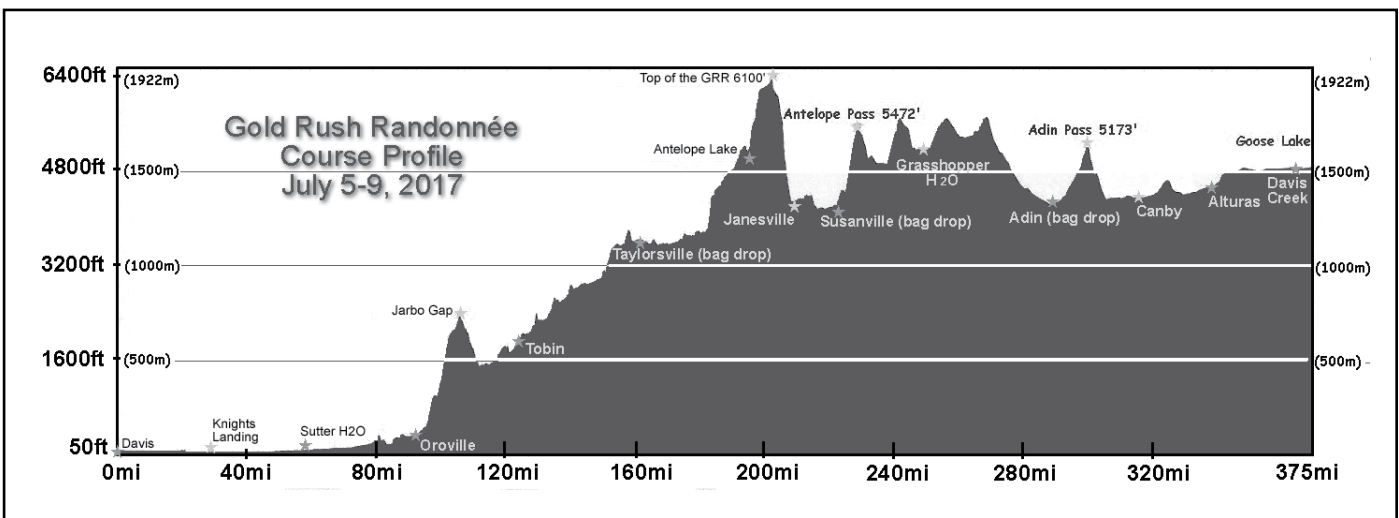
friends and relatives who continually check the progress of their rider.

A complementary awards banquet is held at Bistro 33 in downtown Davis for all riders. The GRR time limit is 90hrs + 15minutes from the start time.

The rider limit is 200 riders. The "Interested" rider list is available at <http://dbcgoldrush.org>. 🚲

GOLD RUSH RANDONNÉE STATISTICS

YEAR	STARTERS	FINISHERS	PERCENTAGE
2001	65	54	83%
2005	87	66	76%
2009	88	73	83%
2013	75	55	73%
2017	160?	?	?



There are very few books written by randonneurs. Sure, there are plenty of blog posts and short-form articles, but when it comes to book-length treatments of randonneuring events and the work that goes into them, it seems that randonneurs are just too busy riding their bikes to write them. Nonetheless, there are two self-published, book-length accounts of London-Edinburgh-London (LEL) written by participants without much previous randonneuring experience that are well worth your consideration.

In *Barring Mechanicals*, we find a blow-by-blow account of LEL 2009 written by a British bike commuting, long-distance cycling newbie caught up in the LEL frenzy following an operation to correct a degenerative spinal condition that left him unable to ride his standard diamond frame bicycle. While still in recovery, Andy Allsopp dials-in a new recumbent and sets off to tackle the most ambitious and daunting physical challenge of his life. Since qualifying rides are not required for LEL, as they are for PBP and many other 1200Ks, cyclists like Allsopp can clip in without ever riding in an event longer than 400K. While entertaining, *Barring Mechanicals* reads like an extended ride report without much attention to history or context. Our author is on a mission to ride to Scotland and back; there is little time for diversion. His account also includes more commentary than necessary on the various mechanical problems he encounters, but these are easy to skim over.

All books on the same subject are not created equal, and *A Virgin Discovers Long Distance Cycling* provides the reader with a far more expansive

Barring Mechanicals: From London to Edinburgh and back, on a recumbent bicycle

BY ANDY ALLSOPP

Lulu.com

140 pages
\$9.40 paper, \$3.25 digital.

understanding of randonneuring in general and of LEL and long distance cycling in Britain in particular. Written by a self-deprecating middle-aged schoolteacher, the book is instantly engaging. Like all fine travel writing, we learn more about the history and culture of the country under review than the simple chronological recounting of a specific journey would allow. In Dancy's account of his attempt to complete LEL 2013, we meet randonneuring celebrities such as Drew Buck and John Spooner and learn much about the history and culture of Britain along the way. Who knew that both David Bowie and Leonard Cohen studied at the Buddhist monastery en route in Eskdalemuir, for example? This book is stronger in almost all respects than its predecessor and makes one yearn to ride in an event like LEL as soon as humanly possible.

When I rode LEL in 2009 it was by far my greatest (and craziest!) physical achievement. Like these two authors, I had never ridden in an event longer than 600K and I scoured every source of information I could find to prepare. Wading through discussion forums

A Virgin Discovers Long Distance Cycling: London Edinburgh London 2013

BY MALCOLM DANCY

CreateSpace Independent Publishing Platform

156 pages
\$7.99 paper, \$2.99 digital.

and blog posts provided me, an experienced randonneur, with just enough information to be dangerous and not enough to scare me away from what lay ahead. It's refreshing these many years later to be reminded of that young Scottish boy who offered to serve me whiskey in my oatmeal at 7:00 am on the way north to Edinburgh. Both of the authors capture the magic of LEL, but in different ways.

A PBP ancienne that Dancy meets before the ride begins states simply, "If you want to do it, you'll do it." As both authors demonstrate, cycling 1400 kilometers in one go may seem superhuman, but with the right attitude, preparation and luck, it is something that almost anyone can manage. By the time you read this, registration for LEL 2017 will be closed. If you're planning to ride this year, these books may provide you with information that will help you prepare for the adventure ahead. If you're planning to sit this one out, you may want to read them to see what the fuss is all about. While I am unable to participate this time around, I do hope to clip in again in 2021. 🚲

What to Do for Our Aging Randonneurs

BY DUANE WRIGHT

I've been involved in randonneuring since 1994. Most of the original riders of my local chapter don't show up for the rides anymore. Peoples' interests can change over time, of course, though some of these veterans are still riding. A few I've spoken with say they miss randonneuring but that they can't make the cut-off times anymore, so they've had to move on.

The one randonneuring event where randonneuring veterans not seen elsewhere can be found, is on the Trace Pacifique in British Columbia. Modeled after the ACP's Traces Vélocio, and run on the same weekend as the Fleche Pacifique, this event requires teams to complete a minimum of 201K in 16 hours. The event takes place between 06:00 and 22:00, so in addition to accommodating slower riders, there is little if any night riding. Participants also enjoy a banquet, so it's one big, happy rando family.

I can sympathize with those who now need more time; I wasn't fast, when I began randonneuring, and 22 years later, in the Medicare phase of life, I am slower still. I must be very selective about not only distances (the shorter brevets are more feasible) but also about the cumulative elevation gain. Hills, per se, are not a problem, but they take additional time so very hilly courses get passed over.

In 2006, I started running and got hooked on marathons. Running event organizers usually try hard to accommodate older runners, either by keeping the course open longer or by offering an early start time to those who need it, so that everyone who can do the distance can finish. Running event results are also usually given by age group, so aging doesn't cause one to feel quite so overwhelmed. Currently, I've completed seventy-four marathons, and there are more in my future.

It is hard not to note a contrast in the approaches to aging adopted by these two sports. For the record, however, both sports have terrific organizers who work long and hard to put these events on: all for the love of the sport. Here are some ways that I think randonneuring might encourage more participation from older riders:

1. More chapters should consider including a trace with their fleche.
2. Permanents could very easily allow additional time for older riders.
3. Last, but not least, additional time should be allowed on organized brevets.

If these simple steps were taken, more veteran riders might come out of retirement.

The additional time, for permanents and RUSA brevets (ACP brevets might require an act of the French, and maybe even the European, parliaments!), could be aged-based. Starting at age 50, we could allow an extra half hour per 200K. This allowance could be augmented with each five years of age.

These are merely suggestions, but I do hope that our randonneuring community will discuss and consider implementing them.

For information on the Trace Pacifique (a BC Randonneurs event): www.randonneurs.bc.ca/fleche/fleche_rules_trace.html 🚲



Team Rough Riders from the 2016 Trace Pacifique. l-r, Brian List, John Vincent, Duane Wright and Peg Winczewski.

—PHOTO ERIC FERGUSON

Randonneuring with Kids: Sally and Joe's First Randonnées

BY PAUL ROZELLE

Sally (age 7 and RUSA# 9965) completed her first randonnee on Sunday, May 8, 2016. Younger brother Joe (age 6 and RUSA# 11409) followed two weeks later. Both kids rode the 101K permanent populaire called Pinellas Beaches (Route #1243) while stoking our tandem, which I captained.

The Preparation

Sally began riding when she was 15 months old. "Riding" at that tender age meant puttering around the living room astride a balance bike. However, Sally quickly progressed to the driveway, the sidewalk in front of the house, and then to taking laps around the block while mom and dad pushed baby Joe in a stroller.

Before long, Joe was toddling, too, and earnestly eyeing the balance bike, which he inherited when Sally graduated to a 16" pedal bike. **Parental cycling tip #1:** Remove the training wheels and the pedals from a kids' bike and —*volia!*—you have a larger "balance bike." Sally's new bike with its larger, pneumatic tires extended Sally's range to the neighborhood playground.

Soon, Joe was tagging along on the balance bike. **Parental cycling tip #2:** When you have two kids at different ages (or of differing strength or ability), let the younger or slower kid set the pace. He goes at his own speed, never feeling like he must chase down Big Sister, never being left behind, and never feeling like he's holding everyone else up.

The training wheels were never put back on Sally's bigger bike, although the pedals were and, at age 4, Sally was off cruising around the neighborhood. A kid's first ride is truly special. Unlike walking, which happens gradually over time, with cycling, all of a sudden, you go from not being able to ride a bike at all, to flying down the street instantly. It's an amazing new-found sense of independence. We used the same process for Joe—balance bike and never any training wheels—and he was able to ride a pedal bike at age 3.

In the Fall of 2013, just a few weeks after riding for the first time, Sally participated in Mary Gersema's Coffeeneuring Challenge. For those who aren't familiar with it, Coffeeneuring is like randonneuring in that there are a lot of quirky rules, but you get better quality coffee and there's no brevet card. There is so much that is awesome about Coffeeneuring, especially if you're riding with kids. Of course, they get hot chocolate (a permissible substitute for coffee), which is pretty much always a hit. But the kids also get



Joe finishing the permanent.

—PHOTO ROZELLE FAMILY

Joe affixing ACP stickers to brevet cards.

—PHOTO PAUL ROZELLE

to decide where to go, how to get there, and it takes almost two months to complete the seven rides required to be an official Coffeeneuring Finisher.

The sense of adventure and focus on having a good time with good people is central to Coffeeneuring, and it also defines randonneuring, which makes Coffeeneuring a fantastic “introduction” to the sport for young riders. Sally and Joe were already well-versed in randonneuring. I’m the RBA for Central Florida and every winter the house is a hive of activity during our brevet season. The kids are solid volunteers for our riders. They help cook meals, organize and inventory the supplies, alphabetize brevet cards, address and stamp postcards, and enter results. They even worked the finish control on the Sunshine 1200K (until their 7:30pm bedtime). Placing the ACP stickers on the brevet cards is a special hit, as is the aftermath of the postcard controls. What child doesn’t like getting dozens of postcards addressed to them? It wasn’t too long before the kids announced that they wanted to do “one of those rides with the cards and stamps,” too.

Over the next two years, both kids got bigger, and got bigger bikes. Sally now rides a 24" road-style bicycle, and Joe is on her old 20". They’ve expanded their cycling horizons dramatically. During the 2015 Coffeeneuring “season” they put in a lot of saddle time (interspersed with meals, playground visits, and other adventures of course) and their rolling speed continued to increase dramatically, but completing a 100K within the randonneuring rules still seemed a distant reality.



The Bike

The solution came in the form of our tandem, a 1991 Cannondale with some significant modifications to it, including a Wound-Up fork, Rolf wheels, and an Ultegra group set (9-speed; we modified the bike in 2005). Sadly, the bike had seen scant use since Susan and I started our family. It’s difficult to find babysitters when you want to go ride at daybreak with your spouse. We converted the seldom-used tandem into a mile-eating machine for the kids using a gizmo made by Precision Tandems called a “stoker conversion kit.” Setting a tandem up so a child can ride it involves clamping a bottom-bracket shell onto the stoker’s seat tube and fitting it with kid-sized cranks and pedals that drive a second, vertical timing chain to keep the stoker and captain in phase. We had a telescoping

stem and added a kids’ saddle, but even with these modifications, fitting the stoker’s cockpit to a child was a challenge: mom is 5’10”, Sally is 4’2”, and Joe’s inseam is 3.5” shorter than Sally’s! Lots of help from our local bike shop solved the problem.

After the bike was built up, we spent two weeks practicing in the neighborhood each night after dinner, taking turns, of course, with one kid on the tandem and the other on his or her single bike. Tandem riders know that starts, stops, mounts, and dismounts are the trickiest parts of riding so we practiced those skills until they were easy and comfortable. The other issue tandem cyclists are familiar with is that not every pairing makes a good, compatible “team.” The stoker cannot see much and can’t control the bicycle, either. Gear selection and braking are up

***If you’ve never played on a swing
or jungle gym on a brevet, I can
highly recommend this.***

to the captain, who is also responsible for communicating with the stoker about effort, upcoming hills and turns, and road hazards. Fortunately, both kids loved the bike and, thank goodness, we were all compatible.

Don't think that these kids were getting some kind of free ride back there. Each member of a tandem team can feel the effort the other contributes, and Sally and Joe were delighted to hammer away on the pedals, especially if it meant we'd go faster, which was a new experience and real delight. Attaching my Garmin to the stoker's handlebars so the kids had access to the ride data was also a huge hit and facilitated some fast riding.

The Rides

Suitably equipped and with sufficient practice, it was time to give a randonné a shot. Sally got to go first. May is full-on summer in Florida, so we left at first light to get in as much riding as possible before the oppressive heat and humidity set in. True randonneurs, we wasted no daylight on our inaugural adventure!

The permanent route that we would be riding leaves from our home, travels to the Gulf of Mexico, takes a dog-leg south to Pass-a-Grille where there is an information control at mile 8, and then turns north on the barrier islands to Clearwater Beach at mile 32, where the next control is at a gas station. The route then gets on the Pinellas Trail, a truly wonderful multi-use path, for the next 25 miles into St. Petersburg where riders control at a coffee shop. Home and the finish are only 6 miles away.

The morning of Sally's ride was calm and we were able to make good time. Sally kept an eye on the Garmin,

ensuring that we held about 15mph, which I figured should be sufficient to get us around the course in time allowing for liberal stops. We quickly made it to Pass-a-Grille on traffic-free roads as the sun came up. As we hit the information control and turned north, we had a slight tailwind which boosted our speed and spirits.

One of the plusses of this route for our adventure was that there were a lot of bailout opportunities to cut the ride short. The first was at mile 12 and I asked Sally if she was ok to keep going. I got a quick "Yes," in response. "Do you think you can do this until lunchtime?" Another quick "Yes," so we pressed on.

About an hour in, we stopped at a 7-Eleven for some rest and a bathroom. A quick stop and then we were back on the road. A triathlon was being held in Madeira Beach, providing a lot of entertainment as we encountered

hundreds of racers headed along the beach road in the opposite direction. True randonneurs, we ate more snacks in front the gas station control before hopping on the Pinellas Trail. Soon thereafter, we stopped at a playground in Seminole (mile 40) for some more rest. If you've never played on a swing or jungle gym on a brevet, I can highly recommend this. We arrived in St. Petersburg after dodging loose chickens on the Pinellas Trail and had another snack and an Orangina at the control (mile 56). Fortified for our last miles, we called mom and Joe to tell them of our impending arrival and set off for home where we had a family finish-line celebration in the driveway. Mom signed the cards for an official finish time of 5:43.

Joe, of course, was chomping at the bit for his turn, which we planned for two weeks later. We'd repeat the



Sally on a long solo ride.

—PHOTO PAUL ROZELLE



Sally finishing the permanent.

—PHOTO ROZELLE FAMILY

same course with the same strategy: start early, keep an even pace, make sure we were still good-to-go at the cut-offs, and take liberal additional stops to keep things fresh and fun.

At wheels-down, it was cloudy, which was awesome, but it was also unexpectedly windy, and Joe and I fought a crossing headwind all the way north. Despite the wind, Joe and I were both riding strong and skipped the 7-Eleven stop, opting instead for some rest at the Café de Paris in Indian Rocks Beach (mile 27). This place is *legit*; everything is baked fresh daily by the French owner and the coffee is excellent, too. After our break, we hopped back on the bike and made good time to Clearwater Beach, hitting 36.5mph down the Clearwater Causeway. Joe really wanted to best Sally's 38.0mph top speed, but he's ten pounds lighter, so no dice.

We'd just spent time at the café so we didn't stay long at the next control, although we did get in some quality playground time in Seminole. Joe was on the lookout for the loose chickens on the Trail, but they sadly kept out of sight. The Orangina was refreshing and we again repeated the finish line celebration. Joe and I finished in 5:30, which is entirely a product of my having done one long tandem ride with a kid before, so he got a better, more efficient ride than Sally did. As with

everything else, the first-born was the guinea pig.

This story ends where it started: randonneuring is all about having fun and new experiences on the bike with people whose company you enjoy. One big take-away from our rides is that you can get just about anyone involved in randonneuring. If a kindergartener can ride a brevet, have a great time doing it,

and want to do more, then it just goes to show that our friends, clubmates, coworkers—just about anyone who rides bikes, whose company you like, who has a good attitude, and who takes a sensible approach—can become a randonneur. If Sally and Joe can do it, anyone can. They prove just how big the randonneuring tent really is.

So what's next? Sally and I are riding a century this Fall. Joe and I have been working on a P-12 (five down, seven to go as of this writing). And Susan and I are looking for a second tandem so we can get all four of us out there on brevets. Stay tuned for more. 🚲

Paul Rozelle (#2955) is the RBA for Central Florida and rides with his family in St. Petersburg, FL

Note: See a postscript on page 53.

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



Shop Talk

BY DEB BANKS

I thought I'd update everyone on a few tidbits about the RUSA Store. Mid-Spring last year the store moved from Rhode Island to California, with a short stopover in Washington state. We are indebted to Jennifer Wise for her dedicated work in the store. She has been amazing given how much the store has grown. Jennifer still takes care of medal engraving and we work together on re-ordering gear; she is tireless in her support of our community.

Last year, the Board embarked on a search for a new Logo. The plan was to sell off clothing and gear that has the "old" logo on it to make way for new designs in clothing adorned with the

new logo. The logo work didn't yield a design that thrilled the Board and the decision was to stick with the one we currently have. Still, the RUSA store will **not** be re-stocking clothing with

the older designs on them. We are also working on-outsourcing clothing so that you can purchase it whenever you want and we don't have to carry product or do fulfillment. We will be sharing new designs with the membership when they are ready, so stay tuned for that.

It's medal season. We received Distance medals and ribbons and they are flying out the door. We are lifting the deadline on ordering RUSA Distance medals, which means you can order those medals as you earn them. There may be lag time until you receive them as we may need to re-stock to fulfill all awards requests. Please have patience as I catch up on sending you your bright and shiny trinkets!

Finally, a thank you to Bill Bryant for stepping up to take on the P-12 and the new Ultra P-12 award program. The number of awards that people are earning is fantastic—we needed the extra hands to help keep up!

As always, if you have any questions, comments, celebrations, or concerns, please contact me: **banksdebra@gmail.com**.

Thanks everyone, Happy Riding in 2017! 🚲



It's medal season at the RUSA Store.

—PHOTO DEB BANKS

RUSA Awards

RUSA American Explorer Award

The American Explorer Award recognizes the achievements of RUSA members rambling across the United States. The award is earned by riding events that cover at least ten (10) different U.S. states and territories.

This is an ongoing achievement program that recognizes continued exploration of additional states and territories. The maximum achievable number of states and territories will depend on the availability of routes and the member's desire to explore.

Award criteria:

- Rides must be of the following types:
 - ACP brevets and flèches;
 - RUSA brevets, populaires, arrows and darts;
 - RUSA permanents and permanent populaires;
 - RUSA sanctioned Super Randonnée permanents;
 - 1200km events held in the United States after 1998.
- Routes must pass through or be contained within any of the 50 states of the United States, the District of Columbia, and U.S. territories (Puerto Rico, Guam, American Samoa, ...). Each state or territory through which the ride passes is counted and multiple states/territories can be achieved on a single ride.
- There is no time limit to earn this award.
- Only RUSA members may apply and each qualifying ride must be completed while an active member of RUSA.

Recognition

- A minimum of ten states or territories must be completed to receive initial recognition.

APPROVED	NAME	CITY, STATE
2016/10/19	Akbarian, Hamid	Great Mills, MD
2016/12/06	Alexander, Ron	Overland Park, KS
2016/10/22	Ashby, Melanie (F)	Greenville, SC
2016/12/28	Aspras, Jimmy	Pitman, NJ
2016/10/20	Boltz, H Edward	Fulton, NY
2016/10/03	Brougher, Michele S (F)	St Louis Park, MN
2016/12/25	Church, Doug	Riverside, CA
2017/01/09	Courtney, Greg	Ames, IA
2016/11/09	Donaldson, Paul H	Richmond, VA
2016/11/23	Fleming, Neil	Atlanta, GA
2016/11/23	Foley, Paul A	Golden, CO
2016/12/31	Hazelton, Stephen	Garland, TX
2016/11/07	Huston, Sara (F)	Topsham, ME
2016/10/07	Johnson, Alan S.	Phoenix, AZ
2016/11/02	Johnson, Alan S.	Phoenix, AZ
2016/12/20	Nakai, David	Fallbrook, CA
2016/12/07	Newman, Christine (F)	Skillman, NJ
2016/12/13	Olmstead, Greg	San Diego, CA
2016/10/22	Phelps, Wayne	Greenville, SC
2016/12/06	Preston, John	Plantation, FL
2016/10/10	Russell, Bill	Vineyard Haven, MA
2016/10/08	Schoenfelder, Steven J	Lewisburg, PA
2016/12/21	Schroeder, Henrik A.	Lighthouse Point, FL
2016/11/02	Sexton, Robert B	San Jose, CA
2016/12/25	Shapiro, Paul G	Princeton Junction, NJ
2017/01/24	Shopland, Ian	Olympia, WA
2016/10/23	Smith, Gregory H	Richland Center, WI
2016/10/18	Stevens, William	Volo, IL
2016/12/21	Zbasnik, Jon	Pleasanton, CA

Hugh Kimball Earns Galaxy Award

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

This award can be earned just once by a member and is automatically recognized upon completion of the required distance (no application 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 earned this prestigious award.

APPROVED	NAME	CITY, STATE
10/23/2016	Kimball, Hugh	Seattle, WA

RUSA Awards

RUSA 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. The ARC award can be earned only by riding the event as a 1200k; riders entered to do it as a 1000k + 200k may not claim the award.

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

APPROVED	NAME	CITY, STATE
2016/11/07	Akbarian, Hamid	Great Mills, MD
2016/10/22	Ashby, Melanie (F)	Greenville, SC
2016/11/02	Bennett, Edward M	Geneva, FL
2016/10/24	Bernhardt, Luis	Ferndale, WA
2016/10/20	Boltz, H Edward	Fulton, NY
2016/12/29	Bonner, Kenneth R	Victoria, BC
2016/11/09	Donaldson, Paul H	Richmond, VA
2016/10/20	Driscoll, Dan	Arlington, TX
2016/11/23	Foley, Paul A	Golden, CO
2016/12/26	Lawrence, Joel	High Point, NC
2016/10/20	Lucas, Tim	Wilson, NC
2016/10/22	Phelps, Wayne	Greenville, SC
2016/10/26	Pierce, Jason	Oakland, CA
2016/11/01	Simpson, Jeff L	Concord, NC
2016/10/23	Smith, Gregory H	Richland Center, WI

RUSA Coast-to-Coast 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. For example, if Boston-Montreal-Boston 2002 is used in a member's Coast-to-Coast award, BMB'06 (or other edition) may not be used to claim another award.

The four events needed to qualify for the award can be completed at any time and over any number of years.

RUSA congratulates the riders who earned and applied for the Coast to Coast 1200km Award.

APPROVED	NAME	CITY, STATE
2016/11/07	Akbarian, Hamid	Great Mills, MD
2016/10/22	Ashby, Melanie (F)	Greenville, SC
2016/11/09	Donaldson, Paul H	Richmond, VA
2016/12/12	Ehlman II, Thomas N	Rochester, MN
2016/11/17	Graham, Larry D	Westerville, OH
2016/12/20	Nakai, David	Fallbrook, CA
2016/10/22	Phelps, Wayne	Greenville, SC
2016/10/26	Pierce, Jason	Oakland, CA
2016/10/24	Rozelle, Paul G	St. Petersburg, FL

Ultra Randonneur Award

The Ultra Randonneur Award is for 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) that are used to qualify for the Ultra Randonneur Award need not be in consecutive years, nor is there a time limit on how long it takes to accumulate the ten SR series. Note that it is possible to earn more than one SR series per year, making it possible to earn this award in fewer than 10 seasons.

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

APPROVED	NAME	CITY, STATE
2016	Driscoll, Dan [6]	Arlington, TX
2016	Gottlieb, Gary P [8]	Aledo, TX
2016	Lawrence, Joel [2]	High Point, NC
2016	Newman, Christine (F)	Skillman, NJ
2016	Pierce, Jason	Oakland, CA
2016	Thomas, Mark [3]	Kirkland, WA
2016	Thomas, Mark [4]	Kirkland, WA
2016	Torres, Bob	Carlstadt, NJ

RUSA Awards

Ultra R-12 Award

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

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 earned and applied for the Ultra R-12 award.

APPROVED	NAME	CITY, STATE
2016	Mento, Chris	Glen Burnie, MD
2017	Thomas, Mark	Kirkland, WA
2017	Nagaoka, Foster T	Ventura, CA



ACP Randonneur 5000

In 1961, the Audax Club Parisien created the Randonneur 5000 award to recognize finishing ACP and Randonneurs Mondiaux events totaling at least 5000km within a four-year period.

To qualify, the randonneur must complete:

- A full series of ACP brevets (200, 300, 400, 600, and 1000km) [longer brevets cannot be substituted for shorter ones];
- A Paris-Brest-Paris randonnée;
- A Flèche Vélocio, or other ACP-sanctioned flèche (your team of at least three bicycles must finish officially); and
- additional ACP and/or RM events to bring the total distance up to at least 5000 km.

The qualifying events must be completed within a four-year period, beginning on the date of the first qualifying event.

RUSA extends its congratulations to the US riders who have received this special award.

APPROVED	NAME	CITY, STATE
2016/10/19	Bell, Carol (F)	Iowa City, IA
2016/10/07	Burke, Brian P	Cumming, GA
2016/10/19	Nichols, Eric	Newfields, NH

Four 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
11/23/2016	Ashby, Melanie (F)	Greenville, SC
11/24/2016	Namara, Yogy	San Leandro, CA
12/3/2016	Rierson, Bryan	Garner, NC
12/31/2016	Rozelle, Paul G	St. Petersburg, FL

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 200km or longer.
- Foreign ACP-sanctioned brevets and team events (flèches), Paris-Brest-Paris, and RM-sanctioned events of 1200km or longer, provided that these non-US events account for no more than 6 of the 12 counting months.
- 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
2017	Adams, Chip [9]	Severna Park, MD
2016	Ameen, Sol [6]	Mount Shasta, CA
2016	Anderson, Rorie (F)	Palm Bay, FL
2016	Aspras, Jimmy	Pitman, NJ
2016	Bennett, Edward M [4]	Geneva, FL
2016	Bergeron, Robert D	Raleigh, NC
2016	Beringhele, Dan	Richmond, CA
2016	Berka, Becky (F) [8]	Carmichael, CA
2017	Bernardo, M	West Windsor, NJ
2016	Bigler, Wallace J [5]	Houston, TX
2017	Bingham, Bob [7]	Graham, NC
2017	Boltz, H Edward [6]	Fulton, NY
2016	Bott, Linda	Ventura, CA
2016	Brougher, Michele S (F) [7]	St Louis Park, MN
2016	Brown, Scott J	San Jose, CA
2017	Bull, Nicholas [11]	Arlington, VA
2016	Chin-Vanderslice, Nancy (F) [2]	Sacramento, CA
2017	Corsiglia, Fred	Houston, TX
2016	Crovella, Dennis	Fremont, CA
2016	Dal Gallo, Linda A (F) [5]	Mt Shasta, CA
2017	Dennin, Mark W [5]	Cooper City, FL
2017	Dubin, Ross J	Boynton Beach, FL
2017	Dusel, Peter W [6]	Ontario, NY
2017	Duvall, Gardner M	Baltimore, MD
2017	Ellis, John Lee	Lafayette, CO

2016	Fischer, William [8]	Elmira, NY
2016	Foley, Paul A [2]	Golden, CO
2016	Foley, Paul A [3]	Golden, CO
2016	Fuoco, Art	Palm Bay, FL
2017	Furnari, Theresa A (F) [7]	Baltimore, MD
2017	Goursolle, Kitty (F) [8]	San Ramon, CA
2016	Graebner, Charles F	Milwaukee, WI
2016	Greene, Nigel [5]	Elkins Park, PA
2017	Hall, David D	Fairview, TX
2016	Hall, Mary E (F)	Dallas, TX
2016	Hazelton, Stephen [7]	Garland, TX
2016	Huber, Kerin (F) [6]	Pasadena, CA
2016	Ishihara, Mitch	Issaquah, WA
2016	Jenkins, Charlie [9]	Denison, TX
2016	Jenkins, Patricia (F) [9]	Denison, TX
2016	Johnson, Alan S. [2]	Phoenix, AZ
2017	Johnson, Cedron	Decatur, GA
2017	Johnston, Brian Hunter	Scotts Valley, CA
2016	Jordan, Betty Jean (F) [3]	Monticello, GA
2017	Klaassen, Spencer [11]	Saint Joseph, MO
2016	Kline, Stacy (F) [6]	Balboa, CA
2016	Konrad, Adam	Chicago, IL
2016	Laine, Erin (F) [3]	Nine Mile Point, LA
2016	Machowicz, Malgorzata (F)	Chicago, IL
2016	Marklein, B Richard	Dunwoody, GA
2017	Masterson, Gregory T	Stone Mountain, GA
2017	Mathews, Craig [9]	The Woodlands, TX
2016	Maytorena, Hector Enrique [3]	San Diego, CA
2016	McCaw, Richard Grant [7]	San Jose, CA
2016	McCaw, Richard Grant [8]	San Jose, CA
2016	Mento, Chris [10]	Glen Burnie, MD
2016	Moore, Mike	Fremont, CA
2016	Moy, Colin S	Castro Valley, CA
2017	Nagaoka, Foster T [10]	Ventura, CA
2016	Nemoto, Toshiyuki [5]	Loveland, OH
2016	Newcomer, Robert C.	Atlanta, GA
2016	Newman, Christine	Skillman, NJ
2017	Nicholson, Jack [5]	Arnold, MD
2016	Nicholson, Lisa (F) [5]	San Diego, CA
2016	Olsen Sr, Keith N [3]	San Diego, CA
2016	Pearch, John [7]	Olympia, WA
2016	Peskett, Roger [5]	Tucson, AZ
2016	Peters, Tim	Anchorage, AK
2016	Piech, Dawn Marie (F)	Lombard, IL
2016	Pomeranz, Robin L (F)	Boynton Beach, FL
2016	Ranson, Emily (F)	Ellicott City, MD
2017	Robinson, Dub-norm	Atlanta, GA

RUSA Awards

R-12 Award Recipients (continued)

2016	Rogers, Jefferson	Wilmette, IL	2016	Stevens, William	Volo, IL
2017	Ross, Roy M	Sunnyvale, CA	2016	Suko, Aaron M.M.	Tallahassee, FL
2016	Russell, Nancy (F) [2]	San Rafael, CA	2017	Sullivan, Patrick	San Diego, CA
2016	Schaaf, Daniel A	Rowlett, TX	2016	Sutton, Stuart Keith [8]	Virginia Beach, VA
2016	Schaaf, Daniel A	Rowlett, TX	2017	Thomas, Mark [10]	Kirkland, WA
2016	Schenkel, Mark S [2]	Orlando, FL	2016	Trimble, Carl	Coral Springs, FL
2016	Scriven, Tycer R	East Point, GA	2016	Tulloh, Robert F	Austin, TX
2016	Selby, Ron [2]	Zionsville, IN	2017	Turek, Michael Gerald	Longmont, CO
2016	Senter, Eric	Davis, CA	2016	Vanderslice, Bill [2]	Sacramento, CA
2017	Sexton, Robert B [3]	San Jose, CA	2016	Vargas, Luis	Davie, FL
2016	Shanni, Jim [3]	Watkinsville, GA	2017	Wali, Michael C [3]	Mount Airy, MD
2017	Shapiro, Paul G [8]	Princeton Junction, NJ	2017	Warren, Corinne D (F)	Monument, CO
2017	Shenk, Catherine (F) [9]	Boulder, CO	2017	Webster, Christopher Michael [3]	Beaverton, OR
2016	Sherrick, Keith W [7]	Clermont, FL	2016	Wiley, David M	Lawrence, KS
2016	Sherrick, Ruth Ann	Clermont, FL	2016	Williams, Eric Allen [2]	Silver Spring, MD
2016	Shipp, Martin	Raleigh, NC	2016	Wozniak, Anthony	Carol Stream, IL
2016	Smith, Mark A.	Napa, CA	2016	Zenter, John [5]	Hanover, MD
2016	Spagna, Rick [2]	Delray Beach, FL			

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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
2016	Austin, Jerry [7]	Arlington, TX
2016	Bennett, Edward M	Geneva, FL
2016	Berka, Becky (F) [4]	Carmichael, CA
2016	Bernardo, M	West Windsor, NJ
2016	Bingham, Bob [4]	Graham, NC
2017	Brenner, Andy	Basking Ridge, NJ
2016	Brittle, Scott [3]	Sunnyvale, CA
2016	Budvytis, Gintautas [3]	Castro Valley, CA
2016	Chaffin, Barry L	Monte Sereno, CA
2016	Chaffin, Janet K (F)	Monte Sereno, CA
2016	Driscoll, Dan [8]	Arlington, TX
2017	Ellis, John Lee	Lafayette, CO
2016	Flitcroft, Ian D [3]	Williamson, GA
2016	Friedman, Mitch	Sylmar, CA
2016	Gann, Brian	Olathe, KS
2017	Goursolle, Kitty (F) [5]	San Ramon, CA
2016	Gray, Jonathan F. L. [4]	Santa Barbara, CA
2016	Gray, Jonathan F. L. [5]	Santa Barbara, CA
2016	Gridley, Ross [4]	Pickerington, OH
2016	Hall, David D	Fairview, TX

2017	Hauptman, Mike	Rochelle, IL
2016	Hazel, Geoff [2]	Bellevue, WA
2016	Hirschbruch, Estevam	Weston, FL
2016	Jefferson, Elizabeth Anne (F)	La Jolla, CA
2016	Knutson, Ken [4]	Tracy, CA
2016	Kratovil, Joe [6]	Hillsborough, NJ
2016	Lakwete, Angela (F)	Auburn, AL
2017	Lentz Jr, Herman P	Suffolk, VA
2017	Murray, Paul	Redmond, WA
2017	Myers, Mike [6]	Baxter Springs, KS
2017	Myers, Nancy (F) [6]	Baxter Springs, KS
2016	Namara, Yogy	San Leandro, CA
2016	Newberry, Jeff	Austin, TX
2016	Newman, Christine (F) [6]	Skillman, NJ
2016	Olmstead, Greg [3]	San Diego, CA
2016	Olsen, William	Califon, NJ
2016	Olszyk, Anita (F) [3]	Lacey, WA
2016	Pearch, John [4]	Olympia, WA
2016	Perera, Shan [6]	Seattle, WA
2016	Peskett, Roger	Tucson, AZ
2016	Reeder, W Thomas [5]	Alexandria, VA
2016	Russell, Thomas [5]	Alamo, CA
2016	Shipp, Martin [4]	Raleigh, NC
2016	Smith, Gregory H [2]	Richland Center, WI
2017	Sonne, Marvin M	Mt. Dora, FL
2016	Staats, David N [4]	Columbus, OH
2017	Tamas, Tibor	Fort Worth, TX
2016	Taylor, Scott A [2]	Austin, TX
2017	Thomas, Mark	Kirkland, WA
2016	Toigo, Paul	Kansas City, MO
2016	Tulloh, Robert F	Austin, TX
2016	Vincent, John [2]	Rochester, WA
2016	Wilson, Charles	Lafayette, CA
2016	Woods, Alan [3]	Portland, OR



RUSA Awards

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.



APPROVED	NAME	CITY, STATE
2017/01/24	Akbarian, Hamid	Great Mills, MD
2016/11/13	Beebe, Ward	Oak Harbor, WA
2016/11/02	Bennett, Edward M	Geneva, FL
2016/10/20	Beringhele, Dan	Richmond, CA
2016/10/02	Bigler, Wallace J	Houston, TX
2016/10/21	Budvytis, Gintautas	Castro Valley, CA
2016/10/07	Burke, Brian P	Cumming, GA
2016/10/16	Church, Doug	Riverside, CA
2016/10/04	Driscoll, Dan	Arlington, TX
2016/12/12	Ehlman II, Thomas N	Rochester, MN
2016/11/16	Fournier, Charles Joseph	Redding, CA
2017/01/04	Geisert, Rodney D	Columbia, MO
2016/10/20	Johnson, Alan S.	Phoenix, AZ
2016/10/18	Kilgore, Bryan	Oakland, CA
2016/10/25	Klein, Ann K (F)	Oakland, CA
2016/10/03	McAlister, Grant	Seattle, WA
2016/12/31	Pearch, John	Olympia, WA
2016/11/02	Phillips, Calista (F)	Frederick, MD
2016/10/26	Pierce, Jason	Oakland, CA
2016/11/01	Ross, Graham A	Portland, OR
2016/10/24	Warren, Corinne D (F)	Monument, CO






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RUSA Awards

2016 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 2016 K-Hound recipients.

RUSA#	NAME		# OF K-HOUND AWARDS EARNED	CLUB/ACP CODE	DISTANCE
2163	ACUFF, Jan	F	4	Seattle International Randonneurs / 947018	10001
4500	AKBARIAN, Hamid		1	DC Randonneurs / 946012	11675
3446	BECK, William		4	DC Randonneurs / 946012	10789
3435	BEEBE, Ward		2	Seattle International Randonneurs / 947018	10045
8312	BENNETT, Edward M		2	Winter Springs Cycling / 909023	13316
5285	BERKA, Becky	F	4	San Francisco Randonneurs / 905030	15919
5843	BINGHAM, Bob		2	Randonneurs USA / 933095	12201
6527	BOLTZ, H Edward		5	Audax Atlanta / 910004	11000
4957	BOOTH, Robert J		3	Great Lakes Randonneurs / 913005	11266
3932	DEBOER, Kelly		5	San Diego Randonneurs / 905140	16014
3812	DIEHN, Dan ***		1	Twin Cities Bicycling Club / 923013	9236
390	DRISCOLL, Dan		10	Lone Star Randonneurs / 943026	15137
153	ELLIS, John Lee		7	Rocky Mountain Cycling Club / 906002	14251
8416	FOURNIER, Charles Joseph		1	Shasta Wheelmen / 905049	10189
9827	GORMAN, Michael J		1	New Jersey Randonneurs / 930029	10042
2565	GOTTLIEB, Gary P		9	Lone Star Randonneurs / 943026	21824
11103	HALL, David D		1	Lone Star Randonneurs / 943026	10003
5389	HAZELTON, Stephen		6	Lone Star Randonneurs / 943026	15359
7069	HELLER, Luke		1	Asheville International Randonneurs / 933011	10988
2060	HUBER, Kerin	F	5	Pacific Coast Highway Randonneurs / 905051	11023
10020	JOHNSON, Alan S.		1	Arizona Randonneurs / 903020	15049
1132	JOHNSON, Ken		5	Davis Bike Club / 905014	11542
8132	KANABY, Gary		1	Hill Country Randonneurs / 943025	10451
4914	KIMBALL, Hugh		5	Seattle International Randonneurs / 947018	11831
1989	KLAASSEN, Spencer		6	Audax Kansas City / 925005	10582
1795	KRAMER, John		2	Seattle International Randonneurs / 947018	10916
3416	KRATOVL, Joe		6	New Jersey Randonneurs / 930029	11456
8963	KUSTERS, Marion	F	2	Winter Springs Cycling / 909023	10526
9570	LEBRON, Gil		1	New Jersey Randonneurs / 930029	10222
7563	LUDVIKSSON, Audunn		4	Seattle International Randonneurs / 947018	10744
5004	MUONEKE, Vincent		8	Seattle International Randonneurs / 947018	13189

RUSA Awards

2016 K-Hound Awards (continued)

413	MYERS, Mike		2	Lone Star Randonneurs / 943026	10945
414	MYERS, Nancy	F	2	Lone Star Randonneurs / 943026	10945
373	NAKAI, David		2	North County Cycling Club / 905041	12015
8427	NAMARA, Yogy		3	San Francisco Randonneurs / 905030	10492
4574	NEWBERRY, Jeff		3	Hill Country Randonneurs / 943025	15901
2861	NEWMAN, Christine	F	3	New Jersey Randonneurs / 930029	10222
2692	PACINO, Dana A	F	7	Lone Star Randonneurs / 943026	10532
5290	PEARCH, John		4	Seattle International Randonneurs / 947018	11633
3726	PESKETT, Roger		1	Arizona Randonneurs / 903020	10093
6548	PHILLIPS, Calista	F	2	DC Randonneurs / 946012	11245
5464	PIERCE, Jason		1	San Francisco Randonneurs / 905030	10919
9658	PIOTROWSKI, Alexander R		2	Heartland Bike Club / 949008	11187
8978	ROSS, Roy M		3	San Francisco Randonneurs / 905030	10809
2365	SCHROEDER, Henrik A.		1	South Florida Randonneurs / 909014	10550
7622	SEXTON, Robert B		1	San Francisco Randonneurs / 905030	10344
2583	SHAPIRO, Paul G		4	New Jersey Randonneurs / 930029	12294
8170	SMITH, Gregory H		1	Driftless Randonneurs / 949007	11889
3596	STEVENS, Sharon	F	10	Lone Star Randonneurs / 943026	15148
4476	STROETHOFF, Karel		3	Randonneurs USA / 926095	10911
4089	SWARTS, Geoff		9	Seattle International Randonneurs / 947018	10283
9902	TAMAS, Tibor		1	Lone Star Randonneurs / 943026	13673
64	THOMAS, Mark ***		9	Seattle International Randonneurs / 947018	9032
4226	THOMPSON, W David		5	Central Florida Randonneurs / 909062	11807
8777	TULLOH, Robert F		2	Hill Country Randonneurs / 943025	10682
4495	TYER, Vickie	F	9	Lone Star Randonneurs / 943026	10003
10116	WILLIAMS, Eric Allen		2	DC Randonneurs / 946012	10307
3319	WINKERT, George		1	DC Randonneurs / 946012	10009
3205	WRIGHT, Pamela	F	10	Lone Star Randonneurs / 943026	10868

*** Used Foreign 1,200 kms to K-Hound.

F denotes female riders

The number of K-Hound Awards that each person has earned has just become much more important, as RUSA has approved The Ultra K-Hound Award for earning 10 K-Hound Awards.

Three riders earned this newest RUSA Award, the **Ultra K-Hound**, in 2016. Congratulations go out to: Pam Wright, Sharon Stevens and Dan Driscoll.



RUSA Events

REGION	RBA NAME	RUSA EVENTS
AK: Anchorage	Burnley WILLIS	04/22 (100 km) 05/06 (100 km) 07/09 (100 km) 08/19 (100 km) 09/02 (100 km) 09/16 (100 km)
AL: Birmingham	Bruce HERBITTER	03/18 (100 km) 04/22 (300 km) 05/13 (200 km) 06/10 (200 km) 07/15 (100 km) 08/19 (100 km) 09/09 (400 km) 10/14 (100 km) 12/09 (100 km)
AZ: Phoenix	Carlton VAN LEUVEN	01/07 (100 km) 01/21 (200 km)
CA: Davis	Dan SHADOAN	01/01 (103 km) 09/30 (dart populaire) 09/30 (dart) 10/28 (103 km) 10/28 (200 km) 12/31 (102 km) 12/31 (200 km)
CA: Fresno	Lori CHERRY	11/04 (200 km)
CA: Los Angeles	Greg JONES	10/29 (200 km)
CA: San Diego	David DANOVSKY	01/07 (100 km) 03/26 (dart populaire) 05/07 (100 km) 08/19 (200 km) 10/15 (200 km) 11/04 (100 km) 11/18 (dart populaire) 12/03 (100 km) 12/09 (300 km)
CA: San Francisco	Rob HAWKS	01/07 (117 km) 06/03 (dart populaire) 06/03 (dart) 08/06 (103 km) 08/06 (112 km) 10/21 (200 km) 11/04 (200 km) 12/02 (200 km)
CA: San Luis Obispo	Vickie BACKMAN	01/16 (109 km) 02/19 (112 km)
CO: Boulder	John Lee ELLIS	03/19 (108 km) 04/09 (122 km)
FL: Central	Paul ROZELLE	06/03 (100 km)
FL: Southern	John PRESTON	01/08 (100 km)
GA: Atlanta	Kevin KAISER	11/04 (200 km) 12/02 (200 km)
IA: Central	Greg COURTNEY	04/15 (110 km) 05/06 (110 km) 05/27 (110 km)
IN: Indianapolis	William WATTS	04/08 (100 km)
MA: Boston	Jake KASSEN	01/01 (100 km) 02/05 (100 km) 03/05 (100 km) 04/08 (100 km) 04/15 (100 km) 06/03 (dart populaire) 06/03 (dart) 09/23 (114 km)
MA: Westfield	Don PODOLSKI	03/19 (100 km) 10/08 (100 km) 10/08 (170 km)
MD: Capital Region	Nicholas BULL	01/28 (106 km) 10/28 (200 km) 11/11 (200 km) 12/16 (200 km)
MI: Detroit	Tom DUSKY	04/08 (100 km)
MN: Twin Cities/Rochester	Rob WELSH	04/15 (100 km) 04/22 (119 km) 07/22 (110 km) 07/30 (119 km) 09/23 (120 km) 10/14 (100 km)
MO: Kansas City	Spencer KLAASSEN	01/01 (104 km) 01/01 (202 km) 07/21 (104 km)
MT: Bozeman	Jason KARP	07/04 (100 km)
NC: Raleigh	Alan JOHNSON	08/19 (100 km)
NC: Western	Luke HELLER	02/25 (100 km) 03/18 (100 km) 04/08 (100 km) 05/06 (100 km) 06/10 (100 km) 08/19 (100 km) 09/09 (100 km) 09/23 (200 km) 12/23 (200 km)
NY: Long Island	Steve YESKO	04/15 (100 km)
OR: Portland	Susan FRANCE	01/01 (109 km) 02/04 (105 km) 03/11 (100 km) 11/04 (100 km)
PA: Eastern	Andrew MEAD	01/07 (200 km) 01/14 (200 km) 02/04 (200 km) 10/21 (150 km) 10/21 (200 km) 11/11 (100 km) 11/11 (200 km) 12/02 (200 km)
PA: Pittsburgh	David LAMPE	03/12 (103 km)
TN: Nashville	Jeff SAMMONS	08/21 (200 km) 09/23 (250 km) 10/21 (200 km) 11/25 (100 km) 11/25 (200 km)
TX: Austin	Wayne DUNLAP	09/23 (200 km) 10/14 (300 km) 11/04 (400 km) 12/02 (600 km) 12/09 (200 km)

REGION	RBA NAME	RUSA EVENTS
TX: Brownsville	Richard CAVIN	01/14 (109 km) 01/28 (100 km)
TX: Dallas	Dan DRISCOLL	01/01 (100 km) 01/21 (217 km) 02/18 (100 km) 03/11 (325 km) 04/01 (217 km) 04/15 (206 km) 04/15 (317 km) 05/13 (160 km) 05/13 (255 km) 05/27 (211 km) 05/27 (308 km) 07/01 (362 km) 09/02 (362 km) 10/28 (217 km) 10/28 (300 km) 11/11 (400 km) 11/18 (100 km) 11/18 (300 km) 11/25 (100 km) 11/25 (210 km) 12/02 (200 km) 12/16 (211 km)
TX: Houston	Wallace BIGLER	01/07 (100 km) 01/28 (100 km) 05/20 (100 km) 05/20 (200 km) 06/10 (200 km) 06/10 (300 km) 07/15 (200 km) 07/15 (300 km) 08/12 (200 km) 09/09 (200 km) 10/14 (200 km) 10/14 (400 km) 11/04 (400 km) 11/04 (600 km) 11/05 (200 km) 12/09 (200 km)
TX: West Texas	Charles ADAMS	01/07 (100 km) 08/12 (215 km) 08/13 (120 km) 09/15 (117 km)
UT: Salt Lake City	Richard STUM	02/18 (104 km) 03/18 (103 km) 04/22 (106 km) 04/29 (106 km) 05/13 (100 km) 05/13 (301 km) 06/10 (108 km)
VA: Tidewater	Keith SUTTON	01/01 (100 km)
WA: Seattle	Mark THOMAS	03/11 (100 km) 04/28 (100 km) 07/08 (100 km) 09/10 (100 km)
WI: Southwest	Greg SMITH	07/15 (dart populaire) 07/16 (100 km)

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ACP Events

PWS COUNTRY	CLUB ORGANISATEUR / ORGANISER CLUB NAME	ACP CODE	RESPONSIBLE RIDE ORGANISER	ADRESSE EMAIL / EMAIL ADDRESS	DATES DES ORGANISATIONS / EVENTS CALENDAR											
					200	200	300	400	600	1000	1200 et +	Flèche				
Alaska (AK)	Denali Randonneurs	902007	Burnley WILLIS	iporando@gmail.com	22-Apr	06-May	03-Jun	22-Jul	20-May	05-Aug	03-Jun	24-Jun	19-Aug			
Arizona (AZ)	Northern Arizona Randonneurs	903008	John INGOLD	ingoldj@gmail.com	02-Sep				17-Jun							
	Arizona Randonneurs	905020	Carlton VAN LEUVEN	joniffaced@gmail.com	07-Jan	13-May	07-Jun	04-Feb	04-Feb		12-Aug	08-Apr				
	PAC Tour	949005	Susan NOTORANGELO	Notorange@pacour.com	21-Mar	25-Mar	11-Mar									
California (CA)	Davis Bike Club	905014	Dan SHADON	d@shadon.org	01-Jan	04-Mar	04-Mar	15-Apr	01-Apr		08-Apr	05-May		05-Jul (1200 km)		
	Fresno Cycling Club	905058	Lori CHERRY	LCherry@aol.com	03-Jun	04-Jun	04-Jun	11-Feb	04-Feb		11-Mar	01-Apr	15-Apr			07-Apr
	Channel Islands Bike Club	905082	Greg JONES	gjsco@pacbell.net	01-Jan	28-Jan	01-Apr	29-Apr	29-Apr		29-Apr					
Colorado (CO)	San Diego Randonneurs	905140	David DANOVSKY	danovsk@gmail.com	15-Jan	12-Feb	06-May	11-Mar	11-Mar	13-May	22-Apr	17-Jun	27-May			
	San Francisco Randonneurs	905030	Rob HAWKS	rob.hawks@gmail.com	28-Jan	11-Feb	25-Feb	18-Mar	18-Mar	15-Jul	16-Sep	22-Apr	25-Aug	08-Jun	05-Oct	14-Apr
	San Luis Obispo Randonneurs	905106	Vickie BACKMAN	storedonneur@gmail.com	15-Jan	18-Feb	19-Feb									
Colorado (CO)	Santa Cruz Randonneurs	905106	Bill BRYANT	bill@bryantspringsteen.net	11-Mar	09-Sep	01-Apr				18-Mar	07-Oct				
	Santa Rosa Cycling Club	905048	Robert REDMOND	redmondbob@gmail.com	14-Jan	04-Feb	23-Sep	19-Aug								
	Rocky Mountain Cycling Club	906002	John Lee ELLIS	jellis7@gmail.com	15-Apr	22-Apr	29-Apr	13-May	20-May	03-Jun	20-May	10-Jun	24-Jun	10-Jun	06-Sep (1200 km)	05-May
Florida (FL)	Central Florida Randonneurs	909062	Paul ROZELLE	prozele@gmail.com	14-Jan			05-Aug	18-Feb							
	Gainesville Cycling Club	909005	Jim WILSON	brevet@gccfla.org	07-Jan	08-Jan	04-Feb	04-Feb	05-Aug		04-Feb	02-Sep				
	South Florida Randonneurs	909014	John PRESTON	john@johndjulliet.com	05-Mar	01-Jul	05-Mar	17-Jun	17-Jun		25-Mar	22-Apr	04-Mar	07-Oct		07-Apr
Georgia (GA)	Audax Atlanta	910004	Kevin KAISER	kkaiser2@comcast.net	01-Jan	28-Jan	11-Feb	26-Aug								
Illinois (IL)	Great Lakes Randonneurs	913005	Michele BROUGHNER	murgaster@gmail.com	22-Apr	13-May	03-Jun	13-May	03-Jun	03-Jun	17-Jun	19-Aug	03-Jun	17-Jun	08-Jul	
	Quad Cities Randonneurs	913042	Michael FOX	mikefoxman@gmail.com	19-Aug	09-Sep	03-Jun	13-May	13-May	03-Jun	24-Jun					
	Indiana Randonneurs	914005	William WATTS	watts@iur.edu	24-Jun	30-Sep		13-May								
Iowa (IA)	Iowa Randonneurs	915005	Greg COURTNEY	iowanand@gmail.com	29-Apr	06-May	27-May	06-May	17-Jun							
Kentucky (KY)	Louisville Bicycle Club	917002	Steve RICE	sricer1@gmail.com	17-Jun											
	DC Randonneurs	946012	Nicholas BULL	nick.bull@gmail.com	04-Mar	18-Mar	01-Apr	01-Apr	15-Apr	29-Apr	29-Apr	06-May	20-May	03-Jun	14-Oct	21-Apr
	New England Randonneurs	921005	Jake KASSEN	me@kassen.org	09-Sep	06-May	20-May	20-May	08-Jul							
Massachusetts (MA)	Northeast Sport Cyclists	921033	Don PODOLSKI	don@newhorizonsbikes.com	17-Jun	23-Sep	05-Aug	20-May	20-May	05-Aug	03-Jun	17-Jun	24-Jun			
	Detroit Randonneurs	922015	Tom DUSKY	tdusky@gmail.com	22-Apr	06-May	09-Sep	08-May	20-May							
	Minnesota Randonneurs	923003	Rob WELSH	MNRand@aol.com	29-Apr	06-May	20-May	13-May	20-May	03-Jun	03-Jun	05-Aug	17-Jun	17-Aug		
Missouri (MO)	Kansas City Ultra Cycling	925001	Spencer KLAASSEN	skaassen@ponyexpress.net	11-Mar	25-Mar		01-Apr	08-Apr							20-May
	St Louis Cycling Club	925034	Dennis SMITH	dennis.neilsmith@gmail.com	01-Jan	04-Mar	18-Mar	01-Apr	18-Mar	22-Apr	22-Apr	06-May	20-May	03-Jun	23-Sep	
	Gallatin Valley Bicycle Club	926001	Jason KARP	beigadabob@gmail.com	20-May	03-Jun	23-Sep	20-May	20-May							
Nebraska (NE)	Nebraska Scenic Randonneurs	927005	Spencer KLAASSEN	skaassen@ponyexpress.net	01-Apr	17-Sep		15-Apr	15-Apr							21-Apr
	New Jersey Randonneurs	930029	Joe KRATOVIL	joekratovil@comcast.net	22-Apr	29-Apr	29-Apr	13-May	27-May	27-May	03-Jun	03-Jun	24-Jun	24-Jun		
	Recheater Cycling Club	932030	Peter DUSEL	pdusel@optnetmail.com	20-Mar	23-Apr	29-Apr	13-May	13-May	02-Sep	10-Jun	09-Sep	24-Jun	24-Jun	07-Oct	02-Jun
New York (NY)	Long Island Randonneurs	932005	Steve YESKO	svyesko@yahoo.com	09-Sep	16-Sep	07-Oct									
	Upstate NY Brevet Series	932034	John J. CECERI JR	john@ultracycling.com	26-Mar			17-Jun	22-Apr							

RBA Directory

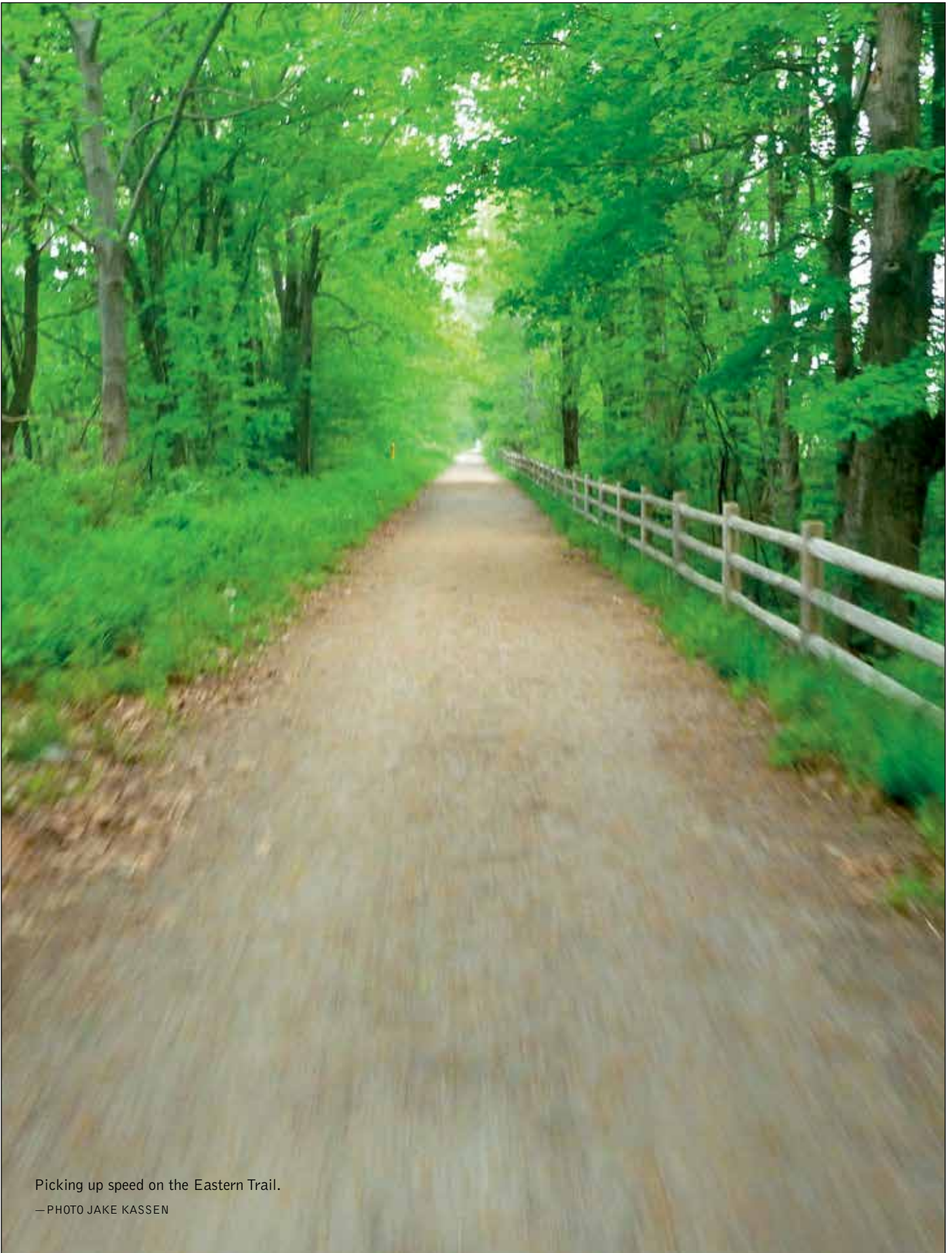
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AL: Birmingham mgmbikeclub.org/AlabamaRando	Bruce HERBITTER Fullylugged@yahoo.com	1967 Chancellor Ridge Rd Prattville, AL,36066	334-531-3468
AZ: Northern sites.google.com/site/northernarizonarandonneurs/	John INGOLD ingoldjm@gmail.com	880 N. Inland Shores Drive Flagstaff, AZ,86004	928-310-8096
AZ: Phoenix azbrevet.com	Carlton VAN LEUVEN jonifide5@gmail.com	233 W. Raven Drive Chandler, AZ,85286	480-254-7606 480-254-7606
AZ: Tucson pactour.com/seazbrevets.html	Susan NOTORANGELO Notorangelo@pactour.com	PO Box 303 Sharon, WI,53585	262-736-2453 612-804-9970
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CA: Fresno fresnocycling.com	Lori CHERRY LCherry@aol.com	1426 N. Echo Fresno, CA,93728	559-906-1491 fax: 559-299-0391
CA: Humboldt County redwoodcoastmountainbikeassociation.org/	Andrea ACHILLI andrea.achilli@humboldt.edu	684 Shirley Boulevard Arcata, CA,95521	775-843-1816
CA: Los Angeles pchrandos.com	Greg JONES gsjco@pacbell.net	4465 Cedarglen Ct Moorpark, CA,93021	805-523-2774 fax: 805-523-2774
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IL: Chicago glrrando.org/	Michele BROUGHER murgaster@gmail.com	3924 N. Golf Drive Buckeye, AZ,85396	952-215-1503

RBA Directory

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KY: Louisville louisvillebicycleclub.org/	Steve RICE srickey@gmail.com	40 Plantation Drive Shelbyville, KY,40065	502-494-5288
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RBA Directory

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OR: Eugene swillrando.blogspot.com/	Michal YOUNG michal.young@gmail.com	2310 McLean Boulevard Eugene, OR,97405	541-556-9099 fax: 541-346-5375
OR: Portland orrandonneurs.org/	Susan FRANCE susan.m.france@gmail.com	25797 SW Neill Rd. Newberg, OR,97132	971-264-8473
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TX: Amarillo hellweek.com/	Nick GERLICH nickgerlich@gmail.com	P.O. Box 53 Canyon, TX,79015	806-499-3210
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TX: Houston houstonrandonneurs.org	Wallace BIGLER wjbigler@aol.com	15823 Brook Forest Dr Houston, TX,77059	281-687-7134
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VA: Tidewater tidewaterrando.com/	Keith SUTTON sksuttonmd@cox.net	1104 Battle Royal Cir. Virginia Beach, VA,23455	757-252-9050
WA: Seattle seattlerandonneur.org	Mark THOMAS mark@muthomas.net	750 8th St S Kirkland, WA,98033	206-612-4700 fax: 425-527-6926
WA: Tri-Cities drrando.blogspot.com/	Norman CARR normcarr@gmail.com	9617 Mia Lane Pasco, WA,99301	509-308-5266 509-308-5266
WI: Southwest driftlessrandos.org	Greg SMITH driftlessrandos@gmail.com	23295 McDougal Lane Richland Center, WI,53581	608-475-2040



Picking up speed on the Eastern Trail.
—PHOTO JAKE KASSEN

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