



AMERICAN RANDONNEUR



Winter 2013 • vol. 16 #4





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American Randonneur Magazine
Volume Sixteen, Issue Number 4 — Winter 2013

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On the cover

Talk about a magic moment! Ivo Miesen snapped the cover photo of RUSA rider John Morris (RUSA #4649) during this year's 1400K London Edinburgh London. The picture is reprinted with Ivo's permission. For more on LEL 2013, see page 56.

From the President

by Mike Dayton

THE 2013 RIDING SEASON IS WINDING DOWN, ALTHOUGH these days, it never really ends does it? Allow us to suggest several ways to stay connected to randonneuring during the winter months.

- **Set up and ride a permanent.** We have more than 2,100 permanent routes from coast to coast – and few out there in the middle of the Pacific. Yes, if you get to Hawaii for fun in the sun, you'll find six routes to choose from in case the surf is flat. RUSA Permanista Crista Borrás notes that we have a permanent in all 50 states. We can always use more routes. Why not use your downtime to set up your first permanent or add to your current roster. They're a great way to organize group rides and showcase your local terrain or historical landmarks.
- **Check out the RUSA Awards.** Every time you ride a permanent or brevet, you're inching closer to one of the many awards RUSA offers. When you get a moment, visit the Awards link on our website, which lists the many honors that are available. If you like to travel, the American Explorer Award is for you. It's earned by riding brevets or permanents in 10 states or more. Some awards recognize streaks (the R-12 and P-12, for example) while others award cumulative distance (RUSA Distance Awards, Mondial and Galaxy). Some awards require multiple U.S. 1200s (American Randonneur Challenge and Coast-to-Coast); others require you to complete a series of events or multiple series (RUSA Cup and Ultra Randonneur). Of course those are just the domestic awards – there are also honors, including the Super Randonneur Award and the Randonneur 5000 Award, established by our friends in France.
- **Choose a domestic 1200K for 2014.** Check out the 2014 calendar. You'll find 5 domestic 1200K (or longer) events to choose from, including the newly minted Santa Cruz 1200, hosted by Bill Bryant and Lois Springsteen. That features a tour of California's Pacific Coast Highway. Jeff Sammons is hosting a 1500 event, which runs mostly on the historic Natchez Trace in Tennessee, Alabama and Mississippi. Other events include John Lee Ellis' Colorado High Country 1200, Seattle's Cascade event and Tony Goodnight's Taste of Carolina. If 1000Ks are more to your liking, you'll have 19 events to choose from in 2014!
- **Dream of PBP.** PBP 2015 will be here before you know it. Why not spend a few evenings rereading RUSA's excellent PBP Yearbooks. If you no longer have your copies, both can be ordered from RUSA's online store in the Publications section. The 2011 Yearbook was expertly edited by Janice Chernekoff, and Janice continues her volunteer efforts as the new editor of American Randonneur. Be sure to send story ideas and pictures her way.
- **Make 2014 the Year of the Volunteer.** Just as Janice has stepped up as a RUSA volunteer, so can you. Our organization is run entirely by volunteers, and we can use your help. Make a resolution in 2014 to volunteer your time by helping out on a ride, setting up and overseeing a permanent or offering your services on one of RUSA's many committees.

Finally, let's never forget how important our families and loved ones are. Be sure to thank them for time they grant us to pursue our cycling passion.

—Mike Dayton
RUSA President

New RUSA Members

Spread the word about RUSA!
Join or renew online at www.rusa.org

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From the Editor

by Janice Chernelkoff

I HOPE YOU ENJOY THE WINTER ISSUE OF *AMERICAN Randonneur*. Short days and cold temperatures mean that most of us ride less than we do at other times of the year. Assuming that many of you also miss long days in the saddle, I've tried to provide fuel for your dreams about next season's rides with articles on the California Central Coast Randonnee (3CR) and the Natchez Trace 1500K Grand Randonnee. The 3CR will take in some of California's most scenic coastline as well as oak-dotted hillsides and vineyards, while the Natchez Trace will take the historic route between Nashville, TN, and Natchez, MS. Organizers of the Natchez Trace promise a route free of traffic lights and stop signs--imagine! You will also find an article featuring the Coronado eXpress Permanent from San Diego, CA, a lovely coastal route that you could do even now, should you find yourself in Southern California.

I wanted to make sure to offer some of the features that the *AR* audience is used to reading. For this issue, Jennifer Wise has interviewed Susan France, Oregon RBA. Having just returned from a trip to the northwest, I have to think that being the Oregon RBA must be fun...it's certainly beautiful in that part of the world. I also asked New York rider Bill Russell to write something about his velomobile because I've witnessed its popularity with everyone he encounters when I helped to support a ride in which he was participating. Dr. Codfish urges us all to assume some responsibility for the rides that we enjoy, and Miles Stoneman's column offers recommendations for the coming year to those who may have struggled a bit last season.

The ride report has been one of the staples of *AR*, and you will find three reports in this issue. Victor

Urvantsev's narrative recounting how he and riding partner and wife Kate Marshall completed the Endless Mountains 1200 is a testament to determination and good planning. Andrea Bassing Matney, in her Last Chance ride report, demonstrates how attitude is almost everything. Finally, Patrick Chin Hong's account of LEL shows us how a "wee dram" can fortify a rider for some serious Scottish weather. His report, in a less traditional format, is composed of a series of Facebook posts done during the ride. No wonder he was up against the time limit at one point.

Of course one of the draws of becoming the editor of *American Randonneur* is the opportunity to try new stuff. Before I was offered the job, I was talking with riding buddy Chris Newman about what could be fun to try *if* I became editor, and she had the idea of a food column or recipes for brevet snacks, or something. After I was offered the job, you can guess where I went looking for a new contributor (so beware if you ride with me because I *will* ask you to write). In this issue is Chris Newman's first column called RANDOM Thoughts. Speaking of new stuff, I'd like to hear from you about what else you would like to see in *AR* as well as what you're willing to contribute. Send me an email at editor@rusa.org with your responses to this issue as well as your ideas for future issues.

I hope to see you on the road,

—Janice



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2014

California Central Coast Randonnée

Next summer the Santa Cruz Randonneurs will host the California Central Coast Randonnée. The “3CR” will run from Thursday, August 7 to Sunday, August 10. Distances of 1000 and 1200 kilometers will be offered with the standard randonneuring time allowances of 75 hours and 90 hours respectively.

Bill Bryant, Santa Cruz Randonneurs

THE 3CR ROUTE STARTS IN SAN JOSE AND THE CHECKPOINTS will be the same for both groups of riders until the 1000K riders are done in San Luis Obispo. After that the 1200K cyclists will continue riding another 200 kms and finish back in San Luis Obispo. Whichever distance you select, the 3CR will be a very scenic ride that takes in some of California’s best regions and cycling roads. Whether it is oak-dotted hills,

heavily forested mountains, bucolic valleys and farming regions, or our world-renowned coastline, this ride has it all.

Both groups will start together at 05:30h and pass through Silicon Valley, then head north and west through the redwood forests of the Santa Cruz Mountains to reach the Pacific coast near Half Moon Bay. After reaching the northernmost turnaround in





Moss Beach they turn southward toward Santa Cruz, hopefully being pushed by powerful tailwinds as they enjoy fabulous coastal views along Highway 1. In the afternoon of Day One, riders turn inland for a time and visit the remote “outback” section along beautiful Highway 25. After passing the Pinnacles National Park late in Day One, they will reach the first overnight stop in King City. On the morning of Day Two, riders will traverse the verdant Salinas Valley before regaining the coast at Monterey in time for lunch. From there on they will cycle south along the beautiful California coast to Big Sur, Ragged Point, and Cambria until they reach the second overnight in San Luis Obispo. On Day Three, all the riders will continue south to do a 300-kilometer loop that explores

the pretty region around the Danish community of Solvang before returning to San Luis Obispo for the finish of the 1000K. On Day Four, the 1200K riders will do a (mainly) out-and-back excursion from San Luis Obispo north to Cayucos and then inland to the toasty vineyard region around Paso Robles. The climb up Old Creek Road will test tired legs on the outbound portion, but the return on Highway 46 to Cayucos will provide cool ocean breezes for the final hours of the ride.

Most of the 3CR route is hilly but there are few ascents that could be called cruelly steep. The hardest climb of the route (Old La Honda Road, with sections of 6-12%) comes early on Day One when legs are fresh. For most of the rest of the ride the gradients rarely





get above 8%. (Old Creek Road on the last day of the 1200K will probably have some riders cursing the event organizers too, but it isn't as hard as Old La Honda.) In any event, sensible riders will bring low gears since moderate gradients can feel steep to tired legs during any 1200K event.

Riders should be ready for a variety of weather conditions; sections of the route could be cool and foggy, and other sections could be quite hot. Nighttime lows in the 50s are likely, but temperatures dropping into the 40s are possible. There might be periods of rain during the 3CR, though August is in the middle of California's dry season. Wind will also be a factor, but hopefully it will be more helpful than punishing. (The coastal winds generally blow from northwest to southeast along the coast, the direction the ride goes.)

We organized this route in 2010 as a 1000K brevet and it was quite popular with the riders. The post-ride buzz was very positive; everyone said it was a beautiful course with many miles of fine cycling, including at night. The 3CR can be ridden without sleep stops using 24-hour stores along the route, and the moon will be full on August 10th. Most riders, however, will want some sleep along the way and there will be bag drop service to the first overnight stop at King City, and then bags will be carried onward to SLO for the riders. There are 24-hour restaurants near the overnight hotels where riders can get hot food. The sleep stops will be at the following intervals: King City 366 kms; San Luis Obispo 705 kms; San Luis Obispo 1001 kms (end of 1000K); and San Luis Obispo 1202 kms.

Most grand randonnées have the start and finish in the same location, but the 3CR is obviously a point-to-point event and riders will need to find a way to get home or back to their cars when the event is over. San Luis Obispo is served by Amtrak and most riders will go home on the train. Some will return to the start in San Jose if they left a car parked there (long-term parking is available at the start-line hotel), or others

will take the train elsewhere. San Luis Obispo also has rental cars and an airport for people who do not want to take Amtrak. (Local bike shops can ship your bike to the start, and/or home from the finish via UPS or Fed-Ex if you don't want the hassle and expense of traveling with it.)

All 3CR participants will be required to have ridden a Super Randonneur series of 200-300-400-600K brevets during 2014, or have finished a 1200K or longer randonné in 2013. We will also require entrants to use a reflective safety vest similar to that required at recent Paris-Brest-Paris events. (They are available from the RUSA store if you are a member.)

We think either distance of the 3CR will be a great ride and hope you will join us next August. If you've never done any randonneuring in California, this could be an excellent reason to visit our state. And if you're thinking of doing the next Paris-Brest-Paris, completing either 3CR distance in 2014 will get you to the head of the PBP entry line in 2015. Full entry information and event details will be up on the Santa Cruz Randonneurs website in January. If interested please visit: www.santacruzrandonneurs.org 🚲





Velomobile

A black and white photograph of a person wearing a helmet and riding a white, aerodynamic velomobile. The rider is smiling and waving. The velomobile is a three-wheeled, carbon-shelled monocoque recumbent.

MY CURRENT “BIKE” IS A CARBON Quest velomobile, a three-wheeled carbon-shelled monocoque recumbent.

While riding a grand brevet in September 2012, I sustained significant damage to my undercarriage. My urologist finally told me that I'd need to stop riding in order to fully heal and I was well aware that 2–3 months off would wreak havoc with my 2013 brevet season. I had already done the research on recumbents and knew that a velomobile was the way for me to go. Usually it's a 4–6 month wait for a Quest, but I found a dealer in Texas who was just getting ready to receive one; I sent off a check and he shipped me the Quest without ever opening the crate. I took delivery on December 31, 2012.

I'd never ridden a recumbent, much less a velomobile. The first few rides were a painful disappointment; this involved a whole new set of muscles! My upper glutes were the real limiter, requiring me to spin lightly for short rides only. I could barely average 13mph, far below the averages on my upright bike. I thought I'd made an expensive mistake, that the promised speedy steed was a mirage. But I kept at it and slowly but surely my distances crept up along with the speeds.

I rode my first 200K at the end of February, the Montauk via South Fork permanent. Even though I hadn't ridden more than 55 mile in the Quest, Keith Snyder graciously allowed me to tag along in his pursuit of the R-12. We took it easy, finding our way along this tough-to-follow route, barely fending off the controle closing times. I was grateful for the Quest's cover during the periods of rain and headwinds. At the end of this rainy, grime-encrusted ride, Keith could barely shift whereas the Quest's fully enclosed drivetrain still worked perfectly. The Quest proved a worthy conveyance, carrying all my food, clothing, and tools in dry comfort. Getting back from Montauk was the real challenge as Keith usually hops the Long Island Railroad, but the Quest is just too big and unwieldy to fit into a train. This points out a shortcoming of velomobiles on brevets: transportation. 30 inches at its widest and over 9 feet long, I can't fit it into a bike box! I wound up hiring a van taxi, removing the back two seats, and stuffing us in for the long ride back to Queens.

Happily enough I own a van as a part of my business and I've hauled the Quest to brevets all over the Northeast, even completing a Super Randonneur series in it, only the second person in the U.S. to do so. (Willie Hunt in California is the other.)

I continue to be completely pleased with my Quest; on many levels it has proven to be an ideal ride for me, fast and comfortable. I especially enjoy looking up at the scenery as it passes by; I feel like I'm more fully engaging the world I'm in. I came into



randonneuring with a background in the Ironman Triathlon; one sure formula for success in Ironman racing is to ride as steadily as possible with no peaks or valleys in power output. This leads to riding slowly up hills and rocketing down. I brought this style to brevets on my upright, often bedeviling other riders around me, and the Quest only amplifies these tendencies; at 85 pounds loaded the Quest and I creep uphill, but with all that weight and superb aerodynamics, I blast downhill. My current brevet top speed is 62 mph, and on the Catskill 600K I went down an 8-mile descent in 10 minutes. Mighty fast, and I love going fast! Of course, the next morning it took me 2 full hours to climb an 8-mile hill. Ouch. In case you're wondering, there are two 90mm drum brakes up front and they work well.

The downsides? Travel restrictions, for one. Even now I'm trying to figure out a way to ride PBP 2015 in a Quest; shipping mine to France seems time-consuming, risky and expensive, yet my early attempts at securing a rental have proven futile. Heat: when it's hot, it's really hot in a velomobile as there is not much airflow. I've used ice socks to great effect even though they only seem to last for 45–50 minutes. Uphills: as I mentioned before, it's slow. Although I can't fall over I've crept along at under 2 mph on the steps for seeming eternities. Power: all three wheels are mounted one-sided to facilitate tube and tire changing so there is no way to mount a generator hub. The Quest powers its head and tail lights with an 11.1volt li-po battery. This is enough for a fast 400K, but not for the 600+K distances. Spare batteries and chargers rule the day, a complication. Last but not least, is the issue of brevet companionship. The differences between upright bike and velomobile pacing and speeds make it a rarity to ride with others for long. I miss this aspect of randonneuring dearly.

Having said that, riding in a velomobile is a remarkably extroverted event; everyone pays attention. Even better, it seems to bring a smile to the faces of most people: spreading joy all along any brevet route. At every stop I'm assailed with gawkers, questioners, and fondlers, all wanting to know more about "that little car," and they are sure that it's powered with something other than my legs. While rolling I get constant thumbs-ups and folks hanging out of car windows, capturing the moment on their cell phone cameras. On that first brevet I told Keith that it gets more attention than a red-headed wife! Even the cops join in the fun. In New Jersey a squad car pulled alongside as I was riding and the passenger cop sternly told me I was speeding. I looked over, begged them for a ticket, and was met with gales of laughter and merriment. They cheered me along at each subsequent intersection.

I'm looking forward to more randonneurs taking the velomobile plunge as a flock of these things is quite a spectacle. Let's go! 🚗

Bill Russell (who has a red-headed wife)
RUSA#5811



Favorite Permanents

Kelly DeBoer (aka Kellyjay), RUSA 3932

Coronado Express Populaire

Riding San Diego in December

PARTLY CLOUDY, HIGH NEAR 70F, WITH A CHANCE OF afternoon showers was the forecast for this 100-mile coastal ride. With an average rainfall of just 12 inches a year, we have lots of dry days in San Diego. Ah, no showers this morning as we left Oceanside Pier at 8:00 AM. Tax agent Keith Olsen, George Freeman from

Michigan, his son-in-law/ultimate fighter Jeff Clark from Oceanside, and myself.

We had a slight headwind southward along the coast, but the energy was good from the usual dog walkers, joggers and cyclists through Carlsbad. We had our pace line working as local tri-champion Judy Richwine came by to chat and ride a bit. A few teams were already out on the sand at Volleyball Beach doing their thing. We slowed and ask a racer guy if he needed any help fixing his flat tire. He looked a little befuddled, but answered the usual "I'm OK." No bike shops open yet in Encinitas, but the surfers were out in droves as usual. We regrouped at Swami's Beach and listened to the live music! A lady I called "Gloria" was strumming her guitar and singing Christmas



Jeff Clark, Michigan George Freeman
and Jim Wisener in rainy Del Mar



"Pirate" Jim Wisener by Mission Bay

music. Nice touch. We noticed rando Jim Wisener was there, too, and soon convinced him to join the ride south. With his do-rag, glasses (one dark lens, one clear), we aptly called him "pirate." He hits the climbs like Marco Pantani, too!

Big waves were pounding the shore along Cardiff Beach and sea mist made it feel cooler than it was. Del Mar Dog Beach was loaded with all breeds, jumping and playing in the surf. Some were even swimming inshore near the racetrack. A short climb up to Del Mar, where Christmas decorations were still fresh and Starbucks was packed, as usual. A bumpy downhill over a bridge repair and the breezy State Beach ahead. The only real climb of the day was up Torrey Pines. Figure a couple of miles at 6% for the outside route and a mile with 12% sections for the inner route. A turn at the top put us past the glider port, UCSD and on to the Rose Canyon Bike Path. This path is frequented by university students who commute daily, and it bypasses traffic and comes out on blue Mission Bay. Nice ride around the Bay and past Fiesta Island

where TT riders are at their best. We passed Old Town, USMC Recruit Depot and the SD Airport on our way to San Diego Bay and the ferry landing. The ferry for Coronado Island leaves every hour and we had our \$4.50 tickets in hand with one minute to spare!

Rando tough-guy and marine researcher Dave Horwitt was waiting on board as we loaded our bikes

SAN DIEGO COUNTY

It was difficult to choose a favorite Permanent to write about. We have close to 100 Permanents in San Diego county ranging in length from 100k to 730k. Routes that travel along the coast, go up into the mountains (up to 6000'), and out in the desert. We have Permanents that go across the state (San Diego to Yuma), as well as our longest ones from San Diego to Tucson. We have urban routes, rural routes, mixed terrain routes, even mountain bike routes. Difficulty ranges from easy coastal cruises to our very challenging ToughRider Permanents. So whatever kind of riding you are looking for, odds are we have something you'll enjoy. And with our fantastic weather, you can enjoy them pretty much all year round (except maybe the desert in the summer!).





in the racks. No extra charge for bikes. The ferry is a short 15-minute cruise over, with tables on the lower deck for your snack or riders can go up top and enjoy the sun, fresh air and San Diego skyline. Randonneur legend and good-guy Tim Sullivan was waiting at the Coronado Landing. Tim lives here and showed us the bike paths around Coronado and the Bayshore Bikeway. There are salt farms with huge piles of sea salt at the south end of the bay. A few more bike paths and we stopped at Jack-In-The-Box Control for lunch and tall tales under blue skies and 68F!

The return trip took us past the new Padres Ballpark, San Diego waterfront and back onto the reverse course along the coast back to Oceanside. I

noticed dark clouds building ahead as we climbed the backside of Torrey Pines. We put on jackets and leg covers at the Rose Canyon Bike Path, just minutes before it started raining hard. By the time we arrived back at the Oceanside Pier, it was clearing up to blue skies again! So much for “It Never Rains In Southern California”! Another classic ride and a great day! 🚴🌧️

Action video of this route can be seen at: <http://youtu.be/INrj2gu3xUE> or search “Rando Rides.” Join us for another exciting San Diego ride at: www.sandiegorandonneurs.com.

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By Robert A. Hendry

Because 1200 Kilometers is Too Short

When is the last time that you finished a 1200K and said to yourself, “Gee. I wish that this thing had been 300 kilometers longer?” Well, you’re in luck, because RUSA has added the first ever 1500K to the 2014 schedule.

THE NATCHEZ TRACE 1500K GRAND RANDONNÉE IS an out-and-back route that begins in Nashville, TN, at the northern terminus of the Natchez Trace Parkway (also known as the “NTP”). With a few early middle Tennessee hills, the NTP soon begins rolling gently down through Alabama and Mississippi to the southern terminus in Natchez. This is the turnaround point, as the brevet then returns to Nashville, TN, primarily along the same route.

What is the Natchez Trace?

“The Trace” is a national park that is 444 miles (715 kilometers) long and roughly 100 feet wide. The park contains a two-lane road free of traffic lights or stop signs, on which commercial traffic is prohibited, plus regular rest areas, historic points of interest, and campgrounds. If that sounds like ultracycling nirvana, it is.

The history of the NTP begins as a game trail followed by Indian tribes almost 8,000 years ago. More recently, it was used by Spanish explorers, British troops, and then Southern frontier settlers. During the eras of French, British and American settlement, it provided a critical route between the interior highlands and the Lower Mississippi River Valley. With the arrival of the steamboat, it ceased being used as a major trade avenue and became a route used by locals.

The NTP was created by Congress in 1938 and today is one of the most-used Federal roads in the National Park System. The Parkway has been declared a National Scenic Byway and an All-American Rocoard, and has been chosen as one of America’s 10 best biking roads. Open year-round for motorists, hikers, and cyclists, it provides visitors the opportunity for an unhurried trip through time. The Parkway is maintained and administered by the National Park Service. Parkway headquarters is in Tupelo, Mississippi.





What Will the Ride Be Like?

Obviously, riders can expect mostly quiet well-tended roads passing through bucolic fields and verdant forests, with the southern reaches resplendent with flatter roads lined with lakes and Spanish moss. But they should also expect heat.

The summer months in Tennessee, Alabama, and Mississippi are some of the most humid and hot of the year, which can make outdoor activities such as long distance cycling unpleasant. While trees line both sides of the NTP, they provide little cover during most hours on hot sunny days. This makes late September—when the temperatures are usually more moderate—one of the best times to ride on the NTP. The average high during the day is about 80 F (27 C), and the average low is 60 F (16 C). For these reasons, and to ensure that riders have the most daylight available, the Natchez Trace 1500K Grand Randonnée will

begin early on Tuesday, September 23rd. Riders will need to complete the brevet by early Sunday morning, September 28th, 2014.

Another factor in the difficulty of this ride is that, as mentioned above, the NTP is a Federal Road—as such, there are no stores on the NTP itself. While this keeps the traffic down and the scenery more visible, it also means that you can't just pull into a convenience store or a fast-food restaurant when you get hungry or thirsty. Many riders may seek to overcome the heat by doing more of their riding at night, when temperatures will be cooler; however, with the exception of a few at major metropolitan centers, all of the stores that are just off the NTP are closed late at night.

Fortunately, the NTP has regularly spaced rest areas with water and bathrooms, although the sequestration provisions of the federal Budget Control Act of 2011 have reduced some park services further by closing restrooms, campgrounds, and visitor centers at varying times on certain weekdays. Also, there are enough



harpethbikeclub.com/ultra_page/natchez-trace-1500K-grand-randonnee-registration

THIS WEB FORM WILL be available for signup beginning on January 6, 2014 and will stay open until midnight on Sunday, January 20, 2014. If 60 or more applicants have signed up during the two weeks that the form is available, the form will be turned off and the ride will be closed out. If there are more than 60 applicants, ride organizers will conduct a lottery of all entrants to determine who has been accepted; qualified applicants whose lottery numbers fall outside of the first 60 will be wait-listed per their lottery sequence.

The fee for this ride is \$350. Payment must be received by March 31, 2014, to hold your place in the ride queue. If you need to cancel, organizers will refund a portion of your payment based on the following schedule:

- **Cancellation notice received by
May 31, 2014—100% refund**
- **Cancellation notice received by
June 30, 2014—50% refund**
- **Cancellation notice received after
June 30, 2014—No refund**

towns either just off or close enough to the NTP so that a rider can—with sufficient planning and good ride pacing—stay adequately provisioned. To augment these services, volunteers from Tennessee, Alabama, and Mississippi will provide support at various locations, to help ensure that everyone has the safest and most successful ride possible.

Note also that the Natchez Trace 1500K will feature a group-oriented style of riding, sharing common overnight stops each night and starting each morning more or less together. Accommodations at the overnight stops and drop bag transport among those stops are provided as part of the entry fee. We hope that this riding style will encourage a collegial randonneuring experience, allowing riders of varying levels to enjoy each other's company for more of the ride than might otherwise occur.

How Do I Sign Up?

Only 60 applicants will be accepted for this ride. In order to qualify you must:

Complete a full Super Randonneur series (200K, 300K, 400K, and 600K) in 2014, and

Complete at least one ride of 1000K or longer in the previous four (4) years (2010, 2011, 2012, or 2013).

To register for the Natchez Trace 1500K, go to:

What Kind of Support Will There Be?

This event is being jointly supported by the Tennessee, Alabama, and Mississippi regions. There will be three designated overnight controls, each of which is roughly a long day's ride from the previous control (one control—a boarding school in French Camp, MS—will be used on both the outbound and inbound legs). Drop bags will be at the control when you get there.

In addition to the support at controls, there will be volunteers stationed regularly along the route to assist





riders and augment the limited provisions of the NTP. While the emphasis is on self-sufficiency and good ride planning, as it always should be with randonneuring, the remote nature of some of these roads could cause additional hardship on even the most-experienced rider. Most of the volunteers for this brevet regularly ride these roads, and thus understand some of the hidden pitfalls out there.

Sounds Like Volunteering Would Be a Fun Challenge, Too

It will be! If you can't ride but would still like to participate in this event, send an email to Trace1500KVolunteers@harpethbikeclub.com. We will find a way to best use your skills and time. 🚲

Other Questions?

Send an email to Trace1500K@harpethbikeclub.com.



Pitch In

WINTER HAS SET IN AND PERHAPS YOU ARE skimming the RUSA ride calendar thinking about which events you want to include in your schedule for next season. Think about how many hours you will put in riding brevets and group events, how much satisfaction you will get from completing a particularly challenging brevet, the hundreds of kilometers you will be able to add toward that special distance award, not to mention those shiny little trinkets you will qualify for.

Now, think about not being able to ride any RUSA sponsored events. Think about a summer filled with club rides, charity events, and JRA miles, but no rando events. A sobering thought but that is what next summer will be like if no one volunteers to help put on the very events you are right now planning to ride. Of course that's not going to happen, right? The usual suspects will raise their hands, they'll show up, out in the middle of nowhere with a cooler full of soda, jugs of water, thermoses full of hot coffee, and bags of cookies and chips to give you the best chance possible to finish that ridiculously challenging 600KM brevet.

You appreciate them, you say thanks when they take your bike and offer you a seat at a control. You add your voice to the chorus of praise on the club's internet discussion group, and you mention the great support and organization in your ride reports. That's great but it is not enough. Whether you ride a full series or just a few brevets this coming season there is one more thing you can do; you can become a volunteer. If you have ridden a brevet or two, it should

be very obvious how easy it can be for you to lend a helpful hand at these events.

On the easy end, you can help register riders at the start, you can be one of those people out in the middle of nowhere with a jug of water and a bag of Fig Newtons, or you can be there at the finish taking cards and recording finish times. So if "I've never done this before," or "I don't know how," is your excuse for not occasionally helping out, I think you will agree, that's weak.

On the 'not quite that easy' end of the spectrum, you can help design a new route for your club mates to enjoy, you can be the person who figures out the control logistics, you can be the person who recruits all those volunteers to staff all those controls, ... you can be the event organizer. Some of these activities are perhaps not the best choice for your first try at volunteering. But keep in mind, no one was born knowing it all and if you are smart enough to figure out a work-around for a broken spoke at 3:00am, then surely you can learn the ropes of volunteering to help out on a brevet. Just let the ride organizer or the RBA know in advance that you are willing to pitch in and it is a sure bet that your efforts will be matched to your talents.

Why do this? As mentioned, these events only happen because volunteers step up. And remember: you will be the object of all the adulation at the end of an event. More than that, expanding your skill at putting on brevets strengthens your club, and is a good example for new riders to follow. You and your pals could be the catalyst for an extra ride, or even another



series next season. You don't have to be one of 'the regulars' to be a valuable member of your local club. More people volunteering a little bit means fewer people have to volunteer a lot.

In September of 2012 I helped a couple newbies get rolling toward their R-12 accomplishment. Not exactly the same as putting on a 1200K grand brevet but in a way I was volunteering to show them the ropes. Then, last August I got an email message from both thanking me for helping to organize the group

permanents they rode, thus earning that special award. More than the glory, the high pay, and the cush digs at the overnight controls, those personal thank yous are the best reward. 🚲



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

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Once More, From the Top...

“ARE YOU ON BLOOD PRESSURE MEDICATION, MR. Stoneman?” asked the doctor.

I was getting an annual physical, required by the Department of Transportation. I looked at the numbers on the monitor. They were higher than they were at my last physical. The number on the scale that they had used to weigh me had been higher, too. In fact, the only number that was lower than I had expected this year was the price I got for my used bicycle when I sold it. I was now wondering if my decision to give up randonneuring was going to turn out after all.

I had started well, and risen quickly, but like the mighty Icarus, I had refused to listen to John Lee and had flown too near the sun. The meltdown was quick and unpleasant. (Actually, Icarus didn't refuse to heed John Lee's advice, he ignored Daedalus, but that's beside the point.)

If you are a Dallas Demigod, a Seattle Superman, or even a Natchez Trace Titan, skip this article. But if you've been off of your bike more than on it this year, consider reading on. Restarting isn't easy, but it's necessary. Our friend “Anonymous” once said, “Of saddest words of tongue or pen, the saddest are these: it might have been.” I would counter, “Those words are sad, it's true, but I know sadder ones: I used to do...”

Perhaps you didn't melt down, or quit, but maybe circumstances, an accident, or illness has kept you off of your bike, or at least out of the hunt, this year. If a three-toed sloth could count your results on one hand, it's time to take it once more, from the top.

First of all, ease back in. Your mind remembers how to ride all day. Your body won't (not yet). Although the new Central Coast 1200K looks like a fun time for all, I wouldn't put it on the calendar for 2014. In fact, I wouldn't consider anything over 300 kilometers as you get back on your seat. The Central Coast 1200K will still be there the next year. Bill and Lois are in it for the long run.

Don't worry about fitness. Focus on fun. Just ride your bike—outdoors. Riding indoors is for training. Avoid training for now. Bundle up. Buy studded tires. Michele Brougher or Bob Booth can give you winter riding tips if you live north of the Mason/Dixon line. Commute to work one or two days a week if you live in a low traffic area. Start a Saturday morning group ride to Starbucks if it's less than 10 miles away. Just ride easily. Although your muscles have a memory and will remember this task, tendons and tender spots won't. They will have to learn it all over again.

Then learn to forgive. Start with yourself. Don't beat yourself up if you failed to keep your promises—there will be people lining up to do that. Let that be their thing. Your thing will be saving yourself from sinking into the coffin one Twinkie or one reality TV show at a time. The real winners are not just the ones who don't quit; they are the ones who give themselves a break when they need it. Treat yourself at least as well as you treat others (or better!). Practice this phrase, “Good Job Miles!” (Or use your own name if you want.) Unless you are a Permanent owner you will need to be your own cheerleader when it gets tough.



Start practicing now. (Permanent owners have Crista Borrás as their main cheerleader. The rest of us will have to self-cheer.)

Finally, pick two or three events to do in 2014; nothing longer than a 300k. Stay away from a full series. At a reasonable pace, a 300 kilometer brevet is long enough to be very challenging and still be fun. Stick with that. Ask a group of friends to ride *WITH* you for the brevets that you have chosen. Those with a need for speed can just get on down the road. You need friends, not record attempts.

And then plan backwards. You know how to do this. And if you don't, there are plenty of good books and internet sites with training plans to get you across the 300 kilometer finishing line with a smile. Be sure, though, to start the training plan where you *really* are—don't try to kid yourself. Allow plenty of time for that muscle memory thing to work its magic. And voila! Before you can say Henri's your daddy, you'll be taking it once more, from the top. 🚲



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

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Gifts of Energy

Ride Report: Last Chance 1200K 2013

Andrea Bassing Matney, RUSA #2620





I rode “Last Chance” for an adventure as well as to use the randonneuring tips and tricks I’ve learned. These lessons helped me to overcome the challenges presented by riding alone and through monsoon weather. In 2007, the wettest PBP ever, I wound up with pneumonia and DNF’d so I was determined to not have that happen at Last Chance.





Day 1: Louisville, CO, to Atwood, KS *250 miles*

It's 3am and 20 riders enter the dark rainy night from the warm and safe hotel. Most are dressed for a cold, cold night with full winter gear. I'm wearing rainy-day *Rando Regalia* with shoe covers, cut-off rain pants (to knees), rain coat, reflective bands, and clear shower cap over helmet.

As we reach the first control at Byers, mile 75, I'm happy to be riding with others. Here we turn onto US-36, the only road until mile 655. No missing a turn! I want to ride with others to keep the energy level high for the eventual lows of a 1200K. I'm an extrovert and garner energy from others. I love the camaraderie.

Unfortunately, I find myself alone as the last rider drifts back and I decide not to wait. I continue to the Anton control by myself, but soon find I'm not alone.

Perspective Change

At mile 181 I stop at the town of Idalia and chat with the gentleman working the register. I joke that the powder I'm adding to the bottles is protein—not drugs. However, I say, if he has some EPO, I'll take it.

He smiles back and asks if I have time for a bike joke. Of course I do!

A truck driver is going down the road and passes a cyclist. Wow, the cyclist is keeping up! Truck





comes to a stop sign, and the cyclist goes zooming past. Truck starts up again, passes the cyclist, but he is still keeping up. Truck comes to town and parks. Here comes the cyclist again right behind, goes past, and then returns. Truck driver says, “You’re fast!” Cyclist responds, “Wow, I thought you’d never stop. My suspenders are caught on your mirror!”

I say, “Good thing I’m not wearing suspenders!” But then I look down at myself and see the reflective suspenders, “Uh, oh. I’m in trouble!” He tells me with a big smile, “Don’t worry. They are not the super elastic kind.”

As I get back on the bike, I feel energized by our connection. Rolling down the road, I wave to every passing vehicle. I realize my perspective has shifted. I don’t feel alone and enjoy the landscape.

Before the ride, I worried about a boring, flat land, but it’s actually long rollers and the view is beautiful! Undulating fields with no civilization in sight; it’s a tapestry of yellows, greens, and oranges with dots of black cows every 50 miles or so. Vehicles are few and I can see and hear them from miles away.

The quiet allows me to become philosophical and enjoy the spiritual feeling of being a small part of something larger but free. I try to stay in the aero bars and not get distracted. Because I’m not riding with anyone, I can focus on the needs of my body and bike. From Bikram yoga, I learned not to wipe my face during practice as it is a distraction. I’m also enjoying my rituals of timed nutrition and liquids.

As I get closer to the *It’s not the Hilton, but It’ll do Hotel* in Byers, I do a calculation. Big grin! I’m going to make it by 8pm! I’m in bed by 9pm.

Day 2: Atwood to Kensington and back to Atwood

219 miles

Energy Management instead of Time

It’s about 3:45 am and I’m riding by myself in the dark, but it’s not raining. When I arrive in Oberlin at the control (mile 278), there are others controlling at the convenience store. One asks how long I was off the bike. “Oh, about 7 hours,” I say. He’s adamant that you can get too much sleep. *Really?*

While there, I meet a fun and energetic group of cross-country, supported riders going to New York and raising awareness for children’s health and fitness. After taking a photo with me, they give me a great deal of good energy and a green wristband that I keep on for the rest of the ride. It says, *Taking Life Mile by Mile.*





Boulder is Flooding

At mile 313, I feel lucky to find myself sharing breakfast in Norton with other riders. I try perking up the others with yesterday's bike joke and my story about two little kids staring at my rainy-day Rando outfit. I had said to the kids, "Yes, that's a shower cap on my head, and it's ok to laugh!" And laugh they did!

Norton is where I first learned from a local couple about the flooding in Colorado—7 inches yesterday and another 5 inches expected today. People dead and some missing. I feel so sad for the victims. If Boulder is flooded, is our ride canceled? I'll keep riding until told otherwise.

Time for Treats

Going into Phillipsburg, we have 14 miles of fresh chip seal and a headwind. I decide it's time for a treat as I control at the Subway at mile 344. After eating a chocolate chip cookie, I blow bubbles from the little bottle I've been carrying. The treats work and bring back my excitement for the ride.

I reach the turn-around town of Kensington (locals call it K-town) at mile 360. To me, it looks like the set for an old Western movie. I drop my control postcard into the mailbox, get encouragement from our roving volunteer Charlie, and start to head back. I tell myself, "Now is when the real adventure begins."





Where's the Beer Garden?

With half of the ride behind me, a tailwind, and the sun shining, I feel great! Shortly I'm back in Phillipsburg for lunch. It reminds me so much of the towns on RAGBRAI that I want to look for the beer garden and band. Instead, I pick a small bakery for lunch so I can talk with the locals. A group of 8 women are celebrating someone's 50th wedding anniversary and birthday. Of course they ask me questions, including, "Are you riding by yourself?" "No," I say, "there is a group of us. Well, honestly, I guess I am by myself. But that's ok. It allows me to focus on myself because there is no one else to take care of." They all nod with understanding.

Filled up on half of a stale sandwich but lots of good energy from the ladies, I'm ready for the 14 miles of chip seal again. I can get a beer later.

The Show's in Town!

It's pouring rain again and I'm soaked to the bone cold. I'd delayed putting on raingear earlier and am now paying the price. I'm cranky. The long rollers lead me to Oberlin again for a much needed stop at Pizza Hut. I walk in drippy and feeling like a clown, so I announce, "The show's in town!" The many laughs, smiles, questions, and supportive comments re-energize me.

Honey, I'm Home!

The rain is lessening and the evening skies are darkening as my friend the tailwind blows me toward bed in Atwood. I arrive around 7:15 pm with a, "Honey, I'm home!" I'm full of silliness and sing Gilda Radner's song, *Let's Talk Dirty to the Animals* to Cathy. Satish tells me that he doesn't need to look outside to see if it's raining. I'm like sunshine. Very sweet!

I go to sleep by 9pm and plan for a good rest until at least 2am. Tomorrow is going to be hard.



Day 3: Atwood to Idalia

180 miles—roughest stretch of the ride—uphill and exposed

Fat Farm Boys

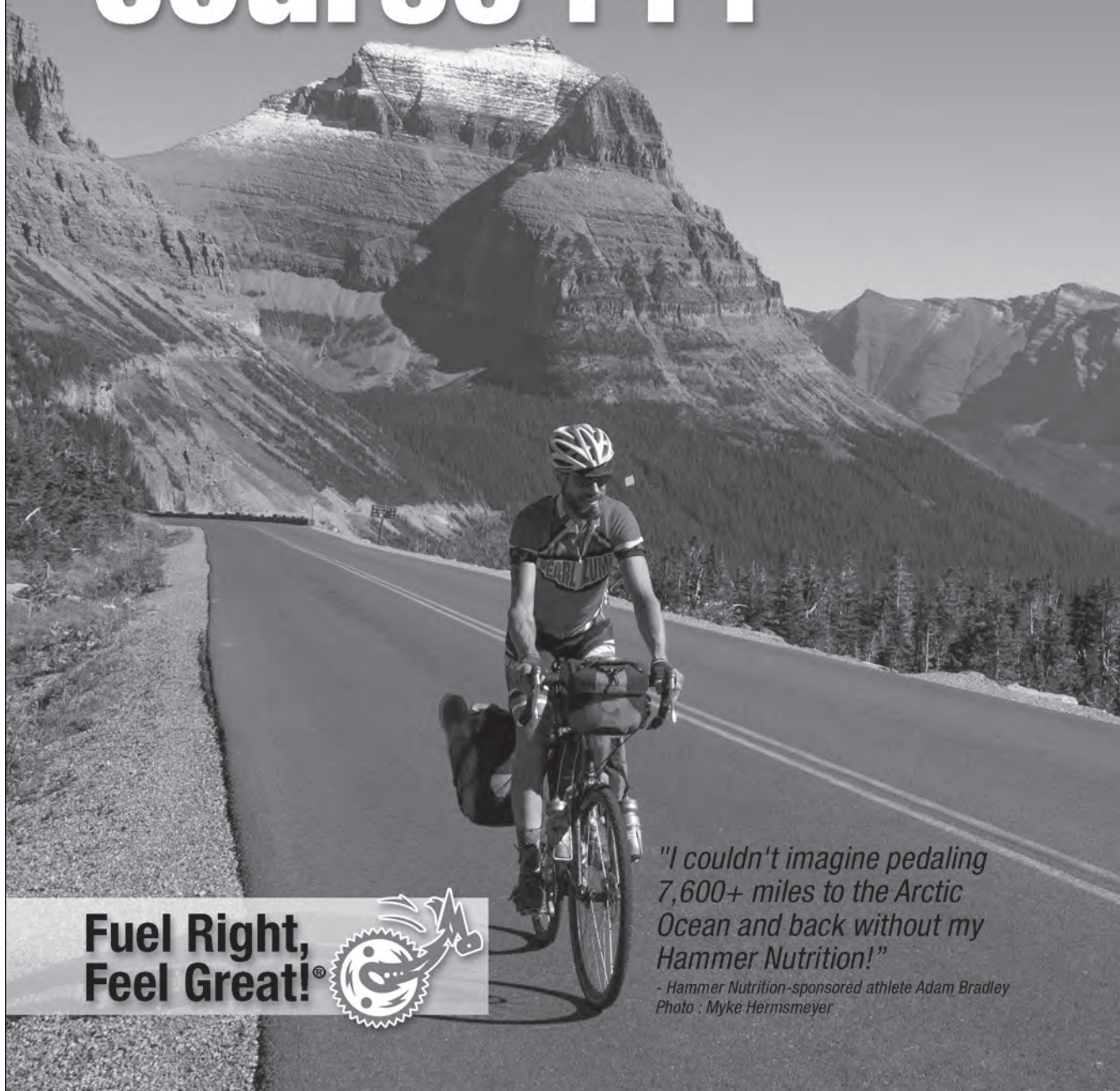
The 50 degrees and rain is much colder than the forecast. Thoughts of hypothermia make me question my clothing choices and I am starting to feel sleepy. Desperate, I pull into a St. Francis convenience shop, an oasis in the dark and damp. I pick my way through a gaggle of local farmers and huddle, shivering over my hot chocolate and coffee mix.

One of the guys gets up and says he's going to move closer to the pretty girl. I declare, "I'm not feeling so pretty right now," as I drip and visibly shake from the cold rain. "If I were riding in the cold and rain, I'd be shivering, too," he says. "Did you know you're sitting under the air conditioner?" Duh! I thank him and move across the aisle. There is a big puddle of water where I had been sitting.





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“You need one of these fat farm boys to come over next to you and warm you up,” he declares. “No, you’re wrong,” I retort. “I need *two* fat farm boys, one for each side. And you’re too skinny.” They stopped teasing me after that.

Little Girl, You Need to Spend the Day in Idalia!

When I leave the St. Francis store, it’s still raining with a strong southerly wind, but the sun is beginning to rise. In this 28-mile leg, I’ll cross the Colorado state line and check in at Idalia for breakfast.

I pull up in my Rando Regalia and many faces turn to look at me from the warmth of the café. Seems like the entire town is in there. I get lots of comments. They are enjoying the café because the weather is too bad for farm work!

While eating breakfast, I share a table and conversation with the local pastor. As I get ready to leave, I’m offered several rides to Byers in a truck. “Get you there in an hour and a half!” I dramatically cover my ears and say, “That’s cheating!” And my favorite line, from a bright-eyed, gray-haired lady, “Little girl, you need to spend the day in Idalia!” I laugh and thank them

for the hospitality. They filled me with great energy. Energy I would need for the next section.

Here Comes the Sun! And the Wind.

It has rained on me for the last 8 hours, so I’m thrilled when the sunshine replaces it at 11am. When I reach Anton, Charlie shows up with encouragement and a smile. Perfect timing before the next 55-mile section. From Anton to Byers: John Ellis had warned that this stretch might feel like the toughest. Climbing big rollers that go higher with each peak and heavy winds, too. He was right.

Also, I’m in the middle of nowhere! I pass through the town of Last Chance, named for being the last outpost in this desolate area with services for many miles. There is nothing but a few buildings and a placard now.

After climbing several large rollers, I’m at a peak and can see the Rocky Mountains ahead. I stop for a planned lunch on the hilltop looking at a 360-degree view. I stretch and yell, “THIS IS COLORADO!” Only 20 more miles to the overnight in Byers, but it’s a slog and I swear my bike is going to turn sideways from the wind. Maybe I should walk down.





Soon I want to stop again but promise myself a break later. It's a head game as I make up excuses to stop. I don't give in. No stopping unless multiple tasks are needed. I think about Matt Settle and how he completed PBP by living on the bike—don't stop. I think about John Fuoco excelling in life and physical pursuits although living with cancer—don't stop. Ahead the sky looks clear although 19,000 people are displaced from their homes from flooding. It puts the head winds, hills, cranky knees, and a very sore bottom into perspective.

When I allow myself that precious break, I don't leave before inspecting the bike for goat heads. I pluck one off of the front tire. John Lee Ellis had warned that they can cause a flat!

It's taken me almost 5 hours to go 55 miles to reach Byers. Happily waiting are volunteers Beth Long Myers and Brent Myers along with Scott again. They are well-stocked with supplies and good cheer. They grill a couple of hamburgers and feed me with attention. Instead of going to bed, we talk and as I play with their two puppy dogs for almost 4 hours. I decide to leave the next morning based on the weather—no chance of rain! I'm there for an unthinkable amount of time for a grand randonnee—over 12 hours.

Day 4

103 miles to the finish

Last day of my adventure and I have mixed feelings. I don't want it to end, but my body would like to finish. There is just a century left, but it's a tough one mentally. Suddenly, there is a lot of traffic whizzing past me at 65 miles an hour or more. The ride had been so traffic-free until now that this drains me of energy. Due to re-routing around flooded roads, I have trouble finding a turn and it costs me 30 minutes. It's my lowest energy point of the ride. But when I finish, I'm so excited to see everybody that I can't pull myself away, even to take a badly needed shower. And when offered, "Yes, I *would* like a beer!"

Thank You's

I love riding and always learn something new about the art of endurance cycling and about myself. This ride taught me many lessons, the one I cherish the most being the gifts of energy from interactions with the locals.

Thank you dear people of Colorado and Kansas for your gifts of energy.

Thanks, John Lee and your wife Pat Heller for a great ride. And thanks to your volunteers: Cathy Cramer, Satish Patki, Beth and Brent Myers, Charlie Henderson, Tammie Nakamura, Scott Griffith, Laurie Stanton, Rick Melick, and Dan Shields.

Thanks to my life partner Bones for all your patience and support both before and after the ride. And thanks to my riding partner Greg Conderacci, friends, and family for your encouragement—and your gifts of good energy! 🚴

Andrea rides in the Washington, DC area with the DC Randonneurs and invites you to join rides covering the DC area including Maryland, Virginia, and Pennsylvania. www.dcrand.org



RUSA Awards

R-12 Award Recipients

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



Events that count toward the R-12 Award

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

| Approved | Name | City, State |
|-----------|--------------------------|----------------------|
| 7/23/2013 | Barry N Meade | Hopkinsville, KY |
| 7/23/2013 | Keith Snyder | New York, NY |
| 8/1/2013 | Elaine R Perry | Lakeside, CA |
| 8/5/2013 | Bill Alsup [4] | Beaverton, OR |
| 8/5/2013 | Steven T Graves [6] | Gretna, LA |
| 8/5/2013 | Patrick Horchoff [6] | River Ridge, LA |
| 8/9/2013 | Albert R Pacer [2] | Zebulon, NC |
| 8/10/2013 | Darby Cavin | Cosmopolis, WA |
| 8/18/2013 | Kelly Smith | Fairfax, VA |
| 8/19/2013 | John H Fusselman [2] | Austin, TX |
| 8/19/2013 | Norman Smeal [2] | Philadelphia, PA |
| 8/22/2013 | Stephen D Haas [2] | Alameda, CA |
| 8/22/2013 | Julie Zierke Clark | Clive, IA |
| 8/24/2013 | Vincent Dominguez-Schugt | Saint Paul, MN |
| 8/25/2013 | Tyler T Gillies [2] | Seattle, WA |
| 8/25/2013 | George Winkert [7] | Highland, MD |
| 8/26/2013 | Brenda Barnell [8] | Dallas, TX |
| 8/27/2013 | Richard Stum [5] | Mt Pleasant, UT |
| 8/30/2013 | Eric Senter [2] | Davis, CA |
| 9/1/2013 | Robert Riggs [8] | Houston, TX |
| 9/3/2013 | Mark Heinrich | McKinney, TX |
| 9/3/2013 | Charles Jenkins [6] | Denison, TX |
| 9/3/2013 | Patricia Jenkins [6] | Denison, TX |
| 9/3/2013 | Michal Young [2] | Eugene, OR |
| 9/9/2013 | Linda A Dal Gallo [2] | Mt Shasta, CA |
| 9/10/2013 | Vernon M Smith | Colorado Springs, CO |

| Approved | Name | City, State |
|------------|-------------------------|-------------------|
| 9/13/2013 | Alan Bell [5] | Seatac, WA |
| 9/14/2013 | Barbara A. McQuinn | Oakland, CA |
| 9/17/2013 | Roland Bevan [5] | Ben Lomond, CA |
| 9/17/2013 | William Fischer [5] | Elmira, NY |
| 9/17/2013 | Jeff Newberry [4] | Austin, TX |
| 9/18/2013 | Andrew Radford | St Louis, MO |
| 9/22/2013 | Ken Knutson [6] | Tracy, CA |
| 9/23/2013 | Earl Janssen [2] | Severna Park, MD |
| 9/24/2013 | Christopher Heg [5] | Seattle, WA |
| 9/25/2013 | Terry L Beasley [2] | Saint Joseph, MO |
| 9/30/2013 | Peter Nagel | Georgetown, TX |
| 10/7/2013 | Michele Brougher [4] | St Louis Park, MN |
| 10/9/2013 | Wallace J Bigler [2] | Houston, TX |
| 10/10/2013 | Douglas Havnaer | New Paltz, NY |
| 10/11/2013 | Jonathan F. L. Gray [6] | Santa Barbara, CA |
| 10/11/2013 | Chris Mento [7] | Glen Burnie, MD |
| 10/12/2013 | Ted Meisky [2] | Columbus, OH |
| 10/15/2013 | Eric M Bertrand-Loesch | West Babylon, NY |
| 10/15/2013 | Michael K Binnix [2] | Severna Park, MD |
| 10/15/2013 | Ed Shepherd [2] | San Diego, CA |
| 10/16/2013 | John Guzik [3] | Sunnyvale, CA |
| 10/19/2013 | Gary Kanaby | Chula Vista, CA |
| 10/19/2013 | Joel Lawrence [4] | High Point, NC |



P-12 Award Recipients

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

Events that count toward the P-12 Award

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

| Approved | Name | City, State |
|------------|----------------------|------------------|
| 2013/07/24 | George Winkert | Highland, MD |
| 2013/07/31 | John Pearch | Olympia, WA |
| 2013/08/03 | Patrick Horchoff [4] | River Ridge, LA |
| 2013/08/04 | John Guzik | Sunnyvale, CA |
| 2013/08/10 | Frank Wilson | Federal Way, WA |
| 2013/08/11 | Karel Stroethoff | Missoula, MT |
| 2013/08/13 | Emily Warm | Boulder, CO |
| 2013/08/13 | Ted Warm | Boulder, CO |
| 2013/08/15 | Steven T Graves [2] | Gretna, LA |
| 2013/08/17 | Lois Springsteen [2] | Santa Cruz, CA |
| 2013/08/23 | Ronald Malinauskas | Chesapeake, VA |
| 2013/08/27 | Mark Thomas [2] | Redmond, WA |
| 2013/09/01 | Jerry Austin [5] | Arlington, TX |
| 2013/09/16 | Susan Cady | Seattle, WA |
| 2013/09/24 | Richard Lowe | Bellevue, WA |
| 2013/09/25 | Greg Sneed | Seattle, WA |
| 2013/09/25 | Ruth Sneed | Seattle, WA |
| 2013/09/29 | James J Szumila | Olympia, WA |
| 2013/10/02 | Ben Rodelo | Saginaw, TX |
| 2013/10/02 | Kalleen Whitford [2] | Cleburne, TX |
| 2013/10/05 | Donna C Bush | Lancaster, OH |
| 2013/10/06 | Ross Gridley | Pickerington, OH |
| 2013/10/07 | David N Staats | Columbus, OH |
| 2013/10/14 | Ned Williams [2] | Columbus, OH |
| 2013/10/18 | Amanda Orr | Blacklick, OH |

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LUXOS



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

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

The headlight can be switched directly, or via the handlebar mounted switch which also provides the connection to the built-in USB charger and cache battery for cell phones and GPS units.

The Luxos U also monitors the status of your taillight. A flashing LED on the headlight switch warns you if the taillight malfunctions. You can use the switch to briefly flash an oncoming car. The Luxos U is amazing.

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

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

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

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

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www.pactour.com

Lon Haldeman and Susan Notorangelo

Contact us... 262-736-2453 or

info@pactour.com

Coming Events in 2014

Arizona Desert Camps and Tours February and March. This is our 19th year offering early season tours based from Tucson, Arizona. Each week has a different theme for different types of riders. You can combine weeks to extend your cycling season in Arizona. Check out the PAC Tour web site for available tours

Week #1 Feb. 22 to Mar. 1

Metric Century Week

60-70 miles per day. Four nights based in Sierra Vista .

Week #2 Mar. 1-8

Tour of the Historic Hotels and Towns

50 miles per day between classic Arizona hotels

Week #3 Mar. 8-15

Chiricahua Challenge

75-90 miles per day to the Chiricahua Mountains

Week #4 Mar. 15-22

Nearly a Century Week

Five nights based in Sierra Vista 60-100 miles per day

Week #5 Mar. 22-29

Mountain Tour

80-100 miles per day from Tucson to New Mexico

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

Three New Tours in Vermont and Upstate New York

July, 2014

PAC Tour will be offering three weeks of different tours based from Vermont. Each week will travel to a new region and will stay at hotels and resorts in those areas. Daily distances of 80-100 miles will include lots of hills and mountains. Weeks can be combined for a 1, 2 or 3 week tour. Look for more details and route information on the PAC Tour website next month.

Ridge of the Rockies

Early September

Kalispell, Montana to Albuquerque, NM

1,800 miles, 17 days

Our route will zigzag across the Continental Divide several times on our way across, Montana, Wyoming, Utah, Colorado and New Mexico. This is a tour with lots of climbing while viewing the best scenery of the Rocky Mountains. We will have a stay over day at Yellowstone National Park and the Grand Teton National Park where riders can make a loop tour of those interesting areas.

Ride to the Grand Canyon

Late September

1,000 miles, 10 riding days, 3 hiking days

Beginning in Albuquerque, NM we will ride 500 miles to the Grand Canyon in 5 days . We have the option to hike at the Canyon for 2 days and 3 nights. Our return trip will stay one day hiking at Canyon de Chelly before returning to Albuquerque. This is a popular tour including plenty of southwest culture with a good mix of cycling and hiking in some beautiful areas of Arizona.

Going to Ghana, Africa

Late October, 14 days, 9 riding days, 500 miles,

Ghana is located along the southern coast of Africa near the equator on the Pacific Ocean side of the continent. It is a tropical area with a diverse landscape. Our bicycle tour will ride 40-60 miles per day around the Volta Region which is a mountainous area in eastern Ghana. The roads will be paved with some gravel sections. We will ride used mountain bikes and donate our bikes to the Ghana Girl's Cycling Team when we are finished with the tour. We will stay in hotels and lodges along the way. This is a beautiful area and the people are friendly and speak English.

PAC Tour, helping make good riders better since 1981

www.pactour.com



Endless Mountains

Victor Urvantsev

1240 R E D U X

T H E truly amazing part of doing our first successful 1200K with Kate was just how ordinary it felt. It was physically challenging, no doubt, but that was expected. We had our share of rain, but none of it too hard or lasting for days. There were times when the sun was hot and the air humid, but at no point was it an intolerable steaming sauna. A few dogs chased us while we were passing by but did so almost playfully, as if to give us a taste of adventure instead of being a danger. PA drivers were almost universally courteous, a welcome change from typical Westchester self-absorbed, cell-phone-talking, hurrying-to-the-next-appointment driver. Even the mechanicals that materialized on the ride ended up being of non-threatening variety. I could feel the long days in the saddle on my tush but only a few days after the ride was done my butt was no longer sore! I found myself wondering about doing another 1200 next year, an unthinkable notion just a week ago.

The preparations started long before the ride itself, of course. Having failed the ride 4 years ago while riding a tandem, we vowed to find a more efficient way to cycle long distances. For Kate, the solution was to convert her older race bike, a Fuji SL1. It is an efficient, quick handling race machine. Kate likes a responsive bike, something she can steer with her thoughts, and Fuji certainly delivers. For me, a trusty Specialized Roubaix, already a bike set for longer rides, was

converted to rando duty. I am a little obsessive about what goes on our bikes, so I spent quite a bit of time researching and thinking about making the bikes more suitable for the task. In the end, our steeds didn't look that much different from their original incarnation. Both sported compact cranks, 12-36 rear cassettes for those steep PA kicker hills, aero bars for comfort and speed on the flats and fairly upright riding positions. We both had generator hubs. Mine was the older SON we used 4 years ago for the tandem, while Kate got herself a nice, light SONdelux version. Rear wheels were of the heavy duty touring kind. After suffering a wheel failure on the PA 600K, I was not about to take any chances! We both had large rear bags where we stored almost everything and small front bags similar to this one for on the bike food and such....

A crucial part of the preparations was the schedule that I made for each day. Based on our previous rides, I estimated the speeds for each leg of the ride, taking into account the fatigue (we were going to slow down each day) and elevation change (hillier sections would take longer to ride). Using those speeds, I estimated the arrival time for each control. Then I budgeted 15 minutes for each stop and voila, there was a schedule for every day of riding. Each day's schedule was printed and laminated separately on a small card I could carry in my front bag and take out while riding to consult and plan our stops. Having a schedule was a great way to keep things in check and plan ahead, even if we didn't stick to the schedule all the time....





by having to navigate around people while coasting and having to use my brakes. Kate reprimanded me for “weaving in and out”....

Day 1

The 3am alarm came and we packed our bags quickly. Everything was prepared from the day before leaving nothing to think about, a good thing this early in the morning. The hotel put out the breakfast early so we got to enjoy scrambled eggs and hot Belgian waffles before the ride. Good food = good mood! Finally, everyone gathered outside to admire each other’s bikes (that was the idea, right?). I noticed quite a few “standard” rando bikes, outfitted with fenders, mud flaps and front bags. There were a few regular road bikes, including a beautiful Merlin Extralight with some exquisite metal work. Much to my surprise, there was a Cervelo time trial bike, complete with aero wheels and aero bar mounted hydration system. Some very nice carbon race bikes made appearance as well, including another Specialized Roubaix (the top end S-Works variety) and a gorgeous Willier Cento.

Before we knew it, the time was 3:56 and Tom was done with the safety speech, so I asked if there was a penalty for a 3-minute early start (there was none). Just as we started rolling, we realized that most of the riders were facing the wrong way but after few seconds of confusion, everyone was rolling into the night. It had begun!

The entire group rolled together for the first few miles. Kate and I would ride moderately on the early climbs while others would pass us. Then we would catch up on flats and descents. I was getting annoyed

The first control came quickly. I’m sure we were out in less than 15 minutes but some folks were lightning fast, arriving a couple of minutes behind us and leaving before us, too! That’s some efficiency. But we had The Plan, so as much as it made me feel like



we should move faster, I really had nothing to complain about. Right after the control, the first notable climb started. It was foggy at the top, and we took it easy going downhill on the other side, although it was full bright morning by then. At that point, Kate and I were pretty much on our own. We enjoyed the scenic rolling stretch along the Blue Mountain ridge, a staple of Tom’s rides. Fox Gap is a long climb but there are several less steep sections in the middle. Kate and I dropped into our winch gears- 34 on the front/36 on the back, and took our time going up. We looked for, and found, the spot where our chain broke on the tandem in 2009 and I used primitive tools (rocks) to fix





it. At the top, we found the “Tom’s worst kept secret” secret control, manned by Steve. Cards signed, we cautiously headed downhill, as it was still foggy at that elevation....

On the last 10-mile stretch before Port Jervis, both Kate and I felt a bit lethargic. Rule #1 to the rescue – if you feel like crap, eat something. I still had a slice of banana bread in my pocket, which we shared while riding. Things started looking up immediately, and other than a busy section of Route 6 in Port Jervis itself, it was a scenic and pleasant ride again. We passed the “scene of the crime” where my rear wheel collapsed spectacularly on the PA 600K ride, ending my hopes of finishing the PA randonneur series. No wheel trouble this time, I hoped....

The day was getting warm and humid, and by the time we reached Lake Wallenpaupack, we were almost out of liquids, calling for a brief stop at a gas station there. For the next 10 miles, we had to contend with unpleasant rush hour traffic.

Middle Creek Rd was a big relief and marked a return to the usual quiet roads that Tom’s rides are famous for. Before long, we were at the bottom of the Salem Rd climb, the “high point” of the day. We climbed at our own pace, passed the radio towers and then plunged into the descent on the other side, whee! I let it rip while Kate settled into her usual more conservative rhythm. As I was waiting at the turn, a car approached, with Mike Wali (I think) waving a water bottle out the window. Mike had rescued it after Kate left it at the diner and was trying to return it to her. Thanks,



Mike! A minute later, we were rolling into the Dunkin’ Donuts in the middle of Carbondale. We took a bit longer, as Kate’s feet were hurting. The extra time was well spent ingesting a couple of sugar bombs known in “dunkinspeak” as Coolattas. That perked us right up yet again. It was late afternoon as we started the last leg of the day’s journey.

I remember this leg from 4 years ago as a painful slog in the darkness, the world reduced to a small patch of light in front of me, one steep hill after another.

This time, the hills were still there, but the sheer beauty of the route was striking. The first (and hilliest) 25 miles of this leg were by far the prettiest, with low sun painting hay fields warm orange, deep shadows from the remote hills providing a stark contrast, and a blue sky mixed in with a variety of clouds right above it all. We missed so much last time! Still, it was a hard ride. I recall telling

Kate, “Do you know the name of this road we’re on? It’s called Fair Hill Road, but I don’t see anything fair about hills this steep, this late in the day!” Soon, the sun began to set and although there was still plenty of light, as we approached US-11, a busy road, we turned the lights on as a precaution. From here on, it was a fast, mostly downhill, ride into the first overnight control.

We rolled into the hotel in the twilight, just as the streetlights came on, and were greeted by Dan, Mike and Paul. We were surprised when Paul took our





picture and told us we were the first finishers of the day! Four years ago, we had been some of the last...

While eating the dinner, I made an assessment of the day. The Plan called for our arrival at about 9:30pm. We made it about an hour earlier, and our riding speed appeared to be quite a bit faster than projected, thanks to the tailwind from the south that pushed us along most of the day. Both Kate and I were tired, but we never went into the red, meaning better recovery for tomorrow. Kate had time to use her Compex muscle stimulator while I was simply happy for more sleep than planned. The next day's plan called for earlier arrival to the overnight, meaning we could relax more at the stops and still arrive during the daylight. Kate was worried about her shifters giving out completely. Once they go, they go and there is nothing to do about it. The spring was gone on the right shifter and she had to pull it back each time to shift. She wrapped some bandages around her fingers to prevent chafing. Doing this ride with only front gears was not what she had in mind. We briefly discussed the possibility of starting a little later, at 5am, but eventually agreed to start at 4am, according to The Plan, to have a better cushion for the unforeseen situations. With that comforting thought, I went to sleep.

Day 2

The morning was dark and the roads were wet, although it wasn't raining anymore. We got some breakfast, packed up, donned night gear, and headed off into the darkness. The course called for a long flat stretch out of the control, so I had planned we would make good time. But with the road glistening from the rain, we could not see very well, and slowed down

quite a bit. Kate fell into a gloomy mood, matching the weather, and I was no better. We rode through Binghamton without saying much to one another. Kate did not want to stay on my wheel getting rain and dirt in her face, even with the fender. I had not put on my rain vest, so I was cold. After such a great day yesterday, we were falling way behind The Plan. Kate said she wanted to adjust her saddle a bit and I wanted to put on my vest, so we agreed to stop at the next gas station, which thankfully was less than a mile down the road. The sky started to brighten up, but the rain was still coming down pretty hard. We were dripping wet as we came into the gas station, where I found some microwaved breakfast sandwiches and coffee and put on my rain vest. It probably took us 15 minutes but we felt much better. We set out just as a group of riders was passing by, so we rode with them for a while.

We arrived to Canton, still close to half an hour behind The Plan but at least we were not losing time any more. After a few minutes inside, Kate remarked, "This looks like the last control on the second day of the ride 4 years ago." She was right! I recall sitting at gas station, utterly exhausted, hoping that someone would steal the tandem and we wouldn't have to ride in the cold and dark any longer. The same place but 4 years ago... we had arrived about 6pm but we spent too long at the gas station, huddled inside, with every piece of clothing we had on us, trying to get warm and eat something that would help us get going. I told Kate how it was 80 something miles to go. She was hopeful we would get some sleep, but it turned into a 10-hour, bitterly cold death march to a DNF. Fast-forward 4 years: thanks to the weather (75 instead of 35 degrees), Tom's reworking the route, and better preparation on our part, the day was still new instead of fading and things were looking very good. There was still a way to go, so I put the nostalgia aside, got the slave driver mask on and we were rolling again soon....





Some miles down the road, we passed a lake and a dam, at which point the road pointed up. “Well, it looks like the 20 mile downhill is over, Kate.” Only a few miles later, we came to a T intersection, where 4 years ago the volunteers had a support station with pizza. I recall getting a slice and biting into it only to find it had burned into charcoal on the bottom, and spitting it out violently while the poor volunteer watched helplessly. I forgot the names of the volunteers who were there (along of many other things about that night) but I remember the fellow who gave me the pizza. Man, if you’re reading this, I’m sorry! Last year at a bike race, Kate recognized the guy. He was working as a race official. We introduced ourselves and had a good laugh about it, marveling at the small world of cycling.

The next control was right down the road. We took our time, getting sandwiches and Pete and I had ice cream. Checking The Plan, I noticed that we made up some time while rolling, spent some extra at the control but were not falling further behind. Considering that we had a bit of a headwind for the entire day, this was good. The Plan had a margin built into it so we were still golden. The only downside of spending longer time at the control was having stiff legs when we finally got rolling.

As Tom had promised, the last leg of the day was vastly different from what we had 4 years ago. We took a gentler route to Lock Haven and got to ride by the floodwall protecting the town from Susquehanna River. There were a few extra hills going into Lamar, one of which had several false summits, getting me to do a crazy laugh impersonation, which Kate did

not find amusing. Downhill to Lamar was rewarding, though, seeing that Flying J post was like a carrot to encourage me. Once inside, I grabbed a donut and coffee, finished the donut before checking out, grabbed another and then had to explain to the cashier that yes, I had two donuts, and yes, I finished one while waiting in the line. That was a scene that repeated itself over the next two days as I found it easier to select the supplies while eating already. Outside, Kate and I shared our Lamar memories with Peter. Four years ago, we abandoned the ride here, and we’re still convinced it was the right thing to do under the circumstances....

Day 3

In the morning we had the hotel breakfast and got going. The sky was brightening, promising a (mostly) clear day. We also got some tough hills first thing in the morning, to get the legs going no doubt. On the first downhill, Peter and I plunged down and had to wait for Kate, who pointed out the folly of going 50 mph downhill in twilight. We rode on quietly. At one point, Kate mentioned she was looking forward to coffee at the next control. At about mile 18, we were passing a gas station and I called out for a second breakfast stop. We got coffee, and breakfast sandwiches, and pastries, including some to take with us. 15 minutes later, a much happier group of randonneurs got back on the road. We were pointing out to each other how much difference a few hundred calories and coffee can make, and I’m not just talking about riding ability! Our moods improved greatly. I don’t remember anything standing out about the rest of this leg. There were some farms, and the road continued along the valley, with a ridge to our right, making a lot of





90 degree turns to get around the farm fields. A light breeze started to pick up, impeding our progress....

We met Jud and his wife at the next control, and he mentioned “a climb” on the upcoming section. Kate said, “You mean like the last few hundred miles of climbing we have been doing?” And Jud just smiled. My first thought was, “Does it have chip-seal?” We rolled out and joined US-22. “That goes right by our house- let’s ride home,” Kate noted wryly....

We continued on rolling terrain, and with each hill I wondered, “Is that the hill Jud was talking about? It grew hotter in the sun. Then after crossing US-22 again, we made a turn on Sugar Grove Rd that had an “UH-OH” written right on the road. “This has got to be the hill then,” I said. The hill didn’t disappoint, presenting some very steep sections. But it was darkly shaded and cool, bordered with mountain streams. Peter had a saying written on his bike club jersey and Kate started reciting the Robert Frost poem from which it came: “The woods are lovely dark and deep... but I have promises to keep... and miles to go before I sleep... miles to go before I sleep.” We met Jud and his wife again at the top of the climb, manning a secret control with a big, knowing smile. He said we looked good, in a surprised sort of way. We had the cards stamped, gulped down some water, and were off to a rewarding downhill on the other side of the ridge.

The next section had some character as well. The road turned into rollers, one a little taller than the one before, with no respite between. After more than a dozen of those appetizers, we got our main course; the Jo Hayes climb. Of all the hills on this edition of EM1240, I’d vote for Jo Hayes being the toughest mother flower in the bunch. It was one grade, with very little variation, all the way to the top, with little

scenery to keep one’s mind occupied and traffic constantly buzzing by. Kate stuck right on my wheel to the top. For the descent, I took the entire lane and let it rip. Kate was a little more cautious, getting to the gas station a minute later. She looked quite exhausted and said something along the lines of, “I’m going to need more than 15 minutes here.” From the way it was said, I figured that was non-negotiable. We took our time to recover in the air-conditioned room, getting caffeinated beverages, ice cream and sandwiches....

The last section of the day featured rolling hills, the next one taller than the one before but still not steep. We reached a gentle climb on Rt 192 and soon we passed Bull Run Rd on the left. I could smell the barn! The downhill was now a familiar one, and we ripped with abandon. Not much to say here; the scenery was as gorgeous as it was the first time around. We took it easy through town and finally rolled into the overnight control before 8pm, with sun still gracing the sky....

Day 4

Next morning, we were hoping the hotel would put out more than bad coffee and a few old bagels, but that didn’t happen. We checked the McDonald’s next door, but it was closed until 6am. The next choice was to ride until the first gas station, which was only 3 miles to go. On our way out, we saw Mike Anderson rolling into the overnight control. We gave him a big cheer. I truly admire the courage and persistence of the folks that rode through the night. We stopped at the gas station, devoured our breakfast sandwiches, donuts and coffee within the allotted 15 minutes, and were on the way.





Even with 130+ miles to go, it felt like we were almost done. The barn was still far away, but we could smell it. Our butts were sore, but our spirits were high....

The next section was not particularly memorable. There were beautiful farmlands, and we followed along the top of a small ridge dissecting a valley, but that was the kind of scenery we were used to by now. Many small rollers later, we rode into Virginville to drop off the post cards. There was no gas station or deli nearby and Peter really wanted a cold drink. There was a bar that was opened but it was a little early for a beer. Kate and I agreed that what we really wanted was a coke float. We convinced Peter to hold out. We decided to continue along the route and stop at the first place that looked promising. That place turned out to be Crystal Cave, a true tourist attraction with, YES, an ice cream shack! We procured ourselves ice cream floats and put our feet up. This being the last stop on the ride, we decided to take our time, chat and enjoy the food instead of devouring it. We saw a constant stream of families walking towards the cavern and another stream emerging from the cavern and heading to either food shack or ice cream shack or panning for gold in the fake stream. We didn't want to leave....

Finally, we made that last turn onto Rt 663. The end was in sight. We traded pulls on this final stretch and just chilled for the last couple of miles. At the entrance to the hotel, Keith took our picture as we tried to pose rolling side by side. Then there was



Chris congratulating us on the finish. We were again, the first finishers. Although that was never our goal, we felt proud. There was more picture-taking and posing with our medals. We hung around to see more people finish and hear the stories from the road. And there was beer, and more beer. We were only sorry that Tom was waylaid by work and could not be there. We stayed up for as long as we could keep our heads up and eyes open, talking and laughing and listening and feeling really good. Then we went to bed and slept very soundly.

Postscript

So, that's the story of an extraordinary, yet ordinary ride. In the four years since our last attempt, so much had happened. We faced some challenges (Kate was diagnosed with MS) as well as some great joys (we got married) but mostly we rode our bikes and had a lot of fun. We knew we wanted to try the Endless Mountains again, and while we didn't set out to train for it in a narrowly focused way, it was always there in the background, calling. Thank you Tom, and all the other volunteers. We hope to be on the other side next time, cheering and supporting the next bunch through the EM1240. 🚴



by Jennifer Wise

Susan France

Portland, Oregon RBA

Cycling is never boring in Oregon!



How did you get involved with randonneur cycling?

I became a long-distance cyclist during the 1980s. The local club ran brevets at that time, so I started riding brevets while training for RAAM.

What made you want to be a RUSA RBA?

I am good at organization and I knew that I would stick with it for more than a few years.

When did you start hosting RUSA events?

I was a Regional Administrator for International Randonneurs in the early 1990s. I became an RBA for Randonneurs USA in 2005.

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

The Three Capes 300K—which starts in Forest Grove, Oregon. This route has been around for 20 years or more. It's a scenic tour out to the Oregon Coast and back.

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

The 200K distance rides are the most popular. We have regular riders who attend populaires year-after-year and are only interested in that distance.

What is the most rewarding part of being an RBA?

Having riders who ride every year and who can take care of themselves and their machines. No fuss, no muss.

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

Whiners.

What attracts riders to your region to do a brevet?

All of our routes are scenic by design. I am never bored riding in Oregon.

What does the future hold for randonneuring in your region?

I hope to keep randonneuring authentic in Oregon. I expect randonneurs to be self-sufficient and tenacious. If someone wants sag service, food stops, Port-A-Potties, or cheerleaders... Oregon has plenty of those types of events every weekend.

Who is the cyclist you most admire?

Del Scharfenberg. He's been randonneuring since the 1980's and has completed every brevet that he started.

What is your favorite bike ride?

Right out my front door. I live on top of a mountain that overlooks the Yamhill River Valley and wine country. Every day, I can ride along a ridge, in almost zero traffic.

What is your greatest randonneur cycling achievement?

I don't think of randonneuring as an achievement. It's just something I do.

What is your motto?

Shut up and ride your bike.

ONE OF THE MORE COMMON QUESTIONS I AM ASKED by non-cycling friends is “What do you think about for all those hours in the saddle?” (Yes, it is possible to have non-cycling friends and yes, you are right, none of them would ever call a bike seat a saddle). I have been asked this question enough times that you would think by now I would have an eloquent response about my thoughts being consumed with deep introspection, plans for solving all my work/home/life/world problems and a surfeit of creative and original ideas on any and all subjects. The truth is much more mundane and, on some level, tragic. A typical brevet thought soundtrack would sound something like: “did I miss that last turn why are you passing me again are you even on this ride Lucy in the sky with diamonds this seems longer than 0.6 miles I did miss that last turn does the next controle have a bathroom Jesus he wants to go to Venus I wonder if anyone else rides with such a painful knee/hip/toe if I average 13 mph I will finish in time to...” etc. Nobody really needs to know the inane drivel which passes for thought during the long hours on the bike so I typically don’t offer much in the way of a reply. Lately, though, I have noticed there is one topic which occupies an unreasonable percentage of my cerebral real estate and that subject is food. I have long reveled in the fact that my Rando obsession combines my two great passions, cycling and eating. The fact that these two activities are mutually reinforcing only serves to underscore what a perfect match they are.

My food thoughts come in many varieties, some of which I am quite sure are universal among Randos. I wouldn’t be surprised if the most widespread

gourmand fantasies involve the food selection at the next controle. These gastronomic daydreams can vary in their level of detail depending on my mental and physical condition at any given moment. Somewhere about 5–10 miles from a controle, depending on how peckish I am, I will start to fantasize about the food choices which await me. If I am familiar with the controle, I can chart and revise my menu in exacting detail thereby chewing up both time and miles in pursuit of the perfect “controle repast du jour.” In New Jersey, where I live, we pride ourselves on having controles at as many Super Wawa’s as geographically feasible. (Super Wawa’s are reason enough to sign up for the NJ series in 2014!) Super Wawa’s are at the pinnacle





of the convenience store universe. They have everything a hungry Rando could want or need. Is it January and you are 10 minutes from becoming a snowman in spandex? How about a hot sandwich, soup and coffee to thaw those frozen digits! Is it 100 degrees and you are melting a la the Wicked Witch into a puddle covered by black clothing and a silly hat? Step right up to the Slurpee machine and fill your cup with frozen Day-Glo relief. My friend and fellow Rando Janice is positively poetic on the subject of Wawa's rice pudding and green bananas. There is no ride which cannot be salvaged by a tasty meal eaten at the speed of light while sitting on a grubby curb!

Of course, the opposite holds true. Nothing so utterly murders the joy of a controle than shelves crammed with plastic entombed, Frankenfood selections given such improbable names as Grandma's Homemade Kountry Style Cheese Danish. There is a chain of Gas Station Deli's (the name has been changed to protect the guilty) which sells shrink-wrapped pimento cheese sandwiches. Aren't pimentos legally required to be in the center of an olive? Who eats this stuff? I guess we do although I can always be depended on to gripe about it for at least the next 10 miles. Or in a national publication!

Sadly, this barely scrapes the surface of my Rando food fixation. There are so many other avenues to explore. What snacks are worthy of being packed and schlepped for miles until being devoured? Where do folks stand on the pre-ride and post-ride buffet? And don't even get me started on the chow at overnight controles....

It may be time to head out for a ride and engage in some serious food rumination. 🚲

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RUSA Awards



Six Members Earn Mondial Award

The Mondial Award is for RUSA members who have successfully completed at least 40,000K 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 40,000K.

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 1200K events held in the United States after 1999. Foreign events (including PBP) are not counted.

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

| Date Approved | Name | City, State |
|---------------|---------------------|----------------------|
| 2013/07/21 | Kitty Goursolle | San Ramon, CA |
| 2013/08/03 | Hugh Kimball | Seattle, WA |
| 2013/08/21 | Richard G Carpenter | Wilmington, NC |
| 2013/09/06 | W David Thompson | New Smyrna Beach, FL |
| 2013/09/07 | Phil Creel | Columbia, SC |
| 2013/09/11 | Ian Shopland | Olympia, WA |

11 Riders Earn Ultra Randonneur Awards

Eleven riders, including three repeating honorees, have earned the Ultra Randonneur Award, given to RUSA members who have ridden ten (10) Super Randonneur series. The Super Randonneur (SR) series of brevets

(200K, 300K, 400K and 600K in a calendar year) needed to qualify for the Ultra Randonneur Award need not be in consecutive years, nor is there a time limit on how long it takes to accumulate the ten SR series. Riders can apply

with ACP brevets, RUSA brevets, or RM-sanctioned 1200K events.

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

| Date Approved | Name | City, State |
|---------------|---------------------|-------------------|
| 2013/07/26 | Roland Bevan | Ben Lomond, CA |
| 2013/08/17 | Robert James Fry | Waterloo, IA |
| 2013/08/19 | Gary P Gottlieb [5] | Aledo, TX |
| 2013/08/22 | Tom Haggerty | San Francisco, CA |
| 2013/08/23 | Mark J Roehrig | Redmond, WA |
| 2013/09/14 | Jonathan Levitt | Bronx, NY |
| 2013/09/21 | Nicholas Bull | Arlington, VA |
| 2013/09/24 | Ken Knutson [2] | Tracy, CA |
| 2013/10/07 | Michele Brougher | St Louis Park, MN |
| 2013/10/10 | Ken W Carter [3] | Marysville, WA |
| 2013/10/15 | William Beck | Woodbine, MD |
| 2013/08/19 | Gary P Gottlieb [5] | Aledo, TX |
| 2013/08/22 | Tom Haggerty | San Francisco, CA |





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GREAT STUFF FOR RUSA MEMBERS ONLY

Cold Ears?



RUSA Wool Cycling Caps with Ear Flaps
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Cold Feet?



RUSA Cycling Socks
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*Log in with your RUSA member number to shop the RUSA Souvenirs Store.
Go to www.rusa.org and click on "Online Store."*



2014 RUSA ACP Calendar

| State | Region | ACP Code | Organizer | Email | 200K | | |
|---------------|----------------|------------------|-----------------------------|--------------------------|--------|--------|--------|
| Alabama | Birmingham | 901004 | Steve Phillips | rba@alabamarando.com | Jan 18 | Feb 22 | Jun 21 |
| Alaska | Anchorage | 902006 | Kevin Turinsky | kjturinsky@mac.com | Apr 12 | Apr 26 | May 17 |
| | | | | | May 24 | May 31 | Jun 21 |
| | | | | | Aug 23 | Sep 13 | |
| Arizona | Casa Grande | 903020 | Carlton Vanleuven | jonifide5@gmail.com | Jan 4 | | |
| California | Davis | 905014 | Dan Shadoan | dj@shadoan.org | Jan 1 | Mar 1 | Oct 4 |
| | Fresno | 905058 | Lori Cherry | LCherry@aol.com | Mar 8 | | |
| | Los Angeles | 905082 | Greg Jones | gsjco@pacbell.net | Jan 1 | Jan 11 | Apr 19 |
| | | | | | May 3 | May 10 | Jun 7 |
| | | | | | Jul 12 | Aug 9 | Sep 6 |
| | | | | | Oct 4 | | |
| | San Diego | 905140 | Dennis Stryker | dstryker@cox.net | Jan 18 | Mar 22 | Jul 19 |
| | San Francisco | 905030 | Rob Hawks | rob.hawks@gmail.com | Jan 25 | Feb 22 | Jun 14 |
| Jul 12 | | | | | Jul 13 | Sep 6 | |
| Santa Cruz | 905106 | Lois Springsteen | lois@bryant-springsteen.net | Mar 15 | Jun 28 | | |
| Santa Rosa | 905048 | Robert Redmond | redmond.bob@gmail.com | Jan 18 | Feb 15 | Mar 15 | |
| Colorado | Boulder | 906002 | John Lee Ellis | jellisx7@juno.com | Apr 12 | Apr 19 | Apr 26 |
| | | | | | Jul 26 | Aug 16 | Sep 20 |
| | | | | | Oct 4 | | |
| Florida | Central | 909062 | Paul Rozelle | prozelle@gmail.com | Jan 11 | | |
| | Gainesville | 909005 | Jim Wilson | wilson@afn.org | Jan 4 | | |
| | Southern | 909014 | John Preston | john@johnandjuliet.com | Jan 18 | Sep 6 | |
| Georgia | Atlanta | 910004 | Kevin Kaiser | kkaiser23@comcast.net | Jan 1 | Jan 5 | Jan 18 |
| | | | | | Feb 15 | Mar 1 | Apr 12 |
| | | | | | Apr 26 | May 10 | May 24 |
| | | | | | May 25 | Aug 2 | Aug 16 |
| | | | | | Oct 11 | | |
| Illinois | Chicago | 913005 | Jim Kreps | jimmyk22@aol.com | Apr 26 | May 10 | May 31 |
| | | | | | Jun 14 | Jun 28 | |
| | Quad Cities | 913042 | Joe Jamison | j-jamison@sbcglobal.net | Apr 26 | May 10 | May 31 |
| | | | | | Jun 28 | | |
| Iowa | Central | 915005 | Greg Courtney | iowarando@gmail.com | Apr 5 | Apr 26 | May 24 |
| Kentucky | Louisville | 917002 | Steve Rice | sriceky@gmail.com | Mar 1 | | |
| Louisiana | New Orleans | 918002 | Patrick Horchoff | larba1955@aol.com | Jan 18 | Feb 15 | Mar 1 |
| | | | | | Jun 14 | | |
| Maryland | Capital Region | 946012 | Nicholas Bull | nick.bike.bull@gmail.com | Mar 8 | Mar 29 | Jun 7 |
| | | | | | Oct 4 | | |
| Massachusetts | Boston | 921005 | Bruce Ingle | bruceingle@rcn.com | May 3 | Jun 28 | Aug 23 |
| | Westfield | 921033 | Don Podolski | don@newhorizonsbikes.com | Sep 13 | | |
| Michigan | Detroit | 922015 | Tom Dusky | tdusky@gmail.com | Mar 30 | Apr 26 | |
| | | | | | May 3 | | |



| 300K | | | 400K | | | 600K | | | 1000K | 1200K+ | Flèche |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| Mar 22 | May 17 | Jun 21 | | | | | | | | | |
| May 17 | | | May 31 | Jun 21 | | Jun 21 | | | | | |
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| Feb 1 | | | Mar 8 | | | Apr 12 | | | | | |
| Mar 22 | | | May 3 | | | Jun 13 | | | | | |
| Apr 19 | | | | | | | | | | | |
| Feb 8 | Feb 16 | Aug 23 | Mar 8 | Apr 5 | Apr 26 | Apr 5 | Apr 12 | May 3 | | May 9 | |
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| Feb 15 | Jun 14 | Aug 16 | Apr 19 | | | May 17 | | | | | |
| Mar 8 | Jul 12 | Aug 23 | Mar 29 | Jul 26 | | May 10 | Jun 28 | | | Apr 18 | |
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| Apr 5 | Jul 5 | | Apr 26 | Aug 30 | | May 24 | Sep 27 | | Aug 7 | Aug 7 | |
| Apr 12 | | | May 17 | | | Jun 7 | | | | | |
| May 10 | May 17 | Aug 2 | May 17 | May 31 | Jun 7 | May 17 | Jun 21 | | Jun 21 | Jul 15 | May 2 |
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| Feb 22 | | | Mar 15 | | | Apr 12 | | | Oct 3 | | |
| Feb 1 | Mar 15 | Jun 21 | Mar 29 | Apr 12 | Aug 29 | Apr 26 | May 24 | Aug 30 | Aug 29 | | |
| Sep 27 | | | | | | | | | | | |
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| Apr 26 | May 10 | May 31 | May 31 | Jun 14 | Jun 28 | Jun 14 | Jun 28 | | | | |
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| Apr 13 | May 10 | Aug 2 | May 31 | | | Jun 21 | | | | | |
| Jun 21 | | | | | | | | | | | |



2014 RUSA ACP Calendar (cont'd)

| State | Region | ACP Code | Organizer | Email | 200K | | |
|----------------|-------------------------|----------|-------------------|------------------------------|--------|--------|--------|
| Minnesota | Twin Cities / Rochester | 923003 | Rob Welsh | TCBCBrevet@aol.com | May 3 | May 11 | May 17 |
| | | | | | May 31 | Jun 21 | Jul 5 |
| | | | | | Jul 19 | Jul 20 | Aug 2 |
| | | | | | Sep 28 | Oct 4 | |
| Mississippi | Jackson | 924002 | Michelle Williams | mwilliams_spmr@hotmail.com | Feb 8 | Apr 19 | |
| Missouri | Kansas City | 925001 | Bob Burns | bobgburns555@aol.com | Mar 29 | | |
| | St. Louis | 925034 | John Jost | stlbrevets@yahoo.com | Mar 29 | Apr 12 | Apr 26 |
| Montana | Bozeman | 926001 | Jason Karp | belgradebobcat@msn.com | May 3 | Sep 13 | |
| Nebraska | Omaha | 927005 | Spencer Klaassen | sklaassen@ponyexpress.net | Jun 14 | | |
| New Jersey | NYC and Princeton | 930029 | Joe Kratovil | joekratovil@comcast.net | Apr 13 | Jul 19 | Sep 13 |
| | | | | | Oct 12 | | |
| New York | Central/Western | 932030 | Peter Dusel | pdusel@sprintmail.com | Apr 26 | May 4 | May 18 |
| | Long Island | 932005 | Paul Murray | pmurray213@live.com | May 31 | Sep 13 | Oct 11 |
| | Saratoga | 932034 | John J. Ceceri Jr | john@adkultracycling.com | May 10 | | |
| North Carolina | High Point | 933057 | Tony Goodnight | RUSA.2012@bicycleforlife.org | Jan 4 | Jan 18 | Feb 1 |
| | | | | | Mar 15 | Jul 4 | Aug 2 |
| | Raleigh | 933045 | Alan Johnson | alanmj@mindspring.com | Aug 30 | Oct 4 | |
| Ohio | Columbus | 935012 | David Roderick | roderickdavid@sbcglobal.net | Apr 12 | Aug 16 | |
| Oregon | Portland | 937020 | Susan France | susan.m.france@gmail.com | Mar 22 | | |
| Pennsylvania | Eastern | 938017 | Tom Rosenbauer | trosenbauer@rcn.com | Apr 5 | May 10 | Jul 13 |
| | | | | | Sep 6 | Oct 4 | |
| | Pittsburgh | 938016 | Jim Logan | jimlogan@verizon.net | Jan 4 | Feb 1 | Mar 22 |
| Tennessee | Nashville | 942046 | Jeff Sammons | jsammons@bellsouth.net | Apr 12 | May 3 | Jun 28 |
| | | | | | Jul 26 | Aug 16 | Sep 6 |
| | | | | | Mar 22 | Apr 12 | |
| Texas | Amarillo | 943037 | Nick Gerlich | nickgerlich@gmail.com | Jan 25 | Feb 15 | Mar 15 |
| | Austin | 943025 | Wayne Dunlap | wgdunlap@aol.com | Mar 29 | Apr 26 | Jun 21 |
| | Dallas | 943026 | Dan Driscoll | dansmark@flash.net | Jul 11 | | |
| | Houston | 943030 | Robert Riggs | elantier@hotmail.com | Jan 1 | Mar 10 | Mar 12 |
| | West Texas | 943003 | Mark Hardwick | mark@mphardwick.com | Mar 14 | | |
| Utah | Salt Lake | 944008 | Richard Stum | richard@eogear.com | Jan 18 | Feb 8 | Mar 29 |
| Virginia | Northern | 946013 | Matt Settle | mattsettle.roma@gmail.com | Jan 1 | Mar 8 | May 17 |
| | Tidewater | 946002 | Keith Sutton | sksuttonmd@cox.net | Jun 21 | | |
| Washington | Seattle | 947018 | Mark Thomas | mark@muthomas.net | Jan 11 | Feb 1 | Apr 5 |
| | | | | | Oct 4 | | |
| | Tri-Cities | 947004 | Norman Carr | normcarr@gmail.com | Jan 11 | Feb 22 | Mar 22 |
| | | | | | Apr 5 | | |



| 300K | | | 400K | | | 600K | | | 1000K | 1200K+ | Flèche |
|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| May 10 | May 31 | Jul 12 | Jun 14 | Aug 16 | | Jun 28 | Sep 13 | | | | |
| Jul 19 | Aug 2 | | | | | | | | | | |
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| Apr 12 | Apr 26 | May 10 | May 10 | | | May 24 | | | | | |
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| Jun 15 | | | Jun 17 | Sep 13 | | Sep 27 | | | | | |
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| Apr 27 | May 18 | | May 21 | | | May 24 | | | | | |
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| Jul 4 | Aug 2 | Aug 30 | Jul 4 | Aug 2 | Aug 30 | Jul 4 | Aug 2 | Aug 30 | Jul 4 | | |
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| Apr 19 | Jul 12 | | May 10 | | | Jun 7 | | | | | |
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| Apr 19 | May 10 | | May 17 | | | | | | | | |
| Mar 29 | Jun 21 | Jul 11 | Apr 26 | May 24 | | May 24 | | | Sep 23 | May 2 | |
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| Feb 8 | Mar 29 | | Mar 29 | Apr 26 | | Apr 26 | | | | | |
| Jan 25 | Feb 15 | | Mar 8 | | | Apr 12 | | May 24 | | May 9 | |
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| Feb 1 | Apr 5 | | Feb 22 | Mar 15 | May 3 | Mar 15 | May 3 | | Oct 4 | | |
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| May 17 | Aug 15 | | Jun 21 | Aug 15 | | Aug 15 | | | | | |
| Apr 19 | Aug 23 | | | | | | | | | | |
| Apr 19 | | | May 24 | | | | | | | | |
| Mar 29 | Apr 5 | Apr 14 | Apr 16 | May 17 | Aug 23 | Apr 12 | May 31 | Sep 6 | Apr 12 | Jun 21 | May 2 |
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| | | | | | | | | | Sep 19 | | |
| Apr 5 | | | Apr 26 | | | | | | | | |



RBA list

| Region | RBA Name | RBA Address | RBA Phone | RBA Phone 2 | RBA FAX | RBA E-mail address |
|--------------------------------|--------------------|---|--------------|--------------|--------------|-----------------------------|
| AK: Anchorage | Kevin Turinsky | 2301 Saint Elias Drive Anchorage, AK 99517 | 907-276-6299 | | | kjturinsky@mac.com |
| AL: Birmingham | Steve Phillips | 9011 Hwy 31N Kimberly, AL 35091 | 205-914-1441 | | | rba@alabamarando.com |
| AZ: Casa Grande | Carlton Van Leuven | 233 W. Raven Drive Chandler, AZ 85286 | 480-254-7606 | | | jonifide5@gmail.com |
| CA: Davis | Dan Shadoan | 812 Eucalyptus Street Davis, CA 95618 | 530-756-9266 | | 530-756-0187 | dj@shadoan.org |
| CA: Fresno | Lori Cherry | 1426 N. Echo Fresno, CA 93728 | 559-906-1491 | | 559-299-0391 | LCherry@aol.com |
| CA: Los Angeles | Greg Jones | 4465 Cedarglen Ct Moorpark, CA 93021 | 805-523-2774 | | 805-523-2774 | gsjco@pacbell.net |
| CA: San Diego | Dennis Stryker | 4233 Arguello Street San Diego, CA 92103 | 619-977-9334 | | | dstryker@cox.net |
| CA: San Francisco | Rob Hawks | 5630 Santa Cruz Ave. Richmond, CA 94804 | 510-526-2653 | | | rob.hawks@gmail.com |
| CA: Santa Cruz | Lois Springsteen | 226 West Avenue Santa Cruz, CA 95060 | 831-227-6266 | 831-227-6266 | 650-964-7037 | lois@bryant-springsteen.net |
| CA: Santa Rosa | Robert Redmond | 814 Winton Drive Petaluma, CA 94954 | 707-799-0764 | 707-769-9678 | | redmond.bob@gmail.com |
| CO: Boulder | John Lee Ellis | 3936 Dale Drive Lafayette, CO 80026 | 303-604-1163 | | | jellix7@juno.com |
| FL: Central | Paul Rozelle | 1300 Friendly Way . St. Petersburg, FL 33705 | 727-498-8048 | 614-565-3483 | | prozelle@gmail.com |
| FL: Gainesville | Jim Wilson | 620 NW 27th Way Gainesville, FL 32607 | 352-373-0023 | | | wilson@afn.org |
| FL: Southern | John Preston | 6751 NW 9th St. Plantation, FL 33317 | 954-444-0910 | | | john@johnandjuliet.com |
| GA: Atlanta | Kevin Kaiser | 1223 Hardy Pointe Dr Evans, GA 30809 | 706-860-8785 | | | kkaiser23@comcast.net |
| IA: Central | Greg Courtney | 1916 Meadowlane Ave Ames, IA 50010 | 515-233-3280 | 515-450-7901 | | iowarando@gmail.com |
| IL: Chicago | Jim Kreps | 2732 N. Central Park Chicago, IL 60647 | 773-862-9879 | | | jimmyk22@aol.com |
| IL: Quad Cities | Joe Jamison | 1101 20th Avenue East Moline, IL 61244 | 309-235-4284 | | | j-jamison@sbcglobal.net |
| KY: Louisville | Steve Rice | 40 Plantation Drive Shelbyville, KY 40065 | 502-494-5288 | | | sriceky@gmail.com |
| LA: New Orleans | Patrick Horchoff | 8909 Ormond Place River Ridge, LA 70123 | 504-738-1352 | 504-957-1768 | | larba1955@aol.com |
| MA: Boston | Bruce Ingle | 10 Irene Road Framingham, MA 01701- 2718 | 508-877-1045 | | | bruceingle@rcn.com |
| MA: Westfield | Don Podolski | 55 Franklin St. Westfield, MA 01085 | 413-562-5237 | | 413-562-5237 | don@newhorizonsbikes.com |
| MD: Capital Region | Nicholas Bull | 6113 N 9th Rd. Arlington, VA 22205 | 703-241-0167 | 703-470-1359 | | nick.bike.bull@gmail.com |
| MI: Detroit | Tom Dusky | 10705 Lincoln Dr Huntington Woods, MI 48070 | 248-544-4443 | | | tdusky@gmail.com |
| MN: Twin Cities / Rochester | Rob Welsh | 7907 Upper Hamlet Court Apple Valley, MN 55124 | 612-801-4196 | 612-801-4196 | | TCBCBrevet@aol.com |
| MO: Kansas City | Bob Burns | PO Box 1387 Blue Springs, MO 64013 | 816-229-6071 | | 816-229-6444 | bobgburns555@aol.com |
| MO: St. Louis | John Jost | 9122 Conser Court St. Louis, MO 63123 | 314-843-4486 | | | stlbrevets@yahoo.com |



| Region | RBA Name | RBA Address | RBA Phone | RBA Phone 2 | RBA FAX | RBA E-mail address |
|-----------------------|-------------------|---|--------------|--------------|--------------|------------------------------|
| MS: Jackson | Michelle Williams | 213 Hillside St. Ridgeland, MS 39157 | 601-573-2057 | | 601-932-3987 | mwilliams_spmr@hotmail.com |
| MT: Bozeman | Jason Karp | 713 Cheery Drive Belgrade, MT 59714 | 406-388-1099 | 406-599-2897 | | belgradebobcat@msn.com |
| NC: High Point | Tony Goodnight | 1939 Barringer Rd Salisbury, NC 28147 | 704-637-6289 | | | RUSA.2012@bicycleforlife.org |
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| NE: Omaha | Spencer Klaassen | 1617 S. 20th St. St. Joseph, MO 64507 | 816-390-8926 | | | sklaassen@ponyexpress.net |
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A Wee Dram, Perhaps?

A tale of this summer's edition of LEL, as told in third person through Facebook posts made at (or shortly after) each of the controles during the ride.

■ Photographs, text and layout by Patrick Chin-Hong

4

...is at Pocklington, where the sleep gods have claimed the consciousness and dignities of several riders. Real estate under the canteen tables is scarce.

3

...just parked his bike at Market Rasen after bantering deliciously inane banter with Susan and Lesli the past several long, humid miles. Food, as he understands, is in order, and lots of it!

2

...rode with a ragtag group: an Italian, a Swede, a Japanese, a Frenchman, and a Pole, not a word exchanged anywhere for 30 miles before the garrulous British group caught up and pulled him away for the next 20 miles. He is now being serenaded by the Kirton Brass Band and their vast repertoire of ABBA hits.

1



...made it to St. Ives with a bundle of garrulous Englishmen, and is settling down to lunch after a morning of cycling the countryside under spectacular blue skies.

0

...has wrapped up the prologue around scenic London and is waiting with a thousand of his best friends from around the world to start. M27 is ready to roll!



...is in Edinburgh, where the festive mood is tempered by alternating bouts of rain and sunshine, cyclists constantly whizzing in and out whoosh-whoosh-whoosh. Time to turn around!



...crossed into a foggy Scotland under cover of darkness, the 3am moon blotted purposefully into cloudy night skies. On the sides of the roads, within tantalising reach of the stinging nettles, the occasional rider lies sleeping, his body curled tight into a ball, his bicycle splayed out in the nearby ditch. At the Moffat checkpoint, dawn gives way to morning.



...came as close to that special place in his heart as he has in some years when he experienced the 20-mile Yad Moss climb and all her desolate and inconsolable beauty.



...is at a mellow Barnard Castle after battling less-than-mellow headwinds through the beautiful countryside with Stephen. At the controle checkpoint, the energy is muted, the din of conversation punctuated by an occasional laugh or crashing of silverware from exhausted cyclists.



...is at Thirsk, marking the first night of riding with bleary-eyed and famished randonneurs staring vapidly into their oatmeals and toasts.



10

...has arrived in Traquair, where he's being encouraged by the ride organisers to indulge in a wee dram o' whisky. Tartan kilts abound.

11

...was treated to some proper Scottish weather the past several hours, and is now at Eskdalemuir, half-frozen and sopping wet from head to toe and every nook and cranny in between. Nothing some hot soup, homemade bread and fresh-baked pies can't remedy.

12

...had an excruciatingly tough segment with the hundred miles leading in to the Brampton checkpoint, with sleep deprivation, cold, rough rollers, dense fog, and sheer exhaustion playing tricks on the mind. Lots of nodding off occurred while riding. A quick thirty-nine winks will now be had.

13



...had a really tough third night of cycling, struggling incredibly to stay awake on the bike, but dawn brought the most incredible vistas on the return climb up Yad Moss, and a new best friend David brought great conversation and laughter.

14

...met a farmer on the way to Thirsk who was terribly embarrassed to smile for the camera. But smile he did, even though he had an appointment with a dentist first thing in the mornin' to fix just about everythin' in there.





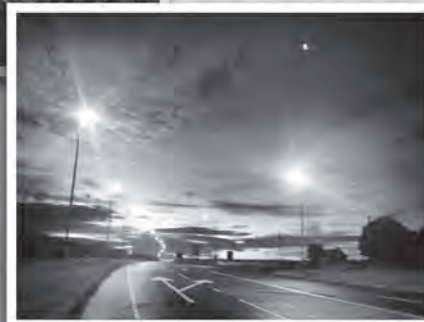
15



...is back at Pocklington, a little more than utterly soaked through and through, a little more than chilled completely to the bone. The little tidbit he learned while cycling the charming country roads with Stephen, Paul and Daniel: today is Wednesday, not Thursday. One additional day to try to get this thing done!



16



...rolled into the Market Rasen checkpoint after an eventful fourth night of riding, what with snapped rear derailleur cables, broken chains, and a malfunctioning GPS. There was much walking up the hills over the past fifty miles, but oh, what spectacular views of a dawn approaching!

17



...left Market Rasen this morning to a brand new day, and joined a curious little ragtag group of Brits, Swiss, Germans and Americans fighting the fierce headwinds together, folks hopping on and off the train as they pleased. Here at the Kirton checkpoint, cyclists are passed out from the exhausting heat.

18



...just barely made it to the St. Ives checkpoint, the heat and extreme blustery headwinds on the wide-open expanse of land taking their tolls, leaving just eleven minutes to checkpoint close. How did that happen? If there is ever a need to dig deep, this is it.

19



...made great time to the Great Easton checkpoint, making up 1.5 hours with wonderfully inane banter about this and that and nothing in particular with new best friend Andrew, zooming up and down the hills and rollers with giddy abandon, the sun setting behind and elongating shadows as the hours passed. Mental preparation for the final night of cycling is in progress.

20



...would like to thank you for following him on this episode of "And That's What One Of These Things Looks Like," featuring LEL, the 900-mile cycling ride from London to Edinburgh and back. Happiness!





The American Randonneur Award

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

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

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

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

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

You may nominate a member by email. To make a nomination by email, send your name and your RUSA membership number with your nominee's name and RUSA membership number to Johnny Bertrand at johnnybertrand@earthlink.net. Or fill out a candidate submission form and mail it to the address below by January 15.

The previous recipients of the award:

| | | | |
|------|-----------------|------|---------------|
| 2001 | Johnny Bertrand | 2007 | Robert Fry |
| 2002 | David Buzzee | 2008 | Dan Driscoll |
| 2003 | Jennifer Wise | 2009 | Mark Thomas |
| 2004 | James Kuehn | 2010 | Don Hamilton |
| 2005 | Daryn Dodge | 2011 | Mike Dayton |
| 2006 | Bill Bryant | 2012 | Crista Borrás |

NOMINATION FORM

Your name: _____ Your RUSA # _____

Your American Randonneur Award Nominee: _____ Nominee's RUSA # _____

Brief reason for nomination: _____

Send this form to: Johnny Bertrand, 858 Carrick Pike, Georgetown, KY 40324 • E-mail: johnnybertrand@earthlink.net

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