

# AMERICAN RANDONNEUR



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**COVER**—Yogy finds a comfy couch on Day 2  
 of a 200km/200km Brevet that takes riders  
 into and out of one of the deepest canyons in the  
 U.S.; Kings Canyon National Park. L to R: David  
 Robinson, Kaley McCumber and Yogy Namara.

PHOTO BY TRACY LANE FROM FRESNO

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# President's Message



**Doing a Big New Thing**—It's high season in our hemisphere, and time for those peak events we've worked towards, planned for, and dreamt about.

Between 200 and 300 of our members ride a 1200km each year (more in a PBP year). And more, still, ride a 1000km.

For some of us, our first big thing is completing our first Super Randonneur series: a 200km brevet, SR 600, or another first. These all partake of that same "big thing" experience.

Our first big new event—or event distance—stretches us. So what, say, makes a great first 1200km? Great support? Friends to ride with? Comfortable terrain? Great scenery to distract you from discomfort? Nice

weather? (Don't laugh: that's a huge factor in finishing rates, more than the amount of climbing.)

My first 1200km? My friend Ed Fisher told me about it, and I signed up. It had 19 starters and 19 finishers. The temperatures hit the 90's each day. We climbed a gnarly, green mountain range. We crossed into a land where they spoke French. Twenty miles from the finish, we stopped at an ice cream stand—near a spot Thoreau immortalized—as thunderstorms approached. We had a great time.

Can you tell it was memorable? That may be the best thing you can say of an event or experience.

Thoughts like "memorable" and "challenge" get you through those stretching experiences. Both this year's Gold Rush Randonnée and the Colorado Last Chance have been touted as good first-time 1200km events. But why?

The GRR is one of my favorite 1200km rides. It is superbly organized, has the edge of tough climbs, exposed terrain, and the feeling of getting out into the middle of nowhere. It is also very well supported by wonderful volunteers, which is a big plus to everyone, including first-time riders. Did you read Dan Shadoan's fine article in the previous issue? I was at his orientation in that AR photo, looking forward to a great event. I was not disappointed.

The Colorado Last Chance has its

own edge, but is strikingly different. Instead of facing the GRR climbs at Antelope Lake and up Janesville Grade, it's you and the Big Sky out on the prairie facing whatever the wind and the vast rolling terrain have to dish out. Then there are the farming communities left over from first settlements, with their friendly, welcoming ways, their hardbitten, do-anything attitude. And those rancher cafés!

Both of these events qualify as memorable, challenging, doable, and good-natured. Maybe that's the key. On that note, the Taste of Carolina—our end-season 1200km—has always been a good-natured, varied romp through whatever locales Tony Goodnight cooks up for riders: this year mountains, Piedmont (foothills) and coastal plains. Another good introduction to 1200km's.

## **2018 Planning Already??—**

On that note, our RBAs have been busy planning 1200km's for next year, including a number of new events. The 1000km list should be scintillating, too. You will have plenty to do planning your 2018 schedule—start imagining now!

Thanks to Dan Driscoll and Dave Thompson for coordinating 1200km plans among our RBAs. Many of us are on the lookout for new events to ride and new places to explore. We all relish a variety of events to choose from.

## **RUSA 20th Anniversary—**

We're also coming up with ideas for RUSA's 20th anniversary next year. In 2008 we had a special medal and events scheduled on the date of our founding. For 2018, who knows what's in store?

**A New Jersey**—We've developed a new RUSA jersey, only the second since our original jersey. By the time you read this, you should have all the details, including information about how to order. We're very pleased with and enthusiastic about this new, fresh design, and the prospect of more to come.

Thanks to Dave Thompson assisted by Deb Banks! I'm looking forward to wearing this.



—John Lee Ellis  
RUSA President  
president@rusa.org

# From the Editor

The submission deadline for the summer issue is so early in the randonneuring season that it is a challenge to elicit ride reports for the current year. The June issue provides an opportunity, therefore, to feature articles on matters that might be overlooked at times when we have a plethora of ride reports.

In the pages that follow, you will find several articles offering advice for endurance cyclists. Dawn Piech and co-author Laurie Schubert write about nutrition and hydration; Part I of their article appears in this issue and Part II will appear in the fall edition. Lynne Fitzsimmons describes the work of the Routes Committee; reading her article, I realized that we should thank these folks way more than we do. Additionally, Dave Matthews offers guidelines for effective and safe pace-line riding, and Paul Johnson explains how his philosophy of being self-supporting on the road has evolved over the years. Greg Olmstead, in an article about overseas permanenters for those chasing the American Explorer Award, offers advice on riding in, for example, Guam and Puerto Rico.

In the category of not-entirely-successful-but-fun rides, we have two reports. The first is by Stephen Hazelton who describes doing a 100km ride on a reverse cargo tricycle. While he finished just outside official

time, he earned a good story from the experience. Mike Turek and John Lee Ellis offer a photo essay about one team participating in a recent Colorado Dart. Team DarTrek certainly had fun...so much so that it probably cost them an official finish time.

An additional group of articles addresses challenges in our sport. Mary Gersema interviews Michele Brougher who talks about recovering from a traumatic accident, becoming the Great Lakes RBA, offering the new Million Miles of Milk 1000km ride this year, and more. Chris Newman writes about riding in the rain, and her column proves that while rain may slow down a ride, it makes for great stories. Finally, Paul Shapiro shares tales of



the growing group of New Jersey K-Hounds who have learned that it is possible to ride regularly through east coast winters and summers.

Finally, Jon Beckham gives us a report on the recent Tiki Tour 1200km in New Zealand, a report that provides a sense of the challenge and beauty of this route. He also notes the tragic accident that took place on the last day of this event. As many of you will have learned from other randonneurs or from the internet, Mitsuaki “Micky” Inagaki, who was President of Audax Japan, died on the ride. I did not know Micky, but everything I’ve read indicates that he was an enthusiastic randonneur as well as a generous and kind person who was liked by everyone. Condolences to his family and friends.

Whatever your randonneuring dreams and plans for this year, enjoy the ride. And please be as safe as you can be out there.

—Janice Chernehoff  
**Editor, *American Randonneur***  
editor@rusa.org

# Island Rando

BY GREG OLMSTEAD

A few years ago, I started kicking around the idea of riding as many tropical island permanents as was possible. It took a couple years to do the research and come up with the plan to do the rides in three phases: south of the equator, Pacific islands, and the Caribbean.

---

## Phase 1 — South of the Equator

My research method for creating a route typically includes using Google Maps Street View. In previewing roads in American Samoa, it seemed there were lots of stray dogs investigating trash cans and generally milling about. After doing a Google search about stray dogs in American Samoa and reading a somewhat dated article about the stray dog problem there, I emailed the island's Visitors' Bureau. To their credit, they told me honestly that stray dogs are indeed still a problem on the island. I dislike the idea of being set upon by dogs more than I wanted to add this state to my American Explorer list, so this trip never got much farther than the concept stage. I did, however, create a permanent for any other riders more adventurous than I.

## Phase 2 — Pacific Islands

My route starts north of Kona, heads south along the highway that's used in the Ironman Triathlon, then goes steadily uphill for ten miles towards the town of Kealahou. When I did the ride, I didn't pack enough food, and

there aren't services along the way, so the last few miles to the turnaround point were fairly difficult, especially since I had been battling heat and headwinds most of the way. The road up to Kealahou isn't very scenic;

you know you're in the tropics, but you can't see the ocean or feel much of a breeze. After the turnaround, the descent was as stressful as the climb was tedious. Commercial trucks come close as they pass, so you thread a needle with their wheels to your left and guard rails to your right. I was glad to be off the hill. Additionally, I had a headwind not only in the morning, but also on the way back. The route is nice enough but not spectacular. It lacks the charm I think every Hawaiian permanent should have.

It is an eight-hour flight from Hawaii to Guam, which I found to be



Greg on Lavavelo Permanent.

—PHOTO GREG OLMSTEAD



Boardwalk heading back to Saipan.

—PHOTO GREG OLMSTEAD

Finish in Old San Juan, Puerto Rico.

—PHOTO GREG OLMSTEAD

a much nicer place to ride. Drivers are courteous, the scenery is awesome, and the dogs that I did see lacked any interest in chasing me. My route kept me in the southern half of the island, which is quieter and more rural than the north part of the island with the airport, a military base, and most of the large resort hotels. And unless you're on the Cross Island Highway, you're almost always within sight of the ocean, and almost always cooled by the breezes coming off the water. There are plenty of places to stop for water and food and a chat with one of the locals and the mayor grabbing picnic supplies. When not absolutely flat, the route is mostly rolling hills, with one extended climb and non-technical descent. A pleasant ride and a nice way to spend several hours.

From Guam it's a 45-minute flight up to Saipan, the last stop on this leg of my tour. Despite Saipan's calm vibe, this ride was six hours of stress. Most of the roads that I used do not have shoulders. There's the lane, the fog line, and then some combination of dirt, gravel, grass, old pavement, broken glass, and so on. You are, therefore, forced to ride in the same lane as the cars and trucks. The cab driver from the airport assured me that all cars in Saipan would give me plenty of space. He was correct, but every time I heard



Southern point of Guam.

—PHOTO GREG OLMSTEAD

a large truck behind me I would nervously look behind to make sure the driver was giving me wide berth. The weather is also unpredictable; there may be clear skies one minute and heavy rain the next, a condition that must have made me much less visible to drivers. And the island has a few places where the hills are more like walls. You might be riding along on a flat road then get to a hill with 10% gradient for a quarter mile. These issues are not such a big deal, but I spent time worrying about the situation where I'd be riding downhill in heavy rain, rim brakes basically useless, and being invisible to drivers. My concern added stress to the ride. In fairness, there are some very nice stretches of bike path for parts of the route, but those carefree miles do not last long enough.

### Phase 3 — The Caribbean

My wife and I went to Puerto Rico in February, where I hoped to do a permanent with some RUSA riders there. However, they had a 400km that weekend, so I was solo for my ride. Puerto Rico was the most pleasant of the islands I visited: gracious drivers, plenty of services, spectacular ocean views, and cool breezes. The route goes through the city, along the north coast, through a forest and through smaller towns farther east. Beach visitors create a demand for a nearly endless string of roadside vendors selling chilled coconut water, grilled seafood, soda, ice cream, and other treats. There's nothing more refreshing and relaxing than putting a straw into a coconut, which has just been opened, and taking a long drink. The last few miles of the route are in the city, but the city planners have created a dedicated bike lane, painted green, to guide you and welcome you to Old



San Juan. It makes for an especially calm end to a very relaxing ride. I highly recommend Puerto Rico to randonneurs (although currently my permanent is the only one available) because it has great weather year round, it is inexpensive, and there are no language barriers for English-only speakers.

Of the three islands in US Virgin Islands, only St. Croix is large enough to host a permanent. It is only a 30- minute flight from Puerto Rico, so it is easy enough to get there. On the taxi ride from the airport to the hotel I paid close attention to the driving styles of the drivers on the road, and found them to be needlessly aggressive. The roads are narrow, and rarely straight and flat. Often, bends in the road are cut into the hillsides, resulting in blind turns. The twenty-five minutes I spent getting from the airport to the

hotel left me feeling like it wouldn't be too long before I ended up either on someone's hood or under their wheels. Later, I asked a bartender what he thought about my cycling plan, and he thought it was a bad idea even though he is an avid cyclist. Perhaps I had a deficit of courage, or maybe a surplus of a sense of safety, but I chose to lounge around town instead of doing the ride.

### Postscript

I'd like to thank the people at American Samoa Visitors Bureau, Guam Cycling Federation, Marianas Visitors Authority, and Virgin Islands Triathlon for willingly giving me their time and energy to help me think through and create the routes. Special thanks to RUSA's permanista, Crista Borrás, for cheerfully reviewing and approving the routes that made up my far-flung adventures. 🚲



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# The Thing

BY STEPHEN HAZELTON

Early in the week, the question was, “What to do about Saturday?” The prediction for January 7 was for a clear, cold day in north Texas, and we had a 200km in the works. As the week progressed, the forecast got colder, and the last straw came on Friday afternoon, when an unexpected snow flurry turned our grass white, put ice on a few overpasses, and eliminated my last potential co-rider.

I had a decision to make. I could just go ride anyway, and it looked like the roads would be 99% clear of ice. Still, I was worried about that remaining 1%. I could stay home like my riding

buddies. The other option, an as-yet-untested option on randonneuring rides, was to ride “The Thing.”

The Thing is a reverse cargo tricycle, with a large platform up front coupled to the rear half of a cruiser bike. Worksman Cycles still makes them, but mine dates from 1970-1985. It is heavy—one hundred pounds—single-speed, low-g geared, and slow but fun! More importantly, I knew from past experience that it worked great on ice or in snow up to about two inches deep. But riding The Thing would make it a challenge to finish in the allotted time. Its top speed is about twelve mph, but average speeds are slower. And the farthest I’d ever ridden it before was forty miles.

On cold-weather rides, I also have issues with dry-eye problems and cold hands. On Friday night, I went to a ski shop for goggles and to REI for mittens. At home, I dug The Thing out of a year’s worth of dust and junk in the

garage. I pumped up the tires and rolled The Thing inside the living room where I vacuumed and dusted it, replaced a computer battery and got it in shape for the morning.

Saturday morning when I checked the forecast, the predicted temperature had dropped from 30 degrees earlier in the week to the current 15 degrees. Since the ride start for the 100km that I decided to attempt was at a store a block from my house, I loaded up and headed out a few minutes early.

The route was The Grassy Knoll, a 102km urban permanent that winds around downtown Dallas, up to Plano, and back to the start at Garland. I rode under Loop 635 and up the first hill, slowly, but without a problem. A mile or so past that, I stopped to remove one of those five layers. My clothing at least seemed to be working for me, and a gentle tailwind was helping.

I rode on through Mesquite, into Dallas, and down by White Rock Lake. Normally the lake is surrounded by cyclists, but none were out today. Leaving the lake, I hit another little hill and just hopped off and pushed The Thing up it. Then it was on down past the swanky houses on Swiss Avenue, down Elm Street amongst the skyscrapers, and to the right at Houston. A few more blocks, then across the Ronald Kirk pedestrian bridge—normally crawling with pedestrians but deserted today—to a brief stop for a photo at the information control. Then it was back across the bridge, where I saw one lone pedestrian, and back into downtown. Riding past the grassy knoll and the School Book Depository Building, I didn’t even look up, I was just thankful to catch a green light. Down past Union Station and the old red courthouse



The Thing at the start control, a convenience store, in Garland.

—PHOTO STEPHEN HAZELTON



The Thing on the Ronald Kirk Pedestrian Bridge near downtown Dallas.

—PHOTO STEPHEN HAZELTON

with its gargoyles, up past the Dailey building, on past the information control at the cattle statues, then back over to Main Street and up through Deep Ellum. That brought me to the Santa Fe Trail. I spotted, and passed, one of the few other bicycle riders out, an older man on a mountain bike. I went past one more information control, and back to White Rock Lake.


The Thing is an experience to ride. The chain and pedals squeak, its knobby tires whir, stuff in the box rattles, so it just doesn't move quietly. My cue-sheet holder kept hitting my knees, and I needed a new hand position but didn't have one. I also kept wanting to stand and pedal, but the

geometry just doesn't allow it. I initially had both tires seated well, but after a while, I could see that one had moved so as to form a flat spot, so a gentle rocking and bobbing was noticeable when I wasn't pedaling.

I had not been watching the time, partly because I had been afraid to, but partly because I knew it wouldn't do any good to keep checking. And now, I was headed back into the light breeze that had been helping me earlier. I also hadn't figured in the numerous traffic lights on the route, so I was not feeling confident about finishing within the time limit. A few miles north of the lake, I stopped to check a text, and saw that I was four hours into a seven-hour

ride, but hardly to the halfway point. I pressed on to my normal stopping point, a Quik Trip store at the 45-mile mark. My first thought was to keep going due to time. But then I checked the time again, and saw that I had an hour and a half for the next eighteen miles. I realized I was not going to finish in time, so I stopped to refuel, and headed on to the Interurban Museum for the final information control. Then I was riding south again, with a little wind assistance. Since I'd not used the ski goggles at all so far, my dry-eye problem was getting very noticeable, with detail in the shadows disappearing, and with seeing the cars at cross streets becoming difficult.

As I headed on home, I found an unexpected bonus with The Thing. It will trip some of those traffic lights that my regular bike won't trip! I finally rolled up to the house about 4:30, an hour or so after my cut-off time, and skipped the extra block to the final control.

I failed in my quest to rack up some bad-weather RUSA kilometers, but I did enjoy a nice outing and got in a good workout. I proved that while it might be possible to ride The Thing on a 100km under perfect conditions, it surely wasn't on this day, on this route, with this rider! So on to another week and another two-wheel adventure! 

## How to get the Perfect Bike

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# Paceline Techniques for Long Rides

BY DAVID MATHEWS

Drafting is not just for racers. It is a fundamental skill that all road cyclists should develop and use at appropriate times.

Randonneurs are a diverse group and undoubtedly have widely varying opinions on the value of drafting. Some come from a racing background where riding in a tight group and trading pulls is second nature. Others are highly independent, spending countless hours riding alone, preferring to look at scenery rather than at someone's cassette. Still others frequently ride with groups but tend to ride side-by-side to engage in conversation. There are times, however, when all riders benefit from well-developed drafting skills: most notably during periods of strong headwinds. A group of riders working together against the wind saves energy and significantly increases the enjoyment of the ride.

It is widely recognized that drafting another rider reduces your work load by 10 to 30%. The effect of the slipstream increases as your air speed increases, so effects of drafting become more pronounced when you are descending or riding against the wind.

Here are a few basics about drafting behind another rider:

- Position your front wheel so that it is one to two feet behind the rear wheel of the lead rider.
- Don't let your front wheel overlap the rear wheel of the lead rider. If your wheels overlap and the lead rider swerves, you are likely to lose some skin.
- Offset slightly to the left or right.

This will allow you to better see the upcoming road.

- Offset on the downwind side in cross winds. Feel the air movement against your face and adjust your positioning to find the sweet spot with the least amount of wind.

- Ride with your hands on the brake hoods. This position provides better visibility and the ability to break quickly if needed.

- Relax and keep your arms loose.

If you're riding with more than one other rider, you have a paceline. How you ride in a paceline is important because it affects the riders behind you. This is when cycling transforms from an individual effort to a team sport. Just like in a fast club ride, the goal of the group should be to keep a smooth and steady pace and to make predictable movements. There are some additional nuances to consider when riding in a paceline on long-distance, randonneur-type rides:

## **Establish a steady rotation.**

Pacelines work best when the group continues to rotate, taking turns at the front. Long-distance riders tend to take much longer pulls than racers. A good pull length is usually between  $\frac{1}{4}$  and one mile. It is only natural for stronger riders to pull longer than other members of the group. In fact, this



Audax Kansas City riders having fun in some Kansas wind.

—PHOTO KEITH GATES

is one of the techniques that allows cyclists of different speeds to ride together efficiently. The group should collectively agree to a rotation pattern (such as the lead rider pulling off to the left) and then stick with that pattern. Consistency increases both efficiency and safety of the group

**Maintain a good pace.** The objective of the paceline is to maximize group efficiency. At any point in time, some riders will be feeling strong while others may not. If you are feeling stronger than your riding partners, you become responsible for keeping the group together. The faster rider is the one who can best control the pace of the group. The tell-tale sign that the pace may be too fast is that gaps form on uphill portions. If that happens then the stronger riders should slow down and lengthen their pulls. They may even want to avoid pulling on climbs all together.

**Hold your line.** Lateral movement by any rider (leader or followers)

should be slow and predictable. Often, you may not see much of the road surface when drafting other riders. Avoid the temptation to swerve around objects you do not see as that can be disastrous for the riders behind you. It is better to go over manholes and potholes than to try to avoid them by swerving at the last second.

**Point out road hazards.** The lead rider is often the only one with a clear view of the road. It becomes incumbent on him or her to be extra vigilant. The lead rider should call out and point out road hazards while picking the line that will be best for the following riders that have limited visibility.

**Pull smartly on descents.** Drafting riders gain significant efficiency over the lead rider on descents. On small hills the lead rider should strive for an optimum aerodynamic position (hands in the drops) and continue pedaling which allows trailing riders to coast without braking or overtaking the lead rider.

**“Echelon” in cross winds.** The lead rider should try to position himself on the road in a manner that allows sufficient space for trailing riders to offset in the downwind direction. In particular, if the wind is from the left, you should ride closer to the road centerline so that trailing riders are not being forced on to the shoulder. However, be careful with traffic as your group occupies more of the lane. Generally speaking, you should only do this on lightly traveled roads.

**Eat and drink at the back.** Even the best riders tend to be a little inconsistent when reaching for a water bottle or fishing around in a jersey pocket for a snack. Limit these activities to the back of the paceline and it will run more smoothly.

Next time you encounter a nasty headwind, group-up with your fellow riders and work together. It’s easier, more fun and you will likely make some new friends. Enjoy the ride. 🚲



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# It's Not a Bike Ride. It's an Eating Contest!

BY DAWN M. PIECH, PT, MPT, GREAT LAKES RANDONNEURS  
LAURIE SCHUBERT, PHD RD LDN, SPORTS DIETITIAN

In my first year of randonneuring, one of the greatest challenges and most significant areas of growth I experienced was learning how to determine nutritional needs for brevets. With two years under my belt, I came to recognize that ensuring you have enough fuel in the tank and knowing what to consume on lengthy cycling adventures is an evolving process. Every so often, it can feel like an eating contest to the finish line.

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Proactive planning and keeping your tank full is essential for a long day in the saddle. My goal is to share some lessons learned and provide basic guidelines and strategies to ensure you don't run out of fuel.

This article is divided into the following sections: (1) pre-event, (2) night before, (3) morning of, (4) on the bike, and (5) post-event.

In the next issue of *American Randonneur*, we will cover (1) drinking, (2) eating, (3) electrolytes and (4) special considerations.

I collaborated with Laurie Schubert, PhD RD LDN, Sports Dietitian on this article. Laurie owns Nutrition HeartBeat, a sports nutrition consulting company in Naperville, IL. If you have questions or concerns about specific products or your individual needs, please consult a nutritionist.

## Pre-event

Avoid starting on an empty stomach and make sure to eat 2-3 hours before the beginning of the event to allow for digestion. 2-3 days before the event increase your calories and water intake to make sure your body is primed. Resources recommend eating

a meal that is 60 to 70% carbohydrates two nights before your event. The rest of your calories should come from protein, like salmon or tofu with a small amount of fat. "Fat is your friend!" says Stacy Sims, PhD, senior research fellow at Adams Centre for High Performance, University of Waikato in New Zealand and author of Roar. "As a cyclist you use it to fuel long rides. Healthy fats from fish, nuts, avocados and olive oil reduce inflammation in the body. And you need fat to absorb essential nutrients like vitamins D, E, A, and K."

If you do carb-loading two nights before the event, make sure to drink more fluids the day before. The best way to think of it is to drink some of your calories so your gastrointestinal system will be relatively clean when you start. In addition to the proper nutrition, it is also extremely important to make sure you are well rested coming into an event. Make sure you get plenty of sleep, and try to get an extra hour each night the week before your event.

Laurie adds, "This is also a good time to include salty foods or actually salt your foods if you don't usually, especially if you're a salty sweater. Consider brothy soup, lunchmeat and

cheese, or pickles as options in the days before your event."

## The Night Before

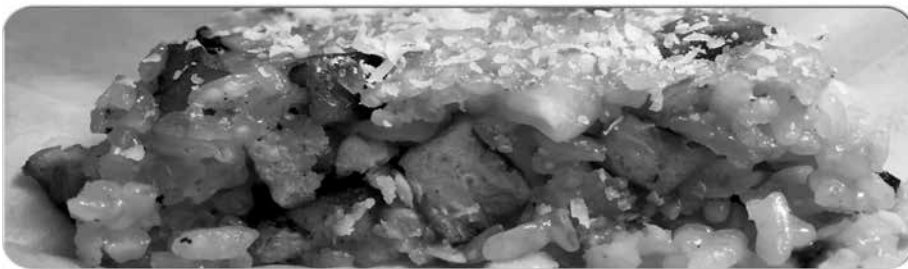
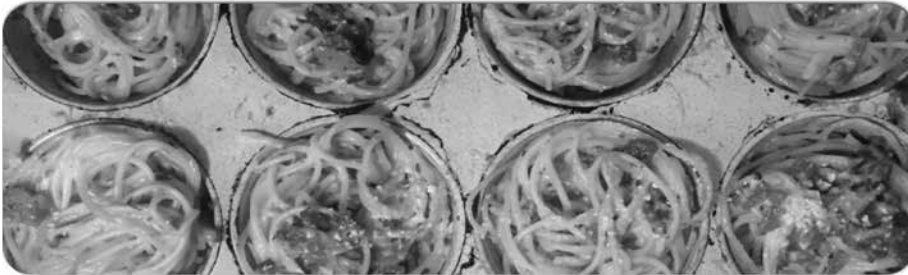
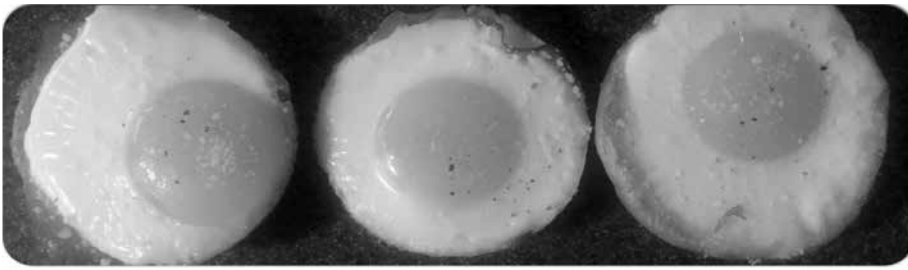
The night before, eat a regular meal with high quality carbohydrates such as sweet potatoes, or whole grain pasta. It is recommended to stay away from cruciferous vegetables like broccoli and cauliflower as they may cause gas. Additionally, make sure you are keeping hydrated and taking in fluids to ensure you do not start the ride dehydrated. Laurie states, "If you've traveled to get to your event start, this is the key time to rehydrate. Beyond cruciferous vegetables, avoid anything that bothers you, such as foods high in fat, fiber or spice, as well as specific foods that bother you, like mushrooms or onions."

## Morning of the Event, 2-3 Hours Before

It depends what type of cyclist you are. If you are nervous the morning of your brevet, you should eat a late-night snack rich in complex carbohydrates so you don't have to eat much for breakfast. Then have a light breakfast 1-2 hours before. If you don't have a problem with nerves the morning of a brevet, eat a meal high in fat, carbohydrates and sodium, around 2,000 calories.

Examples of good pre-race meals include a bagel with peanut butter and jelly and a banana, plain oatmeal, a sports bar or even a rice, bean, and cheese burrito. It is important to eat something you've tried before your long brevet or event. Just as you are training your legs for the miles you are putting in, you must train your gastrointestinal system as well for the brevet.

Laurie adds some additional



A brevet smorgasbord.

—PHOTO DAWN M. PIECH

insight to fueling the morning of your event, “As a last resort, if you can’t find any solid foods to eat, try some liquids (and practice on a long ride before the event!) such as Boost or Ensure. Calories are still calories, whether they come from solids or liquids. If you need your morning caffeine, have some. Withdrawal symptoms aren’t fun in an event. Practice with this as well so that you can avoid over- and under-caffeinating and all associated side effects.”

### On the Bike Needs

Typically, you will want to ingest around 300-400 calories per hour during a brevet. Most individuals will focus on carbohydrates—but it is important to make sure you ingest fat and protein as well, especially in longer brevets. Some common hourly nutrition goals for ultra cycling include:

- 300-400 calories per hour (90 grams of carbohydrate per hour recommended, plus a bit of protein and fat).
- 20-40 ounces of fluid per hour.

- 600-800 mg Na/L of fluid per hour.
- Hydration FIRST, then calories.

When you begin, you will be full and will not need to eat anything for the first 1-2 hours because of the reserve you have. After that, you’ll have to start eating or drinking calories. It is important to remember that although you may burn an estimated 45-60 calories per mile, your body can only absorb about 240 calories per hour. Keep this in mind so you do not eat or drink too much as this can result in gastrointestinal problems and induce bloating. If your stomach should get upset, slow down on your pedaling, stop eating, or take in less. Keep up your hydration if you’re thirsty, and then start adding things back in. If you throw up, it’s really just your body saying to you, “Let’s start over.” Keep calm, and keep moving. As for hydrating on shorter events or training rides, the rule is simple: drink according to thirst. For longer events, we will discuss other ways to measure adequate hydration in Part II of this article.

Randonneuring is a food-deficit sport. As a result, there is no way you can eat all of the calories you expend. I set a watch to go off every 15 minutes to remind me to eat or drink something. Don’t neglect your nutrition in the first few hours because it will be nearly impossible to take in the calories lost with your glycogen depletion.

Laurie agrees and recommends putting your nutrition on a timer and trickle it in a little at a time. “If you experience gastrointestinal problems, try a variety of foods and drinks to see what works for you. Don’t feel like you have to use what your spouse, coach or training buddies use; you don’t have the same intestines they do! If that doesn’t work, a systematic approach to testing different types and amounts of carbohydrate is an option. So is taking in minimum levels of carbohydrate and consuming more fat during the event, especially as randonneuring is an ultra-endurance sport. You’ll be burning a lot of fat and the carbohydrate intake is as much for keeping blood glucose steady to promote alertness and good mood as for fueling.

If you don’t remember to drink regularly and have experienced reduced performance from dehydration, try a training ride with your hydration on a timer and see if that helps.

### Post-ride

It is recommended to start taking in calories as soon as possible in a ratio of one part protein to three to four parts carbohydrates. The protein is going to help rebuild the muscle and the carbohydrates will replenish your energy stores. Post-brevet it is recommended to follow a nutrient timing approach where you replenish carbs immediately following a race or workout and then eat protein and fat as you get further from the brevet.

If you are continuing to ride and

Strategic nutritional planning is essential in randonneuring.

—PHOTO DAWN M. PIECH

taking a sleep break, before the sleep break eat 500-1000 calories primarily of carbohydrate and drink fluids. Then, before getting back on the bike, consume 300-500 calories of primarily carbohydrates.

Laurie concurs that eating and rehydrating before you sleep are crucial as those will set you up for the next leg of your event. She adds, “If your ride was cold, consider fueling, rehydrating and getting electrolytes all in one with warm brothy soup.”

## CONCLUSION

In the next issue of AR, we will cover additional information related to eating and drinking during endurance events. We hope that our suggestions help you be more comfortable and more successful on those long bike rides. 🚲



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## Upcoming Tours for 2017

### 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.

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This is our 23rd year organizing tours in southern Arizona. In 2018 we will offer six different weeks to various regions.

Dates will be from late February to early April. Check the PAC Tour website in July for the full schedule.

A new tour we will be offering is the "Gravel Crusher" tour that will ride most of the gravel roads near the Mexican border.

### 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 Badger Ferry. We will include riding across Canada to the Niagara Falls before ending in Portsmouth, New Hampshire north of Boston.

### Over the Andes - Across Peru

Late October

We have been traveling various routes across Peru since 1999. This route from Brazil to the Pacific Ocean offers some of the best roads in the world with good pavement and light traffic. We have ridden this tour twice before. It is a popular route offering a wide selection of scenery and elevation from the jungle to mountain passes above 15,000 feet. There are 11 riding days averaging 80 miles per day. There will be two stopover days to visit Macchu Picchu near Cuzco. Total tour length is 16 days with travel days from the United States. We will stay in hotels and eat at restaurants. This tour is only recommended for riders who are looking for adventure in a unique country

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# The Call of the Wild: K-Hounding with the New Jersey Pack

BY PAUL SHAPIRO

In early 2008 I read an article in *American Randonneur* about of a group of nine Texas randonneurs who had cracked 10,000 RUSA kilometers in 2007. At the time I was riding less than a quarter of that, and viewed the K-Hounds' accomplishment with a mixture of awe and fascination. As their individual stories made clear, their athletic prowess was powered by a cohesive group that offered support, encouragement, and companionship, making long hours pass quickly and long rides the centerpiece of a social experience.

I quickly dismissed the idea from my mind. I didn't have the ability to ride those kinds of distances; I didn't have the time to commit; and I certainly didn't know anyone crazy enough to join me on such a quixotic quest.

By 2009 I had embarked on an improbable quest of my own. With a

handful of other riders, including JB Levitt, Joe Kratovil, and Chris Newman, I set out to earn an R-12, riding through the east coast winter. Although my annual kilometer totals eventually increased to about 5,000, and although more and more riders from the New York/New Jersey Region joined the

monthly 200km rides, the K-Hound Klub felt as impossible as ever. It is one thing to find one day a month to ride, and quite another to turn your pedals day after day, month after month.

Although we live in what is called the "temperate zone," we can have some pretty extreme weather in New Jersey. There are weeks when it barely breaks the freezing mark and temperatures at the start of a ride can hover between sixteen and twenty degrees. We also get summer days and weeks of 90-plus degree temperatures with the famous east coast humidity. Before long, these obstacles became part of the fun. Could we really get a 100km ride in cold, wind, and blowing snow? It turns out the answer is "yes." Still, there must be something special in that Texas water. No one I knew could rack up 10,000 RUSA kilometers in a single year.

However, unbeknownst to me, we had all the elements to form a New Jersey K-Hound pack. Starting on New Year's Day 2011, our future RBA Joe Kratovil went on a tear. Racking up more than 13,000 RUSA kilometers that year, he vaulted himself into the ranks of the K-Hound Klub. Of course, that was just Joe. Soon however, Bill Olsen displaced Joe as the first New Jersey K-hound. Unlike Joe who rode 100s and 200s with awesome regularity, Bill traveled the western hemisphere completing grand randonnees, foreign and domestic. When the K-Hounds went international, counting 1200km rides from anywhere on the planet, Bill



Joe Kratovil — PBP.

—PHOTO PROFESSIONAL PHOTOGRAPHER

Patrick Chin Hong (left).

—PHOTO UNKNOWN

Greg Bullock—Mt. Washington (right).

—PHOTO LEO KENNY PHOTOGRAPHY

retroactively became the first K-hound from the Garden State.

By 2012, as Joe and Bill were repeating their K-hound accomplishments, I found myself suffering from persistent stomach problems. As I approached the 400km mark on my rides, I would become subject to bouts of nausea, and worse. Joe's proposed solution was simple: ride more. Go for K-hound! His logic was compelling, at least to a randonneur. If you ride more miles, and ride them more consistently, then each ride becomes less stressful and your digestive system will have less cause to complain. With over 7,000 kilometers that year, the examples set by Joe and Bill, and a diverse group of New Jersey randonneurs setting out on rides all over the state, the K-hound goal finally seemed like something to consider.

There was for me still one big problem: time. I work in a different state, about forty-five miles from home. I leave for work early in the morning and get home late. This problem turned out to be the key to becoming a K-hound for me. I designed a permanent route that starts a mile from my home and goes right to my office. The route travels through farms, small villages, suburbs, and finally over the Ben Franklin Bridge (on a separated walkway) into Philadelphia. We have a shower at work and a dry cleaner in my building. If I am on the road by 5:00 am, I can be at

Bill Olsen—Endless Mountains 2013 (middle).

—PHOTO MIKE WALI

Paul Shapiro (bottom).

—PHOTO PASSERBY





Chris Newman.

—PHOTO JOE KRATOVIL

my desk by 10:00 am. If I can find one day a week where the weather is acceptable and I have no early meetings or appointments, I can get in a 100km. Once a week for a year gets me halfway to K-hound status! Getting home is easy, too. It's a couple of miles from my office to the train, a transfer to a second train, a ride of a few miles, and I am back home.

Between the permanent to work and the growing New Jersey pack, I became a K-hound in 2013. So, too, did Patrick Chin-Hong, who combined permanents spread across the United States with a domestic 1000km, a domestic 1200km, and the LEL to break the 10,000-kilometer barrier.

But Joe wasn't done. He convinced Chris that she, too, was destined to be a K-hound, and by 2014 she had succumbed. With each new K-hound accomplishment, more riders put that 10,000-kilometer goal in their sights. In 2015, Greg Bullock rode nearly 13,000 kilometers with bilateral knee replacements to join the Klub. This year the New Jersey pack boasts five members, with Gil Lebron and Michael Gorman breaking the ten thousand-kilometer mark. In the end, the same formula that worked in Texas seems to be effective here, too. A core group of riders who encourage and support each other, a variety of permanents, and a top dog to stoke the enthusiasm. Who knows what 2017 will bring? With the ultra-dog award set at ten years of K-hounds, we suspect that our pack will continue to grow.

Only one thing I don't understand: why is there no award for nine years of K-hound? After all, such an award would have to be known as the "K-9." 🚲

Gil Lebron and Michael Gorman.

—PHOTO BOB TORRES





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## It's the Little Things

I used to ride brevets with a really big seat bag, and it was usually full. In those days I thought if I just brought along the right tool or gizmo for any and every eventuality my ride would be bullet proof. In the intervening years I learned that the 'best defense is a great offense.' By that I mean a finely tuned and maintained bike is the best protection against a ride-ending mechanical.

---

But as we all know, stuff happens, and to start out on a 600km brevet with nothing in your front bag but an energy bar and wind vest might be ill advised no matter how well maintained your bike is. But what to carry along? How many spares, and what tools and gizmos are the best combination to help you go the distance without bringing along the whole tool cabinet? My philosophy regarding tools evolved from the 'Noah's Ark' approach (bring two of everything possible) to a more minimalist tactic. I not only take fewer tools but where possible, I choose the smaller and lighter-weight options.

Of course there are the basics: your choice of flat tire fixes, and redundancy for your choice of lighting. Additionally, there are a few small items I don't leave home without. Every one has made a big impact for me on more than one 'A' list event.

I always carry a FiberFix Emergency Spoke Replacement Kit. Sure, in most cases it is not that big of a deal to replace a spoke, but when you break a

rear spoke on the drive side this little gadget makes most of the tools for this fix unnecessary. It will get you to the next control with mechanical support, and it will get you a lot farther if necessary. I used a FiberFix spoke once to get through a 1200km brevet, and on more than one occasion I have loaned one to other riders to get them out of a jam. It takes up less space than a walnut and weighs even less.

I also carry a Presta to Schrader Valve adapter. If you use tubes with Presta valves, you know that you need to carry a Presta-equipped pump, but if that pump malfunctions you could be in the same predicament as a shipwrecked sailor on a life raft; "Water, water everywhere but not a drop to drink." Having the ability to use the air pumps in those abundant gas stations makes carrying this very small \$2.00 ride saver worthwhile.

I usually carry a spare tire and several tubes as well as a fully stocked stash of patches and a functional tube of patch cement. Although the tire

and tubes are no small matter, they are my personal concession to Noah's strategy. Regardless of the collection of tubes and tires, I also always carry an emergency tire boot. With the growing trend to route brevets on mixed and native surface roads, something with which to repair a torn sidewall or tread makes sense. Of course, it's also possible to use dollar bills, energy bar wrappers and other stuff for the same purpose.

A small multi-tool, some duct tape, electrical tape, and of course, an assortment of zip ties are all on my must-have list as well. Finally, I picked up a pair of folding pliers at a flea market about ten years ago, and they have become a mainstay in the tool bag. For the gram counters in the audience clucking their tongues, this little thing weighs 53 grams, a little less than two ounces and folds to 2.5" long. I would be hard pressed to say how many times I have used these little pliers to pull wire shards out of my tires. They also have a small knife blade, phillips and slot head screwdrivers, a useless little pair of scissors, and an awl point (handier than I thought).

I'm sure there are other essential tools that many of you carry. Let's hope this is the season you never need to use any of them. 🚲

# New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
11691	Mohr, Steven	APO	AE	11592	Quoc, Myvan	Fremont	CA	11963	San Miguel, Julie A	San Jose	CA
11864	Bailey, Thaddeus M	Anchorage	AK	11660	Spano, Daryl S	Fremont	CA	11651	Thompson, Dawn	San Luis Obispo	CA
11951	Muller, Muller T	Anchorage	AK	11946	Tanjuatco, Francis	Fremont	CA	11586	Robinson, Jim	San Marcos	CA
11968	Verrier, Paul	Anchorage	AK	11809	Alameda Jr, Enrique	Fresno	CA	11596	Macias, Angel D	San Pablo	CA
11841	Ippoliti, J Alexander	Eagle River	AK	11845	Cleofas, Ariel A	Fresno	CA	11843	Vaccaroni, Dorina	San Rafael	CA
11992	Blas, Diane H	Eagle River	AK	11855	Ball, Dennis M	Fresno	CA	11829	Hillis, Alex J	San Ramon	CA
11969	Little, John A	Auburn	AL	11885	Faustino, Eric	Fresno	CA	11821	Backus, Andrew	Santa Cruz	CA
11970	Schmidt, Greg	Auburn	AL	11892	Flores, Juan J	Fresno	CA	11823	Anderson, Hugh Clayton	Santa Cruz	CA
11971	Agee, Bob	Auburn	AL	11594	Harvey, R. S.	Irvine	CA	11838	Takao, Jon	Santa Cruz	CA
11985	Eick, C J	Auburn	AL	11620	Miller, Ingrid	Irvine	CA	11814	Sweeney, Tim M	Santa Monica	CA
11987	Graff, Christopher	Auburn	AL	11986	Harnisch, Peter	Laguna Beach	CA	11775	Clark IV, David	Santa Rosa	CA
11595	Kelly Jr, Jerry M	Brewton	AL	11765	Hollinden, Mike	Lake Forest	CA	11976	Zambroski, Ray	Solana Beach	CA
11707	Argo, Charles Christopher	Lake View	AL	11687	Swanson, Rich J	Lakeport	CA	11638	Nolan, John P	Thousand Oaks	CA
11555	Williamson, Amy	Mobile	AL	11628	Wai, Pat A	Livermore	CA	11804	Denney, Mark A	Yorba Linda	CA
11798	Harmon, Walter Lewis	New Market	AL	11551	Goldman, Gary	Los Altos	CA	11614	Chamberlin, David M.	Yountville	CA
11816	Long, Jason	Trussville	AL	11598	Jackson, Mikael D	Los Angeles	CA	11750	Olson, Zach	Yucaipa	CA
11671	Normandin, Don	Flagstaff	AZ	11676	Ganti, Vasu P	Los Gatos	CA	11711	Sunderland, Mark R	Boulder	CO
11693	Dickson, Catherine	Glendale	AZ	11980	Berthillier, Alexis	Mountain View	CA	11760	Anderson, Laura L	Boulder	CO
11701	Garrett, Michael N	Phoenix	AZ	11616	Lane, Jim	Novato	CA	11761	Alstrin, Chris L	Boulder	CO
11754	Khan, Rashid	Phoenix	AZ	11548	Sreenivasan, Arvi	Oakland	CA	11688	Phelps, William J	Broomfield	CO
11755	Moore, Jennifer	Phoenix	AZ	11626	Flanagan, Tara M	Oakland	CA	11680	Werner, Wally	Centennial	CO
11713	Doak, Kristian K C	Tempe	AZ	11683	Bubtana, Nadia	Oakland	CA	11956	Rosenthal, Harris	Denver	CO
11733	Calhoun II, Scott E	Tucson	AZ	11797	Galicia, Sergio	Oakland	CA	11965	Livermore, Miles D	Denver	CO
11567	McIntosh, Michael	North Vancouver	BC CAN	11902	Duquette, Richard L.	Oceanside	CA	11973	Smith, Tara	Englewood	CO
11926	Szarecki, Maciej L	Vancouver	BC CAN	11685	Koss, Brian	Palo Alto	CA	11704	Gourley, Bridget L	Fort Collins	CO
11588	Perryman, James D	Alpine	CA	11573	Tagawa, Mark	Paramount	CA	11559	Jeckel, Shane L	Fort Collins	CO
11597	Ewing, John Robert	Berkeley	CA	11705	Brown, Timothy N	Pasadena	CA	11868	Pavlovic, Steve	Golden	CO
11608	Kennedy, Gregory	Berkeley	CA	11636	Rocke, Richard	Piedmont	CA	11922	Gustafson, Kyle R	Golden	CO
11930	Olson, Glen Robert	Berkeley	CA	11724	Capewell, Paul	Pleasanton	CA	11923	Howell, Andrew L	Golden	CO
11893	Narachi, Larry W	Boulder Creek	CA	11739	Skramstad, Jon D	Pleasanton	CA	11574	McKee, Amanda R	Longmont	CO
11835	Hill, Craig M	Burlingame	CA	11844	Lee, Bumha	Pleasanton	CA	11847	Howell, Jim	Longmont	CO
11836	Hill, Yi-Hui	Burlingame	CA	11925	Choi, Jian	Poway	CA	11863	Ramos, Mateo P	Longmont	CO
11600	Jones, Richard S	Campbell	CA	11617	Burchmore, Jonathan Carter	Ramona	CA	11656	Rivet, Richard	Monument	CO
11774	Macare, Michael J	Carlsbad	CA	11653	Tracy, Todd D	Redwood City	CA	11822	Gipson, Terry	Parker	CO
11648	Garritson, Hanna Beth	Chula Vista	CA	11744	Schultz, Andreas P.	Redwood City	CA	11940	Hustvedt, Anders O	Westminster	CO
11780	Hays, Scott C	Clovis	CA	11790	Reilly, Travis C	San Bernardino	CA	11941	Rudolph, Steve L	Westminster	CO
11869	Valdez, Samuel Abalos	Clovis	CA	11692	Nothaft, Roberto	San Diego	CA	11904	Malmberg, Eric W	Amston	CT
11871	Gerard, Gary E	Clovis	CA	11715	Christensen, Andrew J.	San Diego	CA	11764	Proczek, Anna K	Coventry	CT
11907	Radtke, Rod L	Clovis	CA	11756	Forbrich Jr, P. Christopher	San Diego	CA	11826	Maricle, Andrew T	Groton	CT
11909	Medina, Glenn R	Clovis	CA	11772	Johnson, Matt D	San Diego	CA	11944	Nasser, Alexandra	New haven	CT
11591	Knapp, Courtney	Costa Mesa	CA	11938	Vuckovich, Miki	San Diego	CA	11945	Baddam, Suman	New haven	CT
11624	Nguyen, Huy	Cupertino	CA	11569	Kennedy, Reed	San Francisco	CA	11890	Spillane III, Jim R	Tariffville	CT
11801	Foster, James E	Danville	CA	11599	Evert, Brett	San Francisco	CA	11975	Makarainen, Allison	Westport	CT
11695	Rowan, Mark Edward	Davis	CA	11639	Colagross Jr, J Braxton	San Francisco	CA	11568	Bailey, Matt	Washington	DC
11832	Eastman, Mark L	East Palo Alto	CA	11666	Demjanenko, Stephen	San Francisco	CA	11622	Churella, Andrew J	Washington	DC
11831	McHugh, Matthew	El Cerrito	CA	11805	Barbara, Chris	San Francisco	CA	11627	Lovett-Barron, A T Wayne	Washington	DC
11657	Guisewite, Ryan	Escondido	CA	11833	Demarey, Nicole M	San Francisco	CA	11957	Hase, Jeremy R	Dover AFB	DE
11927	Pearl, Steven	Eureka	CA	11903	Coyne, Brian K	San Francisco	CA	11785	Gundel, Shaun	Newark	DE
11572	Kaburlasos, Marilou	Folsom	CA	11675	Das, Sourav	San Jose	CA	11716	Maham, Danielle S	Cutler Bay	FL
11583	Spano, Laura	Fremont	CA	11962	San Miguel, Frank J	San Jose	CA	11878	Stinfil's, Claudia	Doral	FL

# New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
11690	Fajardo, Ana J	Gainesville	FL	11659	Cox, Jeff	Naperville	IL	11825	Gibbs, Edward Jason	Portland	ME
11737	Weiss, Gregory	Jupiter	FL	11615	Brackett, Warren D	Olney	IL	11948	Muehlberger, Ellen	Ann Arbor	MI
11812	Crady, D Paul	Jupiter	FL	11579	Nichols, Mike W	Palatine	IL	11781	Gerrard, Russell	Canton	MI
11768	Isern, Andres L	Miami	FL	11877	Mok, Fai	Peoria	IL	11982	Mickiewicz, Charles	Grosse Ile	MI
11587	Brillhart, Dave	Orlando	FL	11762	Doeckel, Mark A	Rock Island	IL	11813	OConnor, Glenn P	Grosse Pointe Woods	MI
11589	Lane, Carter H	Orlando	FL	11776	Leonard, Terrence P	Rockford	IL	11865	Rohrer, Craig	Milford	MI
11924	Politowicz, Lea	Orlando	FL	11888	Nelson, Donald F	Roscoe	IL	11866	Rohrer, Vikki	Milford	MI
11734	Garcia, Leonardo J	Ormond Beach	FL	11689	Polak, Frank P	Shorewood	IL	11791	Nall, David	Riverview	MI
11601	Haley, Joshua J	Oviedo	FL	11815	Park, Alex	St. Charles	IL	11972	Arnold, Kimberly J	Romulus	MI
11967	Qureshi, Humayun Saleem	Oviedo	FL	11984	Peterson, Sven	Third Lake	IL	11757	Ura, Edmund B.	Royal Oak	MI
11879	Machuca, Ana	Palm Bay	FL	11964	Skidgel, Randal A	Winfield	IL	11782	Zajdel, Frederick A	Royal Oak	MI
11887	Chacon, Linna	Pembroke	FL	11795	Byers, Kymberly M	Fort Wayne	IN	11550	Gryniewski-Peirson, Matt R	Blaine	MN
11854	Josephs, Gavaskar	Pompano Beach	FL	11544	Rogers, Joshua L	Noblesville	IN	11817	Korkowski, Paul	Cannon Falls	MN
11977	Thomison, Jim	Sarasota	FL	11747	Trott, Lydia Ellen	West Point	IN	11641	Higley, Philip I	Spring Lake Park	MN
11979	Yettaw, Paul A	Spring Hill	FL	11748	Trott Jr, Steven Kent	West Point	IN	11873	Garrett, John G	Ballwin	MO
11749	Strom, William Bruce	Sunrise	FL	11632	Tanaka, Hisanori	Kamakura	Japan	11934	Evans, Keith Andrew	Blue Springs	MO
11561	Gernhardt III, Henry Charles	Tallahassee	FL	11792	Williams, Brad E	Kansas City	KS	11935	Berry, Justin Alan	Blue Springs	MO
11741	Sousa, Adriana	Tallahassee	FL	11943	Williams, Gabrielle	Kansas city	KS	11899	Uzzell, Audra A	Bois D Arc	MO
11706	Spence, Mary K	Tampa	FL	11848	Williams, Steven E	Olathe	KS	11793	Fair, Steven F	Columbia	MO
11914	Chaparro, Jonald	Tampa	FL	11649	Kelsey, Trent L	Overland Park	KS	11895	Chapman, Darren R	Columbia	MO
11696	Emery, Nicholas T	Tarpon Springs	FL	11746	Rothermich, Adam	Overland Park	KS	11862	Carl, Ed	Fenton	MO
11634	Hodges, Keith D	Valrico	FL	11674	Garton, Aaron	Shawnee	KS	11717	Butler, John R	Florissant	MO
11652	Palmer, Kathleen L	Venice	FL	11846	Cullen, Philip	Lexington	KY	11703	Rumbaugh, Ardith	Kansas City	MO
11874	Estel, Megan Ruth	Wesley Chapel	FL	11886	Yager, Paul Jordan	Lexington	KY	11719	Clovicko, Teresa	Kansas City	MO
11911	Cummings III, Charles	Wilton Manors	FL	11861	Watson, Ric	Mayfield	KY	11870	Amos, William	Manchester	MO
11623	Herber, Scott J	Winter Springs	FL	11743	Bourne, Adam Patrick	Somerset	KY	11883	Puetz, C	Mansfield	MO
11582	Leonard, Thomas L	Athens	GA	11607	Rodriguez, Louis M.	Metairie	LA	11730	Clark MD, Jennifer L K	Rocheport	MO
11732	Sanchez, Karl	Atlanta	GA	11810	Goodman, Charles	Metairie	LA	11667	Wallen, Rick R.	Springfield	MO
11834	Dearborn, David William	Atlanta	GA	11584	Parker, Jamie C	West Monroe	LA	11778	McCarthy, Jackie	Springfield	MO
11990	Kelly, Sarah	Duluth	GA	11788	Camara, Zachary Joseph	Allston	MA	11858	Ely, Gay D	St. Clair	MO
11769	Gossett, Chad	Evans	GA	11900	Rodgers, D W	Becket	MA	11557	Quick, Jim	Meridian	MS
11613	Page, Bill	LaGrange	GA	11916	Rosenwinkel, John W	Boston	MA	11558	Quick, Diane	Meridian	MS
11672	Dean, Bradley	Lawrenceville	GA	11783	McLaughlin, Thomas J.	Braintree	MA	11837	Snoddy, Wes E	Asheville	NC
11770	Goodman, Rick W	Lizella	GA	11669	Gumprecht, Amy	Greenfield	MA	11884	Prentiss, Ryan Jellyfish	Asheville	NC
11678	Scott, Jane	Monroe	GA	11918	Nickerson, Ken	Harvard	MA	11928	Archibald, Joe	Asheville	NC
11710	Evans, Christi	Peachtree City	GA	11740	Armstrong, Dave	Lexington	MA	11611	Giacco, Dave	Clayton	NC
11682	McDonough, Katherine L	Roswell	GA	11580	McPhee, Andrew L	Medford	MA	11635	Lanier, Devaul	Clayton	NC
11726	Hill, Amy	Sharpsburg	GA	11905	Edgren Jr, Robert E	Plymouth	MA	11880	McEntee, Michael Joseph	Columbus	NC
11901	Shelton, John C	Iowa City	IA	11889	Rios, Paul	Reading	MA	11933	Newbrough, David C	Elizabeth City	NC
11974	Swenning, Sheri L	Iowa City	IA	11553	Tan, William W	Sharon	MA	11800	Conklin, Michael L	Graham	NC
11808	Wilson, Craig L	Marion	IA	11731	Leadholm, Samuel W.	Somerville	MA	11802	Haigler, Harvey F	Raleigh	NC
11915	Sargent, Phillip	Muscatine	IA	11727	McCarthy, Patrick	Weymouth	MA	11647	Kopinski, Paul J	Southport	NC
11547	Bell, Matthew	Boise	ID	11722	Mundt, Michael	Annapolis	MD	11753	Rutten, Leo V	Cedar Rapids	NE
11853	Purba, Willyantino Louis	Chicago	IL	11758	Doyle, Geoffrey L	Charlestown	MD	11784	Friend, Jared	Lincoln	NE
11645	Fruit, Gene	Decatur	IL	11565	Christakis, Chris	Frederick	MD	11677	Goodell, Isla Rose	Dover	NH
11852	McCammack, Jeremy	Decatur	IL	11566	Lacasse, Joy	Frederick	MD	11630	Duer, Edwin	Merrimack	NH
11546	Fisher, Bill	Elmhurst	IL	11932	Rood, Lib	Frederick	MD	11545	Sukhija, Amitoj Singh	Nashua	NH
11642	Esparza, Luis A	Justice	IL	11571	Sherrod, M	Millersville	MD	11827	Montague, Gerry	Bridgewater	NJ
11718	Hoffman, William	Mchenry	IL	11655	Powers, Chuck	Pasadena	MD	11631	Collier, George Henry	Califon	NJ
11981	Rizzi, Vito	Mt. Prospect	IL	11684	Galego, Joseph	Augusta	ME	11966	Tjhia, Ji Liong	Clifton	NJ



# New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
11978	Wilkins, Drew	Englewood Cliffs	NJ	11729	Kraybill, Stephen M	Leola	PA	11819	Olson, Brent	Salt Lake City	UT
11668	Evangelista, Michael H	Metuchen	NJ	11738	Guiste, Keith E	Oil City	PA	11820	Etter, Connie	Salt Lake City	UT
11824	Saporito, Paul	New Providence	NJ	11564	Gray, Chase	Philadelphia	PA	11913	Hilton, David	St. George	UT
11912	Vishnyakov, Aleksey M	North Brunswick	NJ	11876	Croker, Mark	Philadelphia	PA	11867	Eldredge, Daniel	Alexandria	VA
11633	Lippincott, Jeff	Princeton	NJ	11910	Stanis, Ryan J	Philadelphia	PA	11875	Beavers, David L	Bristow	VA
11654	Weng, Angel Z	Princeton	NJ	11891	Purdy, Noah Joseph	Pittsburgh	PA	11787	Dommalapati, Anand	Centreville	VA
11610	Houck, Dale E	Red Bank	NJ	11958	Gehring, Glenn M	Pittsburgh	PA	11640	Sprock, John	Hampton	VA
11650	Dalfonzo, David	Whitehouse Station	NJ	11936	Kirk, Daniel	Ridley Park	PA	11959	Rook, Michael David	Portsmouth	VA
11585	Vigil, Christopher	Albuquerque	NM	11563	Kossev, Ivo N	Shippensburg	PA	11771	Cordell, David	Auburn	WA
11694	Stremmel, Sutter	Reno	NV	11609	Cooper, Randall S	Springfield	PA	11560	Nidecker IV, John E	Bothell	WA
11857	Kirby, Justin	Albion	NY	11894	Musselman, Patrick	Wayne	PA	11593	Pyle, Aaron	Bremerton	WA
11577	Dolich, Alfred	Brooklyn	NY	11629	Noh, Myeong	Wexford	PA	11581	Jones, Phillip Renker	Clinton	WA
11921	Levy, Joseph	Brooklyn	NY	11736	Ramage, Richard W	York	PA	11646	Reed, Jim	Edgewood	WA
11991	Smith, Jesse	Buffalo	NY	11860	Plopinio, Redolfo	Makati City	PH	11661	Ellison, Drew	Everett	WA
11917	Diebolt, Eric	East Aurora	NY	11766	Dominicci, Ralph	Hatillo	PR	11789	Payne, Brady R	Ferndale	WA
11896	DeLong, Ken	Gloversville	NY	11807	Cruz, Joel Medina	Quebradillas	PR	11723	Williams, Kenny	Kenmore	WA
11961	Kusui, Akira	GreatNeck	NY	11735	Rosado, Jaffeth	San Juan	PR	11575	Andrews, Delwin	Kent	WA
11681	Sayo, Daniel A	Lindenhurst	NY	11742	Ortiz, Mayra E	San Juan	PR	11708	Tannenbaum, Bernice	Kirkland	WA
11751	Hassler, Thomas William	New York	NY	11763	Giuliani, Hans F	San Juan	PR	11786	Foster, Cormac	Newcastle	WA
11767	Panzini, Susanna	New York	NY	11712	Miranda-Diaz, Yazmin	Toa Baja	PR	11919	Everett, Benjamin Duvall	Olympia	WA
11983	Herzing, Nathan	New York	NY	11850	Perdrizet, Warren John	Providence	RI	11811	Couch, Parker	Redmond	WA
11570	Deo, Dhanannjay	Niskiyuna	NY	11644	Snyder, Edward A	Inman	SC	11828	Ecker, Evan	Redmond	WA
11954	Rainville Jr, Robert V	Saranac	NY	11603	Ridings, Daniel Lee	Lindome	Sweden	11604	Mills, J Elizabeth	Seattle	WA
11906	Forshey, Gregory W	Yonkers	NY	11714	Bennett, Caleb C	Brentwood	TN	11606	Hicks, Joe Wesley	Seattle	WA
11728	Blair, Brad A	Bexley	OH	11806	Connell, Mitchell	Knoxville	TN	11663	White, Kelly R	Seattle	WA
11942	Skul, Laurie A.	Canton	OH	11859	Kelly, Chris	Nashville	TN	11673	Tay, Jun	Seattle	WA
11602	Euton, Rylan J	Cincinnati	OH	11842	Davis, Lee	Walden	TN	11700	Reeck, Dave	Seattle	WA
11699	Ramsey, Lisa	Columbus	OH	11625	Miner, Daniel G	Austin	TX	11702	Sedgewick, Michael Keefe	Seattle	WA
11952	Williams, Benjamin D	Columbus	OH	11665	Sprague, Zachary W	Austin	TX	11720	Ryan, Michael J.	Seattle	WA
11618	Dilts, William E	Gahanna	OH	11898	McCluskey, J B	Austin	TX	11721	Ryan, Christina G.	Seattle	WA
11619	Dilts, Stacy L	Gahanna	OH	11908	Dawe, Nicholas D	Austin	TX	11803	Devereaux, Daniel R	Seattle	WA
11799	Blower, Scott A	Lancaster	OH	11554	Scott, Wesley D	Bryan	TX	11851	Sattler MD, Scott Clayton	Seattle	WA
11872	Gaughenbaugh, Tom	Pickerington	OH	11953	Van Hooser, Dick	Cedar Park	TX	11897	Pearson, Jonathan A	Seattle	WA
11621	Karl, Thomas M	Westerville	OH	11779	Kindl, Cindy	Dallas	TX	11920	Blanco, Alberto	Seattle	WA
11698	Woodfin, Thomas M	Norman	OK	11881	Buruian, Alexander	Dallas	TX	11929	Curtsinger, Owen	Seattle	WA
11949	Brouse, Kathy	Miller Lake	ON CAN	11773	Polt, Kathryn E	Harlingen	TX	11931	Franke, Susan	Seattle	WA
11752	Slade, William H N C	Toronto	ON CAN	11549	Pratt, Chris	Houston	TX	11937	Hanchak, Peter	Seattle	WA
11856	Busby, Edward G.	Ashland	OR	11612	Cooke, Sarah A	Houston	TX	11947	Hotler, Kate	Seattle	WA
11562	Teague, Tucker	Eugene	OR	11578	Smith, Quentin T	Katy	TX	11988	Smith, Patrick	Seattle	WA
11840	Morrow, Emily A	Eugene	OR	11794	Spishakoff, Alberto Alejandro	McAllen	TX	11989	Toner, Iea	Seattle	WA
11552	Sinclair, Eoin C	Portland	OR	11658	Whitford, Megan N	Midland	TX	11882	Kreger, Matt	Shoreline	WA
11839	Holden, Anthony L	Sherwood	OR	11686	Gibson, Alex	Midland	TX	11709	Brazell, David Aaron	Vancouver	WA
11679	Casey, Joyce	Tigard	OR	11725	Montes, Peter	Midland	TX	11830	Kratzer, Rhea F	Appleton	WI
11576	Rudy, Thomas	Allison Park	PA	11745	Anaya, Salome A	Odessa	TX	11950	Burnside, Richard L	Hartland	WI
11849	Porter, Brian Robert	Allison Park	PA	11662	Mucciacciaro, Mark L	Plano	TX	11697	Herman, Mark A	Madison	WI
11759	Walters, Mike	Chester	PA	11643	Doran, Chuck	Rio Hondo	TX	11818	White, Eric J	Madison	WI
11543	Ullrich, Alex	Collegeville	PA	11664	Osip, Philip John	Round Rock	TX	11637	Porter, Stephen	Kenova	WV
11670	Rickles, Bev Bogart	Coopersburg	PA	11777	Staffel, C David	Round Rock	TX				
11590	Casner, Kathleen A	Douglassville	PA	11939	Gonzalez, Robert G	San Benito	TX				
11796	Connelly, Sean P	Huntingdon Valley	PA	11605	Swallow, Judith	Pinner	United Kingdom				

# Rando(m) Thoughts

BY CHRIS NEWMAN

## Rain, Rain, Go Away

One of my favorite brevets of the past few years was a 300km pre-ride for New Jersey Randonneurs. The course is just lovely—one of our most scenic. It is quite hilly and the challenge of the climbs adds to the overall sense of accomplishment felt at the finish. This particular 300km was ridden on a perfect weather day: no clouds, blue sky, no humidity, minimal wind and perfect temperature. We meandered along the route and enjoyed the experience so thoroughly that we availed ourselves of most of the allowable time, finishing with a comfortable fifteen minutes to spare. I was recently reflecting on that ride when it struck me that most of my more entertaining ride narratives involve not perfect weather but rather horrific “I should be at home on the couch” weather. And I don’t live in the Pacific Northwest, where I hear you often wait an entire season for a cloudless, perfect day.

I am sure we all have tales to share of rides where a canoe might have been preferred to a bike, but here are a few of my favorites.

Last summer my friend Janice and I decided to ride a simple, flat 109km that started and finished about one mile from my house. The ride is a loop and, as the crow flies we were probably always within twenty miles of home. It was a sunny June day when we started and, as I never pay much attention to the weather, I expected it would be a sunny day when we finished as well. About forty miles into the ride, Janice started to receive weather updates from her wife Jayne in Pennsylvania, fifty miles west of where we were riding. Jayne reported a storm of impressive proportions that was headed our way.



Janice and I were on River Road, which is employed in many local routes, and we had previously sought refuge under the overhang of a local church. We were confident that we could find shelter if the storm reached us, so we pedaled a bit faster while Janice’s phone dinged every ten minutes with ever more dire storm updates. The rain started about ten minutes after we passed the church and I realized that following the route would provide another appropriate stop before the rain became torrential. I decided to re-route us past our local farm co-op store knowing they had a storage barn that could provide cover while we waited for the storm to blow past.

By the time we reached the barn, we were soaked and the thunder and lightening show had commenced. We settled in among the feed and fertilizer bags to wait while the wind picked up and the hail started bouncing off the

Pounding rain on a tin roof drowns out the weather report!

—PHOTO CHRIS NEWMAN

roof. After about thirty minutes, one of the employees came out to close one of the barn doors to keep the rain out and I think he was a bit surprised to find two cyclists lounging on his palettes. We explained the situation and he was cool with our using the barn plus he really couldn’t ask us to leave given how dangerous it would have been to ride, and he most likely didn’t want two soggy cyclists dressed like, well, cyclists wandering around the co-op scaring off his customers so our situation was pretty secure. The storm didn’t really appear to be abating and in fact steadily worsened to the point that a second employee came out to close the other

door. I think he was also quite startled by our presence as well but recovered quickly and apologized for leaving us in the dark.

At this point the temperature had dropped considerably and we had been sitting in our soaked bike clothes for at least thirty minutes. I was starting to shiver a bit but Janice just reached into her “let’s make a deal” pannier and pulled out sufficient clothing to keep herself warm if it had been December. In her defense she did find a large piece of plastic that didn’t appear to have contained anything too toxic and I wrapped myself as best I could which did make looking at her winter clothing slightly less painful. After about an hour the rain had subsided enough that we could make a run for it to my office about two miles south. When we arrived we found a deli platter had been ordered so we each had a sandwich and put a few items in the dryer while we ate and decided on our next move. We calculated that we could hop back on the bikes and, if we maintained a moderate pace, reach the finish control just under the time limit. Now when I look at my results list and I see Capitol City 7:08, I just smile remembering our hypothermic adventure.

Rain was also a significant factor in the Arrow we rode last July. Our team’s *raison d’être* was employing fixed gear bikes to tackle a course with many significant climbs which snaked south from Poughkeepsie, NY, to Flemington, NJ. For the most part the weather co-operated although the clouds started to gather as night fell. My friend Jon and I decided to take our dinner control at a renowned New Jersey diner while some of our more epicurean teammates opted to head down the road where a Panera beckoned. We finished our delectable diner dinner and pedaled off into a mild drizzle to join our friends who were just packing up their bikes in anticipation of our arrival. Since we had ridden about ten miles I needed to visit the rest room; by the time I exited, the rain had become torrential and we

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## **By the time we reached the barn, we were soaked and the thunder and lightning show had commenced.**

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determined it was too dangerous to leave our dry surroundings.

Unfortunately, Panera had other ideas and, unmoved by our plight, closed the restaurant at ten o’clock. We scampered a few stores down to the Burger King where we waited and watched a child’s birthday party for about an hour until the rain finally let up. By that time, I had determined that I had foolishly not learned a thing from my mildly toxic plastic blanket debacle a few weeks earlier and had not packed enough clothes to keep me from shivering my way through the night. I was mentally calculating where I would abandon while I donned every clothing item I had packed. I walked outside where the temperature had barely dropped and immediately started

taking off most of the clothing I had just struggled to put on. Sigh. At least the remainder of the ride was uneventful.

I have also spent way too much time sheltering under the covered porticos of banks, churches, schools and assorted businesses as well as public restrooms when available. Janice and I once escaped a quickly moving tornado in Florida by diving into a closed but unlocked Post Office and our fleche team routinely escapes the dark by sleeping for a bit in a New Jersey Transit Train waiting room.

As I write this our fleche is only a week away and I am certain there will be ample opportunities to hide out with my friends, take goofy photos and add to my list of preferred shelters. And, given the weather forecast, I suspect I will also be revisiting the Bull’s Island public restroom to warm up during the long midnight slog along the Delaware River. Beautiful weather certainly makes most rides more enjoyable, but bad weather makes for much better cycling narratives! 🚲

Next time I’ll pack more clothes!

—PHOTO JANICE CHERNEKOFF



# Team DarTrek does the Colorado Front Range Dart

BY MIKE TUREK WITH JOHN LEE ELLIS

This was the Boulder region's first Dart, at the suggestion of Corinne Warren, RUSA #7898, who thought an autumnal Dart might be fun.

One challenge of a 200km Dart is that you must finish 13.5 hours after you start ... and no sooner. All three teams met this challenge by adding big, time-eating climbs to their routes. Team Mario Kart climbed Lefthand Canyon. Corinne's Team Breck'fast, climbed Loveland Pass (11,990 feet, high point of the Dart) then Berthoud Pass out and back. Mike Turek's team, Team DARTrek, climbed Big Thompson Canyon to the Peak-to-Peak highway. And all three finished by descending Golden Gate Canyon for a meal in Golden.

If there had been an award for the team that had the most fun, Mike's team would have been a strong contender! Mike is also a PBP'15 ancien and general bon vivant. Here is his story.

—John Lee Ellis, CO: Boulder RBA

I would not have written this if John Lee had not personally asked me to. Who wants to brag about finishing a DART over the time limit?

Still, at the end of the event, team members said that this was the most fun they had ever had on a ride. Jason also noted that, "This was the only ride

I've done where I've consumed more calories than expended."

Our team name is in honor of 50th anniversary of StarTrek. Team DARTrek sure did have a lot of fun. Here is the story and some pictures.

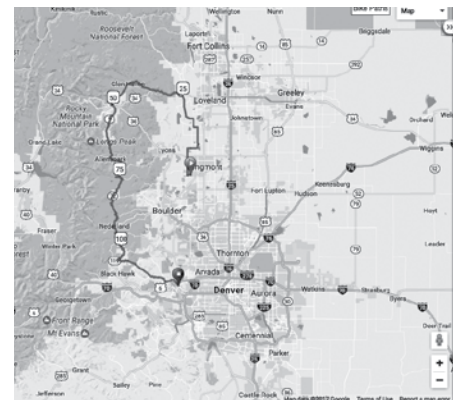
We started at 7am for the following spectacular ride:

We gently headed north worried about arriving in Golden too early. So, we moseyed along shooting the bull and already making plans for next year's ride.

Turning up Thomson River Valley, we started seeing the golden yellow aspens. Turning right at Drake on Devil's Gulch Road, we reached Glenhaven by 9:30 to enjoy their epic cinnamon buns and to watch a guy chainsaw-carve wood and talk to folks about the ride.

We headed up to Estes on the "butta"-like road surface. After Glenhaven, even the switchbacks felt great. What a gorgeous Colorado fall day with snow-capped high Rockies now visible.

I did start to push folks a little in Estes as we still had 9000 feet of climbing in front of us. Up to Allenspark we climbed, and I started to hold up the train with my old steel bike. Of course John's bike weighs just as much as mine, but he's all leg and heart.



Heading out, left to right Mike Turek, Jon Sendor, John Mangin, Jason Turner.

—PHOTO GRACE TUREK



Llamas and aspens seen on the way up to Allenspark from Estes Park.

—PHOTOS MIKE TUREK



We had to stop in Allenspark for wonderful spring water, pizza, and a couple of beers, but eventually we continued heading over Peak-to-Peak Highway to Nederland. Twenty-eight miles and 3,000 feet of climbing still took us 2.5 hours....

Since we needed to hit Golden Gate at about 7pm, any sensible team captain would have ordered, 'Fill bottles and go.' Well this was no sensible team captain, and no sensible day. There was a new brewery in Nederland, so we had to stop!

At 6:30 we had two hours to ride thirty miles and climb 3000 feet. It was certainly doable but this team captain held up the train again.

We headed down Golden Gate Canyon racing the clock, but with twenty miles to go and only 45 minutes remaining, I had to apologize to the team.

"I don't care. Let's do this again next year," said John.

"Heck, this was best day on my bike in a long time," said Jon.

"Fantastic fun," agreed Jason.

When we arrived at Woody's Wood Fire pizza, twenty minutes past cut-off time, I was looking forward to another beer. Unfortunately, I was too full to eat because I had been eating all day. 🚲



At Woody's with other dart team members. Clockwise from Jason (in black) John, Keirnan, Jon, Mike and additional team member

John and Mike in front of St. Milo and Mt. Meeker.

—PHOTOS MIKE TUREK

# A Bike Ride in Middle Earth: The Tiki Tour 1200km

BY JON BECKHAM

Last fall on a train ride home from an incredibly challenging 1000km, the last big ride of the year, Dan Beringhele and I were talking about our plans for next year. I rattled off my now-standard attempts at two Super Randonneurs and a domestic 1200km. Dan said simply, “You know there’s a 1200km in New Zealand next year, right?”

A couple of weeks later we were rolling along on a 200km chatting with another San Francisco Randonneur, Bryan Kilgore, who also needed no details other than “New Zealand.” The group was formed. Two other SFR riders rode as well, making a total of five riders from San Francisco out of 29 starters for the event.

Riding along Lake Hawea on day one.  
—PHOTO JON BECKHAM

Since it’s such a long flight from California to New Zealand and none of us had ever visited before, we all decided to spend about two weeks seeing the country before the ride. In retrospect this was incredibly helpful, as none of us had ever used the “wrong” side of the road before. We’re not the best at planning, so everyone rented separate vehicles and spent their pre-ride time in different ways. My girlfriend and I went to the most remote places we could find, staying

along the southern edge of the South Island in towns that were no more than a stop sign and a meat pie shop. Dan, his girlfriend, and Bryan all saw a little of the North Island before finding their way to Queenstown in time for the ride.

## **Day One: ~350km from Queenstown to Fox Glacier**

After hauling ourselves over the Crown Range with several sustained 12% grades, we were out of the populated Queenstown area and into a long, flat-to-rolling glacial valley. Other than the sheep and the occasional deli, we were riding in Middle Earth: dizzyingly blue lakes surrounded by towering mountains and views for miles despite the near-constant drizzle and gray skies. I think the weather could have been considered “quite unpleasant,” but the scenery was so incredible that it was only our chains





that voiced any complaints.

Starting a small climb towards dusk I shifted and dropped my chain into my spokes, grinding to an immediate halt. Unable to get the chain free I was forced to get out my multi-tool, break the chain, un-wedge it, and then relink it to keep riding. I was stopped for about ten minutes altogether; however, in that time I lost a pint of blood to sandflies. Maori legend says that a god created sandflies in New Zealand to keep people from overcrowding and destroying this otherwise perfect place, and I have to admit they're pretty effective. I made a mental note to carry bug spray in my handlebar bag for the rest of the ride.

#### **Day Two: ~300km from Fox Glacier to Flock Hill**

Day Two was again drizzly and gray. It started with a few punchy climbs, immediately separating the group that had worked so well together on the first day. We never managed to fully regroup, so for the rest of the ride it was just Bryan and me braving the never-ending scenery together, with occasional guest appearances from other riders. After those initial climbs the road was fast and gentle, and the towns were plentiful. It seemed like there were two or three riders stopped

at every meat pie shop along the way. The route went up the western coast of the island, alternating between lush forests full of ferns, coastline, and open farmland.

For a few days all I had heard was just how impossibly hard Arthur's Pass is on a bike. Sustained sections over 18%, nothing less than 10%, and there were hints that this went on for several miles. As soon as the route cut inland towards Arthur's Pass I started feeling sluggish from a lack of food. I wanted to keep plenty of food available in case the pass was truly the gut buster it was advertised to be, and luckily there was a staffed controle a few miles prior to the climb. I was able to refuel and started feeling good on the lower slopes of the pass. I'm not sure if it was the food, my comfortable 32x34 gearing, or the fact that Arthur's Pass was more legend than leg-breaker, but I actually almost enjoyed it! It was half as long as

The satisfying view from the top of Arthur's Pass.

—PHOTO JON BECKHAM

I thought it would be, half as high, and during those 18% grades almost every car that passed yelled encouragement. I think I may have been the only rider to come away from that section of the route without muttering a single expletive, but anyone who saw it in daylight had to agree that the alpine landscape at the top was ample reward for the effort. The icing on the cake was the rest of the second day was almost entirely fast downhill or flat river valley.

#### **Day Three: ~350km from Flock Hill to Lake Ruataniwha**

The third day started with yet more climbs in the dark. The clouds parted for just long enough to show off the full moon before again reinforcing one of

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**The weather could have been considered “quite unpleasant,” but the scenery was so incredible that it was only our chains that voiced any complaints.**

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New Zealand's nicknames, "The Long White Cloud." Eventually the road flattened out into seemingly infinite farmland, with nothing but a few scattered trees to block the wind. I was riding solo through the windiest parts, with only my bike computer slowly ticking away the miles to encourage me. Bryan and I regrouped at a controle that marked the start of a 60-mile, 2500-foot climb, which provided maybe the purest moment of joy on the entire ride: the clouds were behind us, and blue skies and sunshine were the only weather we would see for the rest of the ride. I would have preferred to see the sky before the 920km mark, but the wait was more than worth it. We descended into the lake-filled region near Mount Cook and enjoyed some of the most beautiful roads I've ever had the pleasure to ride.

As the sun was setting we managed to get a few sights of Mount Cook itself, almost one hundred kilometers to the north. The road was flat, the views were epic, and our spirits were lifted by the dramatic improvement in the weather. Our spirits were further lifted by a third night of incredible support from the volunteers, though I may have enjoyed the cake they made a little too much.

#### **Day Four: ~200km from Lake Ruataniwha to Queenstown**

The volunteers working the overnight controle were excited to announce that the weather was finally going to be good all day, so I decided to leave my wool jersey, hat, and gloves in my drop bag. We left the overnight controle before most other riders, and were greeted by brutal cold. The road went through a valley with jagged mountains on both sides, making for an exceptional sunrise a couple of frigid hours after we got started. It took a few more hours though for the temperature to rise above freezing. I stayed warm by eagerly sprinting towards any spot of sun, only to be disappointed that it was somehow just as cold as the shadows that covered most of the road.

The only controle of the day was 100 kilometers into the day, where we learned that the ride had taken a tragic turn. Instead of the usual "rah-rah" phone messages that my friends at home usually left for me during these rides, all of the messages were asking if I was okay. We learned that a little while after we departed the final overnight control, two of our fellow riders were hit by a truck, with one passing

After over 900k the sun finally came out.

—PHOTO JON BECKHAM

away and the other being helicoptered to the nearest hospital in Christchurch.

The rest of the day was pleasantly warm and sunny, but it was hard to find much positive to talk about on the way back to Queenstown. Because all of the volunteers and DNF'd riders were busy taking care of much more important matters, the finish controle was deserted when we arrived. It was only a block from the hotel, so we left a note and promised to return in a few hours. We checked into our hotel rooms, showered, picked up some food and headed over to the finish. The mood was somber but the stories that were being told about our fellow riders were inspiring. Our shared love of the experiences that long-distance cycling can offer and the generosity and support inherent in our breed of cyclist were only dampened by a profound sense of loss.

I wanted to give a huge thanks to the organizers, my fellow riders, and especially to Micky Inagaki for inspiring so many of us to be better cyclists and better people. You will be missed. 🚲



# RUSA Volunteers: The Routes Committee

BY LYNNE FITZSIMMONS

Ever wonder how new RUSA routes are proofread and certified? That is the task of the RUSA Routes Committee.

In the early days of RUSA, a single volunteer verified all the routes; sometime in 2009, the RUSA Board created the Routes Committee, which now has five members. Current members are Craig Mathews (Chair), Lynne Fitzsimmons, Terry Hutt, Mark Roehrig, and Keith Sutton. There are currently sixty-three RBAs, and the five members of the committee review and certify all new route submissions. In 2016, the Routes Committee certified 148 new routes. At the close of 2016, RUSA had a total of 2029 certified routes.

Committee members verify each new route submission, proofreading the cue sheet, ensuring that the route as written on the cue sheet meets the minimum distance for the calendared (ACP or RUSA Brevet) event, and checking that there are no uncontrolled plausible material shortcuts.

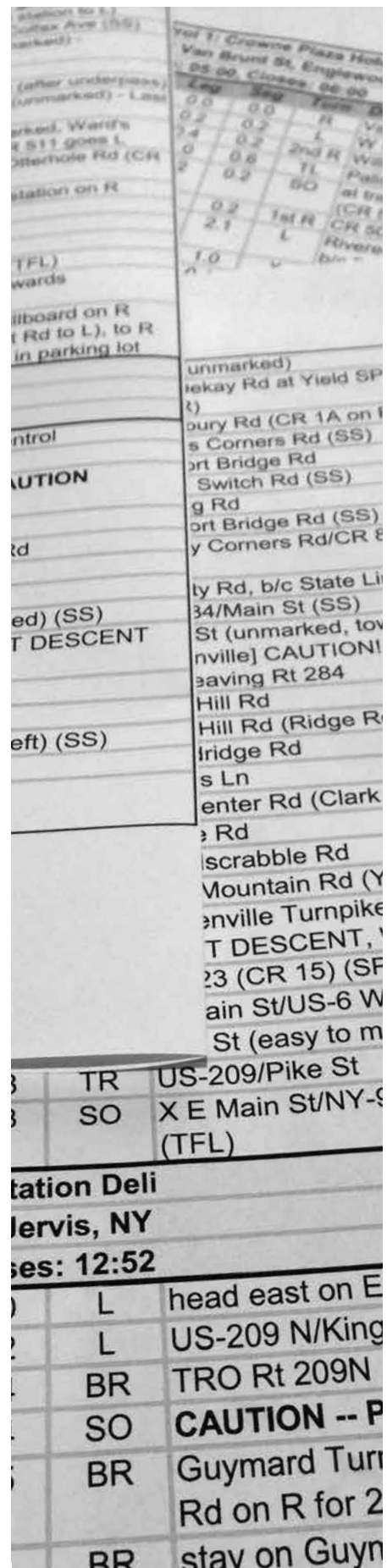
The route approval process is generally as follows:

- Verify that the route materials (cue sheet) and route design adhere to the standards in the RBA Handbook.
- Verify that each cue is correct and clear, and that there are no missing cues.
- Because most route submissions are now created from RideWithGPS or similar online mapping tools, and the cue sheet is generated from those tools, make sure there are no “extra” cues (bogus turns)

or introduced distance from unintentional mouse clicks or route edits.

- Verify that there are no uncontrolled sections of the route which can be plausibly shortcut by more than 1km. “Plausibly shortcut” does not include gravel roads, freeway shoulders, or major climbs, unless cued.
- Check the math for the leg distance. Check any other cue sheet math.
- Verify the control times for the route and distance as scheduled (ACP vs RUSA brevet; they use different timing; RUSA brevets may be timed for the full route distance).

It generally takes two to three rounds of review for a route to be certified. The first round is typically the most time-consuming, and is related to the number of cues. A 1200km route in Alaska will have relatively few cues, while a 200km route in the Northeast can have a four-page cue sheet. The first route review can take anywhere from an hour to several hours; any subsequent rounds take much less time. 🚲



# RUSA Member Profile BY MARY GERSEMA

## Michele Brougher

Great Lakes Randonneurs

“Tough as nails” is the phrase that comes to mind as I reflect on this month’s RUSA Member Profile with Michele Brougher, the current RBA for the Great Lakes Randonneurs. Michele has spent much of the last two years recovering from a serious accident during PBP. In our interview, we talk about what it’s like to be a rider and RBA, what it took for her to return to riding brevets after her accident, and what makes a rider a great randonneur.



### **How did you become interested in being the RBA for Great Lakes Randonneurs?**

I’d been riding with the Great Lakes Randonneurs since 2010. I would drive six hours to the start because their rides were so beautiful and challenging and I always seemed to find someone to ride with. About four years ago the RBA, Jim, started asking for a successor. At first, I didn’t even consider it as I lived four hundred miles away.

Two years ago he sent an email that he was scaling down to offering a 200km and 300km only. I had a really hard internal discussion with myself about what it meant to be a part of a sport. Jim had put in seven great years, but he needed a break. The rides I really loved would be gone unless someone stepped up and took over. That someone was me.

### **What are the notable features of rides in your area?**

East-Central Wisconsin and Illinois have some of the most varied and interesting riding in the world.

This was the finish of my first solo 200k permanent after suffering a debilitating brain injury in 2015. The prognosis was originally that I would not ride for a year..

—PHOTO UNKNOWN CLERK AT YESMART



Myself and my spouse and tandem partner on an Iowa Populaire in 2015.

—PHOTO UNKNOWN PASSER BY

And I like to think that the ultimate goal for any RBA is to have everyone finish safe and strong, so all the suffering is divided and all the triumphs are multiplied.

One of the unique challenges for me has been living four hundred miles away from the region. I've had to spend a lot of time putting together an online system to handle all the registration and advertising. Our treasurer and I have worked to get cash out of the picture since neither of us lives anywhere near our bank. But the most challenging thing by far is getting people to mount lights on their bikes and wear proper reflective gear. It's heartbreaking to disqualify a rider.

### **What are the best parts of riding brevets?**

My favorite rides are ones where I finish and feel like I have experienced the place that I've been through. I felt at the end of London Edinburgh London that I had seen and experienced so much of England that it was the greatest ride ever. In the past, I've always said that I do these rides to see cool things and meet cool people.

### **At the 2015 edition of PBP, you were hit from behind by another cyclist and suffered a traumatic brain injury as a result. What did it take for you to get back on the bike after your accident at PBP?**

There were stages I went through in coming back from an injury like that. At first, my brain was too hurt to comprehend that it was hurt. It's one of the worst parts of a brain injury, that you can't always perceive the symptoms. I'd get raging headaches, couldn't stand light or any noise, and my processing of the world around me was just "off."

We have hills, flats, Great Lakes, all kinds of glacial features, and years ago, the dairy industry paved most of the smallest roads. Many towns have features dating back to the 19th century and the days of the Lumber Barrons. I can build a route with little to no traffic for hundreds of miles.

### **Tell us about the Million Miles of Milk 1000km you are planning for July 7-10, 2017?**

I've wanted to create an accessible and fun 1000km for a long time. So many rides are really wonderful, but they have an intimidation factor that always seems to be their defining aspect.

I wanted a ride where the idea of camaraderie and fun were primary: a ride to show off all the wonderful places that make Wisconsin such a great bicycling destination. The

Million Meters of Milk was created to maximize the riding experience. The route is in the shape of a clover leaf, so riders don't have to deal with drop bags and figuring out where to go at different overnights. And the route goes to places that even GLR has not gone before.

I've been on many 1000km+ rides over the years. I get to take all the best aspects of those and apply them to one ride.

### **What are your favorite parts of being an RBA? The most challenging?**

It's been said that you can't become better at something until you start teaching it. Organizing and running the rides has given me a new and interesting way to improve my own riding. I've met people I wouldn't have had the chance to meet otherwise.

Curiously, that did not make me afraid to ride, go to work or anything else and I did some really off-the-wall things as a result. On one of my first outings on the bike, I was nearly hit by a car and knocked off the bike. Though I wasn't badly hurt, the fear started then. I didn't get on a bike again for months.

My spouse searched all over the internet looking for information. But there was really nothing about what that process was like, or how a person handled this from a riding perspective. My first neurologist did nothing to help.

I finally had the good luck of transferring to the Comprehensive Brain Rehabilitation Center at the Mayo Clinic. My new neurologist had a completely opposite approach, telling me that exercise was good for me. But I was going to have to take it really slow—like maybe do two minutes a day for a week and then consider going to three. Your confidence takes a complete hit with this kind of injury. I would have to find out how to heal that, too.

Come early January I was still not riding. Susan Gryder, who I had only slightly known from the Sunshine 1200km, called me up out of the blue and said, "There is a fleche in Central Florida in March—be on my team." I said at the time that I couldn't ride bikes and that I was a mess. She didn't take no for an answer. People reached out to me, people I hadn't even really known before the accident. They had had their own struggles and all helped me to realize how important cycling was to my health and well-being, how the accident didn't have to be the end.

I changed jobs (very common with brain injury victims) into a company of ultra-supportive people who wanted me to succeed in all the aspects of my life. I realized that even if I was on my bike alone, I'd never really be alone because I was a part of a greater community of people that all kept going, no matter what. I finished the Cracker Swamp because whether they knew it or not the "great



The finish of a 1200k 14 months post-accident with my friend Susan Gryder who always had faith I could do it.

—PHOTO PAUL ROZELLE

### **Do you have a brevet mantra?**

I've never had one, but my mentor in long distance cycling used to tell me to, "Respect the miles." All of these rides are difficult and challenging. I've known so many who start thinking that it's just a 200km. Not so to me. All the miles should be respected for the challenge they represent and all the new and interesting experiences they bring.

### **What inspires you to keep riding brevets?**

Many are gifted with perfect health and sometimes we confuse fitness with health. I have two autoimmune diseases and permanent damage from the accident in 2015. The fitness and mental toughness I get from doing these rides gives me the endurance to overcome my health issues. Without the riding, I might not be walking.

### **What makes a rider a great randonneur?**

This sport is different from almost every other in that success comes not only from your own success, but also from the successes of all the people around you. That's ultimately what camaraderie means. Even if we can't finish this time or we don't meet our own standards, a few supportive words or a single act of kindness can push someone else to go farther than they ever thought they could. We may never know what those moments are but they are the moments that make great randonneurs. 🚴

randonneurs" like Kerin Huber, Deb Banks, Susan, and Kathy, were there with me. And I had permission from myself to ride at whatever pace made me feel right inside.

I always kept up my blog ([www.roadpixie.org](http://www.roadpixie.org)) about the experience of healing because in some recess of my mind, I hoped the next victim out there would be able to find it and perhaps know that they, too, are not alone and that as dark as things may seem, there is always hope, even if it takes months or years. You are never the same person again after injuries like this, but in many ways, I think I like the person I am today better.

### **Tell me about your brevet bike and what you like about it for long rides?**

I have several brevet bikes, and all of them have different personalities. The Summer Knight, built by one of my best friends, was severely damaged eighteen months ago in the accident. My current bike—the Jester—is the last kind of bike anyone would ever think of for brevets. It has limited space, is made of carbon fiber and I now ride exclusively with aero bars due to nerve damage in my hands.

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# **SALE**

## **Going, going, gone!**

Tim Moore is at it again. The author of *French Revolutions*, the highly-engaging tale of an average man's attempt to ride the Tour de France, has written two new books of interest to randonneurs, one that traces the route of the ill-fated 1914 edition of the Giro d'Italia, and the other that follows the recently established 8,500-kilometer "Iron Curtain Trail" through Eastern Europe. Like Bill Bryson on two wheels, Tim Moore brings to his work self-deprecating humor, a well-tuned sense of irony and a master storyteller's ability to identify intriguing characteristics within the most mundane details.

In *Gironimo! Riding the Very Terrible 1914 Tour of Italy*, Moore recounts his attempt to trace what many believe to be the most heroic edition of the most epic of grand tour routes, the 1914 Giro d'Italia. With only eight of the eighty-one starters completing the event, the 1914 Giro represents something basic and primal about competitive cycling that Moore finds lost in the era of Lance Armstrong and company, and he sets out to experience it firsthand. He seems intent on proving through his feat that today's racing cyclists have gotten soft as a result of the various technological innovations that make bicycles lighter, quicker and more comfortable every year. To add authenticity to his attempt, Moore sources an antique single-speed bicycle complete with handlebar-mounted steel water bottles and brakes he must continuously feed with pads that he fashions from wine bottle corks along the way.

At the time of writing, nearly 100 years had passed since the 1914 event and almost 15 had elapsed since Moore himself last attempted a cycling

adventure of similar magnitude. As such, the passage of time and the aging process itself become central themes in this book. Moore claims that both he and his ancient bicycle are "visibly past their ride-by date," but that doesn't seem to stop either of them from making the effort. Readers will likely find Moore's reference to the "ladies' gear" both anachronistic and troubling, but this phrase, mercifully, makes only a fleeting appearance.

Moore's plan in *The Cyclist Who Went Out in the Cold*, on the other hand, is to become one of the first people to travel the entire "Iron Curtain Trail"—which is either 6,700 kilometers or 10,000 kilometers depending on whom he asks—by bicycle, arriving at the shores of the Black Sea after crossing twenty former Eastern Bloc nations. He begins this Iron Curtain Odyssey in northern Finland in early March, which we soon discover is a bit too early in the northern reaches to expect much in the way of spring weather. Instead, Moore plods through one snowdrift after another, questioning his basic sanity as his extremities turn numb and become useless. His choice to ride the route on an archetypical East German MIFA 904 shopping bike only adds to the project's authenticity and difficulty level. Whatever the exact distance, his journey is clearly (as Moore's wife describes it) "a ride too far."

As in randonneuring, the bicycle itself serves as a major character in both stories. The antique single-speed road racer and the East German shopping bike with 20" wheels contribute to the stories in countless ways. All cycling is a marriage between human and machine, and a marriage to machinery this quirky is bound to

## Gironimo! Riding the Very Terrible 1914 Tour of Italy

BY TIM MOORE

**Pegasus Books**

360 pages

\$16.95 paper, \$10.74 digital

## The Cyclist Who Went Out in the Cold

BY TIM MOORE

**Pegasus Books**

368 pages

\$26.95 cloth, \$12.99 digital

result in more than a few memorable tales. This union is also what makes grand randonnees so appealing. While you probably won't ride a 1200km on a 100-year-old single-speed or an East German shopping bike, you may find comfort and familiarity in Moore's engaging stories.

For some reason *The Cyclist Who Went Out in The Cold* originally held less appeal to me than *Gironimo!*, but ultimately I found it to be the more engaging book. Perhaps this story's stronger attraction lies in the Finnish word *sisu*, which—while hard to translate—seems to describe the spirit of randonneuring perfectly. A passerby tells Moore early on that his journey is imbued with the spirit of *sisu* because, "You made a decision and you stick with it, even though it was a bad decision and everything is going wrong. This is absolute *sisu*." One might also say it is "absolute rando." While the allure of these two titles is distinct, both deserve a place on your summer reading list. 🚲

# 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
3/8/2017	Aspras, Jimmy	Pitman, NJ
3/21/2017	Greene, Daniel	Nashua, NH
3/23/2017	Greene, Nigel	Elkins Park, PA
1/31/2017	Muoneke, Vincent	Federal Way, WA
2/18/2017	Olmstead, Greg	San Diego, CA
2/3/2017	Otcenas, Susan (F)	Willamina, OR
2/22/2017	Willis, Burnley R	Anchorage, AK

## 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
4/12/2017	Ashby, Melanie (F)	Greenville, SC
4/12/2017	Phelps, Wayne	Greenville, SC

## 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
2/13/2017	Carpenter, Richard G	Wilmington, NC
3/18/2017	Olsen, William	Califon, NJ
2/7/2017	Sammons, Jeff	Brentwood, TN

# RUSA Awards

## Greg Olmstead Earns 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
3/6/2017	Olmstead, Greg	San Diego, CA



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# 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
3/8/2017	Adams, Charles J [4]	Midland, TX
4/4/2017	Allen, Robert D [5]	Reynoldsburg, OH
4/11/2017	Beck, William [11]	Woodbine, MD
2/21/2017	Bishop, Eddie	Lacey, WA
2/18/2017	Blair, George A [3]	Buffalo, NY
2/6/2017	Budvytis, Gintautas [8]	Castro Valley, CA
2/13/2017	Carpenter, Richard G [10]	Wilmington, NC
3/23/2017	Clayton, J Andrew [2, 3]	Powell, OH
2/21/2017	DeBoer, Kelly [7]	San Marcos, CA
3/6/2017	Diehn, Dan [2]	Black River Falls, WI
3/3/2017	Driscoll, Dan [13]	Arlington, TX
4/12/2017	Dunlap, Wayne [6]	Austin, TX
4/13/2017	Edwards, Joe [2]	Glenwood, IA
3/21/2017	Ehlman II, Thomas N [2]	Rochester, MN
2/7/2017	Ellis, John Lee [11]	Lafayette, CO
4/16/2017	Gazmararian, Julie (F)	Decatur, GA
4/10/2017	Gilchrist, Andrew	Decatur, GA
1/31/2017	Gottlieb, Gary P [12]	Aledo, TX
3/16/2017	Graham, Brian L	Farmington Hills, MI

3/23/2017	Haggerty, Tom [6]	San Francisco, CA
3/6/2017	Hirschbruch, Estevam [2]	Weston, FL
2/25/2017	Keenan, Greg [3]	Camp Hill, PA
3/20/2017	Klingbeil, Fred [3]	Johnston, IA
4/14/2017	Kratovil, Joe [8]	Hillsborough, NJ
2/1/2017	Kusters, Marion (F) [2]	Apopka, FL
3/31/2017	Lebron, Gil [3]	Jersey City, NJ
4/14/2017	Lentz Jr, Herman P	Suffolk, VA
1/31/2017	Lucas, Tim [7]	Wilson, NC
2/3/2017	Ludviksson, Audunn [3, 4]	Seattle, WA
2/22/2017	Maglieri, Christopher [4]	Weatogue, CT
3/29/2017	Mattina, Ken [3]	Portland, OR
4/8/2017	McAlister, Grant [3]	Seattle, WA
4/13/2017	Midura, Lawrence A [4]	East Syracuse, NY
2/27/2017	Newman, Christine (F) [7]	Skillman, NJ
3/28/2017	Ni, Julie Hua (F) [3]	Gold River, CA
2/22/2017	Nicholl, Mary M (F)	Santa Rosa, CA
2/12/2017	Olsen, William [10]	Califon, NJ
2/8/2017	Oslin, Kit D (F)	Blaine, MN
3/28/2017	Phelps, Jerry L [11]	Durham, NC
2/22/2017	Readinger, Chris	Alexandria, VA
2/8/2017	Reagan, William [5]	Egg Harbor City, NJ
2/10/2017	Retseck, George Michael	Coopersburg, PA
3/26/2017	Ring, Mary Beth (F)	Jupiter, FL
2/7/2017	Rogers, Jefferson [3]	Wilmette, IL
2/7/2017	Sammons, Jeff [10]	Brentwood, TN
2/17/2017	Shopland, Ian [9]	Olympia, WA
3/19/2017	Shortes, David	Odessa, TX
3/26/2017	Slocum, Christopher C. [3]	Toms River, NJ
2/8/2017	Smith, Gregory H [2]	Richland Center, WI
3/7/2017	Smith, Timothy R	Atlanta, GA
2/9/2017	Thompson, W David [8]	New Smyrna Beach, FL
3/9/2017	Voelkel, Joseph G [2, 3]	Fairport, NY
3/23/2017	West, David	West Palm Beach, FL
3/22/2017	Whitlock, Ray	Seattle, WA
2/25/2017	Wright, Pamela (F) [10]	Fort Worth, TX

# 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:

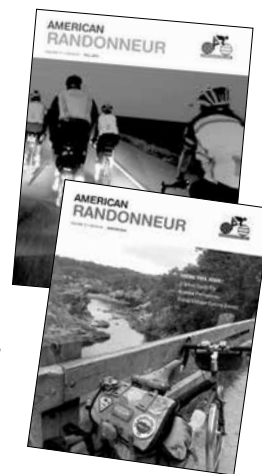
- Any populaire (100km - 199km) on the RUSA calendar.
- Any dart of less than 200km.
- Any RUSA permanent of 100km-199km.  
A particular permanent route may be ridden more than once during the twelve-month period for P-12 credit.

APPROVED	NAME	CITY, STATE
2/11/2017	Alexander, Ron [6]	Overland Park, KS
3/11/2017	Allen, Robert D [2]	Reynoldsburg, OH
3/23/2017	Clayton, J Andrew [2, 3]	Powell, OH
2/10/2017	Creamer, Tim	Athens, OH
4/3/2017	Gray, Jonathan F. L. [6]	Santa Barbara, CA
4/5/2017	Haywood, Kevin M [2]	Valley Center, CA
4/7/2017	Ishihara, Mitch [2]	Issaquah, WA
3/25/2017	Kanaby, Gary	Salado, TX
2/3/2017	Ludviksson, Audunn [3, 4, 5]	Seattle, WA
3/29/2017	Mattina, Ken [2]	Portland, OR
4/12/2017	Maytorena, Hector Enrique [3]	San Diego, CA
3/27/2017	OConnor, Michael [3]	Durham, NC
4/16/2017	Rozelle, Joseph P	St Petersburg, FL
4/16/2017	Rozelle, Paul G	St. Petersburg, FL
3/31/2017	Schroeder, Henrik A.	Lighthouse Point, FL
3/19/2017	Shortes, David	Odessa, TX
2/11/2017	Smith, Jack [5]	Topeka, KS
4/16/2017	Sutton, Stuart Keith [3]	Virginia Beach, VA
2/2/2017	Thomas, Mark [5]	Kirkland, WA



## 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.

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