

# AMERICAN RANDONNEUR



VOLUME 21 • ISSUE #3 FALL 2018



## IN THIS ISSUE

Sandhills 1000km...A Ride with the Wind — JOHN ENDE

The Appeal of the Flèche, and Its History in Northern California — ROB HAWKS

Randonneuring Haikus and Fibs — BETTY JEAN JORDAN



## **Pacific Atlantic Cycling Tour**

[www.pactour.com](http://www.pactour.com)

Lon Haldeman and Susan Notorangelo

Contact us... 262-736-2453

[notorangelo@pactour.com](mailto:notorangelo@pactour.com)

## **Arizona Desert Camps 2019**

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

### **Week #1 February 23 Tour of the Historic Hotels**

50-65 miles per day between classic Arizona hotels. Staying one night in historic Bisbee, Arizona.

### **Week #2 March 2 First Century Week**

The first night from Tucson we stay in Nogales. The next four nights are based in Sierra Vista. The final day we return back to Tucson. 60-100 miles per day.

### **Week #3 March 9 Chiricahua Challenge**

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

### **Week #4 March 16 Second Century Week**

The first night from Tucson we stay in Nogales. The next four nights are based in Sierra Vista. The final day we return back to Tucson. 60-100 miles per day.

### **Week #5 March 23 Mountain Tour Mt. Graham**

80-100 miles per day from Tucson to Lordsburg, New Mexico and back. This is a popular training week for serious riders. A highlight of this week is climbing 9,100' Mt. Graham with over 40 switchbacks.

### **Week #6 March 31 Gravel & Road Week**

This week follows a lot of the gravel roads of southern Arizona. These desolate roads are suitable for bikes with 1.5" or 2" street tires. Daily distances average 45 miles per day with 30 miles of gravel roads.

### **Cycling Clothing and Equipment Donations:**

**PAC Tour**

P.O. Box 303

202 Prairie pedal Lane

Sharon, WI 53585

## **Are You Going to Paris Brest Paris ? Qualify at Brevet Week in Arizona March 31- April 6**

**Based in Tucson, Arizona**

Ride the 200, 300, 400 and 600 KM Brevets in one week. Rest days between the 300 and 400 and 600 KM events. Most routes are big loops with motel sleeping options back in Tucson during the 400 and 600 KM brevets.

## **"Elite Tour Transcontinental" June 15-28 Mexico (El Paso, TX) to Canada 12 days, 150 miles per day**

The Elite Tour is an intense tour intended for serious cyclists who want to challenge themselves with longer daily miles. The tour will start near the Mexican border and follow the Rocky Mountains north along many paved roads while crossing the Continental Divide several times. This Elite Tour is also a qualifying ride for the Race Across America. Full support with many rest stops, lunch and full support are provided each day. Lodging will be in nice motels with local restaurants nearby.

## **"Ridge of the Rockies" July 6 - 27 Albuquerque, New Mexico to Canada 20 days, 95 miles per day**

This Tour is the "Touring Version" of the Elite Tour. The route will begin in Albuquerque, New Mexico and follow the Rocky Mountains north to Kalispell, Montana. The route will meander to explore some new roads through New Mexico, Colorado, Utah, Wyoming, Idaho and Montana. There is a rest day planned near Yellowstone National Park so riders will have time to explore the this area. Each day will have a major mountain climb while seeing some great scenery along the way. Full support with many rest stops, lunch and full support are provided each day. Lodging will be in nice motels with local restaurants nearby. This tour will be limited to about 40 riders. Registration will about October 1<sup>st</sup>.

## **PAC Tour Making good riders better since 1981**

**Check out the PAC Tour website for dates,  
prices, registration information and a full  
schedule of available tours.**

**[www.pactour.com](http://www.pactour.com) 262-736-2453**



## American Randonneur Magazine

Fall 2018 • Volume 21, Issue #3

### RUSA BOARD OF DIRECTORS

**President:** John Lee Ellis

**Vice President:** Debra Banks

**Treasurer:** David Thompson

**Secretary:** Lois Springsteen

**Board Member:** John Cap'n Ende

**Board Member:** Nigel Greene

**RBA Liaison:** Jake Kassen

### COMMITTEE CHAIRS

**Brevet Coordinator:** Roland Bevan (chairman);  
Lois Springsteen, Rob Hawks, and Rob Welsh

**Medals and Awards Coordinator:** John Lee Ellis

**Membership:** Nigel Greene; Don Hamilton

**Webmaster:** John Lee Ellis

**Permanents Committee Chair:** Crista Borrás

**American Randonneur Committee Chair:**  
Janice Chernelkoff

**Rules Committee Chair:** John Lee Ellis

**Team Event Committee Chair:** Paul Johnson

**Routes Committee Chair:** Craig Mathews

**Souvenirs:** Deb Banks

### AMERICAN RANDONNEUR

**Editor:** Janice Chernelkoff

**Copy Editors:** Bob Olsen,  
Jayne Brown, Melissa Hall,  
Betty Jean Jordan, and Katie Raschdorf

**Data Collection:** Lynne Fitzsimmons,  
Greg Olmstead

**Design:** Mary Humphrey

**Advertising:** Jim Poppy

American Randonneur is published quarterly

**Submissions:** editor@rusa.org

**Advertising:** jpoppy55@icloud.com

RANDONNEURS USA, INC. IS A TAX-EXEMPT  
501(c)(3) NON-PROFIT CORPORATION

### American Randonneur

is a publication of Randonneurs USA, Inc.  
PO Box 168, Lyon Station, PA 19536  
president@rusa.org • phone: 303.579.5866

© 2018 All Rights Reserved

**COVER**—Steven Kenny leads Mike Sturgill  
and Peter Farran through a downpour  
near Laurel, MD early on Day 4 of the  
Blue Ridge to Bay 1200K.

PHOTO BILL BECK

## WHAT'S INSIDE

<b>President's Message</b>	2
John Lee Ellis	
<b>From the Editor</b>	3
Janice Chernelkoff	
<b>Sandhills 1000km...A Ride with the Wind</b>	4
(Cap'n) John Ende	
<b>The American Randonneur Award</b>	9
<b>From Randonneur Rookie to PBP 2015: An Interview with Eric Williams</b>	10
Mary Gersema	
<b>The Appeal of the Flèche, and Its History in Northern California</b>	14
Rob Hawks	
<b>Five Grand Randonnee Newbies Get the Job Done: The Blue Ridge to Bay 1200km</b>	16
Jimmy Aspras, De'Anna Caligiuri, Rudi Mayr, Emily Ranson, Steve Schoenfelder	
<b>New RUSA Members</b>	21
<b>Randonneuring in South Texas, Brownsville Region</b>	24
Richard Cavin, South Texas RBA	
<b>Randonneuring Haikus and Fibs</b>	28
Betty Jean Jordan	
<b>Eastern Iowa Adventures</b>	32
Martin Gruebele and Michael Fox	
<b>RUSA Board Elections</b>	41
<b>Guanella Pass Gambol Permanent # 3546</b>	42
Paul Foley, RUSA #1471	
<b>RUSA Awards</b>	45
<b>COLUMNS</b>	
<b>UNDER REVIEW</b>	22
George Swain	
<b>DR. CODFISH: INTO THE DARK</b>	30
Paul Johnson	
<b>RANDOM THOUGHTS: SEVEN MINUTES TO SPARE</b>	36
Chris Newman	
<b>RUSA MEMBER PROFILE: DAVE JORDAN</b>	38
Mike Dayton and Jennifer Wise	

# President's Message

## Plenty of Riding Still to Do!

Yes, and plenty of goals to achieve and friends to meet!

Fall can be one of the best seasons for riding in general, and for randonneuring in particular. You're hopefully in top form from some big events or just from lots of riding, and now the climate is starting to cooperate. In many parts of the country, fall can be the most temperate and beautiful of seasons.\*

Arizona randos can descend from the lofty and cooler Mogillon Rim now that the valley areas aren't quite so scorching. In Colorado, the combo of cool nights, mild days, and golden aspen beckons. In Florida, temps have relented enough to do a big event like the Tip to Tail 1600km Grand Randonnée. On the Pacific Coast, the fog has with any luck withdrawn out to sea. And on the East Coast those maples and oaks are displaying a carpet of red.

All the more reason to consult that RUSA calendar of events. Or maybe ask your RBA to schedule an extra one, maybe a Dart. And have a look at a perm you've never ridden, whether in your back yard or far afield.

## Where Do New Randos Come From?

Another theme I'd like to reiterate is that for the above reasons, fall can actually be a good time to attract new potential randos. Riders are in good shape and feeling cheerful, and the weather can be less intimidating than the snow, wind, sleet, and showers that spring often brings after a winter of being cooped up.

At least two multi-year R-12 veterans in my region started their rando careers on our September Equinox 200km. They just kept going through the winter. I frankly was surprised. But not anymore.



Enjoying a late-fall sojourn in Tucson.

One such autumnal rando novice once asked me: what background makes for a successful randonneur? I don't think it's one specific thing—years of endurance cycling, for example.

Have a glance at the folks pictured in last issue's president's message: they include two mountain bike racers, a mountain climber, a Race Across America finisher, a surfer turned alpine skier, a body builder, and a college swim team member.

Other local randos: a track runner who became a technical rock climber and ski-randonnée competitor; two Ironman triathletes; a fellow who'd biked around the world on a mountain bike (and ended up the first American to cross the PBP finish line one year); and a gentleman who worked for the National Park Service and did loaded touring whenever his demanding schedule allowed. He of course demurred at the prospect of a drop bag on PBP and just carried everything with him.

I could go on. Suffice it to say, we in our sport have so many wonderful participants, and there are so many riders I'd love to learn more about. Each has his or her own story.

You don't need grandiose, rando-specific accomplishments. It's engagement, focus, and enthusiasm that carry the day.

If there are common themes for success, I'd say they are: an interest in

outdoor activity, and the discipline to pursue something that requires training and commitment to finishing. That's pretty much it. Oh, and maybe an attitude to take everything in stride. Or as the French say, *gardez votre sang froid*.

If you know someone like that, invite him or her to join you on a brevet or perm. That could be the start of a rando future for that rider, and maybe a rando pal for you. Randonneuring is a passion which we'd like to share.

## A Great Time to Prep for Next Year!

I loved Paul "Dr. Codfish" Johnson's column in the last issue. He titled it "The Clock Is Ticking," which might sound ominous, but what he meant is: do the prep for next year's goals this year. What I'd like to say is that fall is a great time to prep for your New Year's Resolutions! Why wait?

This for all the above reasons: you're in shape; you're in touch with distance; and you are already thinking ahead to next year. Most likely in those mileage-eating chats with fellow randos on some long brevet.

Is PBP'19 in your plans? Or maybe there will be a Colorado High Country or Alaska "Big Wild Ride"1200 to tempt you next year. Or maybe an Australia brevet week. Or any of a panoply of goals that could be your next step.

Build on the challenges and satisfactions of this season—still not over—to look ahead. I wish you all the success in that.

*\*As I write this, though, it is July on a week that has seen temps break 100° in Boulder County—wonderful to be up high on the Colorado SR 600 as three friends were. So the prospect of autumn has its charm.*

—John Lee Ellis  
RUSA President  
president@rusa.org

# From the Editor

*American Randonneur* is celebrating the 20th anniversary of RUSA throughout the year, and we have been gifted with stories from some of its founding members, including Mike Dayton and Jennifer Wise's interview with Dave Jordan (RUSA #4) in this issue. Listening to and thinking about the memories of Johnny Bertrand (AR Spring '18), Bill Bryant and Lois Springsteen (AR Summer '18), and now Dave Jordan, I feel gratitude for their hard work, creative energy, and foresight...for their ability to imagine an organization that allows us to dream, challenge ourselves, and participate in the global sport that randonneuring is today.

This issue offers a sense of the many places in which RUSA exists today as well as the variety of available events. Rob Hawks reviews the history of the fleche in the Northern California area and explains why it is his favorite one. (Cap'n) John Ende's ride report on the Nebraska Sandhills 1000km dispels the myth that the landscape between Colorado and Virginia is all flat—although on this particular ride there are some awfully long stretches without turns. Still, it's wind (and the potential for stormy weather) and not the hills that typically determine how a ride will go. Paul Foley reports on the lovely and challenging Guanella Pass Permanent in Colorado with over 7000' of climbing.

Other articles focus on the variety of interests and abilities demonstrated by randonneurs. I was inspired by the stories of the five grand randonné newbies who completed the challenging Blue Ridge to Bay 1200km. Their positive attitudes got the job done; congratulations to them. Richard Cavin's

report on randonneuring in South Texas provides a sense of the terrain and weather there, for sure, but I am also impressed with Richard's work to increase interest in randonneuring. I also like Richard's story about 10-year-old Sebastian's interest in riding his bike, and his ability to complete a 100km permanent without trouble. Martin Gruebele and Michael Fox write about the Quad City Randonneurs and a series of events that take place in the hilly parts of Iowa. Most admirable though, is the tenacity that Martin and friends exhibit on some of these events. First, Martin and some of the regular participants travel several hours to get to the rides; next, this group of intrepid randonneurs rides by the motto "ride fast--stop briefly," completing events in impressive times. Finally, Chris Newman's column gives a shout out to some of us (including yours truly) who finish most rides we start but not necessarily with much time to spare. Sometimes it even takes more than one attempt to get the job done!

Randonneurs are a multi-talented

group of people, as demonstrated by Betty Jean Jordan's poetry in two very structured forms: the haiku and the Fibonacci. And George Swain offers a book and film review in this issue, both of which will be of interest to those headed for PBP next year.

Finally, speaking of PBP, please see Mary Gersema's interview with 2015 PBP ancien Eric Williams. Also check out the advice by columnist Dr. Codfish. In the spring issue of *AR*, Claus Claussen announced that Mike Schellhase would be taking over the work of offering PBP travel packages for RUSA members next year. I've had brief communications with Mike who promises that more information will be available soon. His agency is Travel Haus and their phone number is: 314-842-6000. Their website is [www.travelhaus.com](http://www.travelhaus.com), and the PBP-specific website will be [www.pbp19.com](http://www.pbp19.com).

Enjoy your end-of-season rides and please be safe out there.

—Janice Chernekoﬀ

**Editor, *American Randonneur***  
[editor@rusa.org](mailto:editor@rusa.org)

Taking a thunderstorm break.

—PHOTO CHRIS NEWMAN



# Sandhills 1000km... A Ride with the Wind

BY (CAP'N) JOHN ENDE

A few days before the start of the Nebraska Sandhills 1000km I checked the weather forecast for the start town of Broken Bow. The first day would be hot, nearly 90°. The final day would be cooler. The middle day was predicted to be windy. If you ever ride in Nebraska and see the symbol for wind in the forecast, watch out.

---

This was the second edition of the Sandhills 1000km. I rode the first edition in 2016 and loved it so much that I blogged about the ride and then the story was picked up by *American Randonneur*. However, the publicity did not translate to oversubscription for the 2018 edition. Eight riders

attended the 2016 ride and seven toed the line for 2018. The veterans included myself, the RBA host, Spencer Klaassen and homegrown cornhusker Rodney Geisert. The always popular Rick Blacker flew in from Olympia, WA. Brian Feinberg from San Francisco Randonneurs came based

on a recommendation from Robert Sexton who had thoroughly enjoyed the 2016 edition. Bill Giffin took a break from his nearby farm in Kearney, NE, to tackle his first 1000km. Completing the field was newly minted Super Randonneur, Anda Arms, who drove up from Manhattan....Kansas.

I rode with a gps but you could easily stay on course with a single note card of turns. The first turn to a new road is at fifty miles and other stretches without a turn include a 110-mile stretch and an unbelievable 161 miles heading west on US-20 between Valentine and Crawford. More important than a gps is a phone with a radar app and a wind app. Spencer





Sandhills 2018 course map in red.

Below, cyclist preacher stops to talk to the riders and then phones ahead 2 hours to have his friend meet us at our lunch spot. His friend showed and guess what we talked about? Bike riding in Nebraska!

Bottom, Rod Geisert and Denise Giffin at the finish  
—PHOTOS JOHN ENDE

uses “WindAlert.” It’s not that you can change the wind but you might plan your stops accordingly. Additionally, radar apps can help track storms which allows you to plan for or modify stops. In 2016 we holed up at controls for several hours on two separate occasions. This year we never had to prolong a control stop to avoid a storm. We did see the Storm Tracker vans heading to Valentine on day one but that was after we cleared through. They would be covering the big storms on the second day!

The ride is called the Sandhills for a reason. This part of Nebraska is NOT flat. The climbs are more gentle traveling east and west, and a bit steeper heading north and south. Even though the course constantly rolls, the ride is not about elevation gain. It is about air. More specifically, the movement of air as in wind. To give a small example of how the wind can affect the ride, compare the first days from 2016 and 2018. In 2016 we fought a prolonged headwind as we traveled south to north. We also waited out a storm for a couple of hours. Bottom line: we got to the sleep control around 3am. This year we had a tailwind pushing us to the north, no storms and barely turned on our lights, arriving at 9pm. Granted, the sleep control was twenty miles sooner



in 2018, but still we’re talking about a six-hour difference.

Our early arrival into the first overnight apparently riled up the wind gods. When I checked the Valentine weather upon waking for day two, the report sounded like a page out of the Old Testament. Dangerous winds, damaging hail, lightening, perhaps locusts and, of course, tornadoes. I was a bit concerned, but Spencer assured me that those storms were behind us. Still we would be dealing with some stiff wind. Generally, we would be heading west for one hundred and fifteen miles. Generally, the wind would be cross or head on for those miles and would be strong. In North Carolina it is almost always calm at dawn but in Nebraska the wind wakes up with the



The sun rises at our backs day one out of Broken Bow.

—PHOTO JOHN ENDE



All cyclists welcome!  
 Bunkhouse Saloon Arthur, NE.  
 —PHOTO JOHN ENDE

farmers. We stepped into the darkness of day two and pointed our bikes west on US-20. The wind nearly knocked us over. For the next twelve hours we would work to achieve that left hand turn out of the wind. It was a long grind. It was the kind of day where the wind was hitting the front of our left shoulder to start, but then swung directly out of the west to knock us backward. By the time the road swung slightly to the north guess which direction the wind had shifted to? That's correct: from the northwest. At least when you are climbing a big mountain, they don't move the top. The wind can really work on you mentally. What can you do? Downshift, tuck in behind Spencer and hold your line. Don't watch your speed and don't watch the odometer. Either could drive you insane.

Even the tough moments were made more bearable, however, by our guardian angel and roving support, Denise Giffin. Denise was everywhere, and that's saying

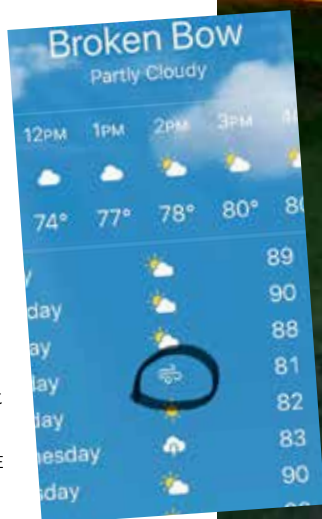
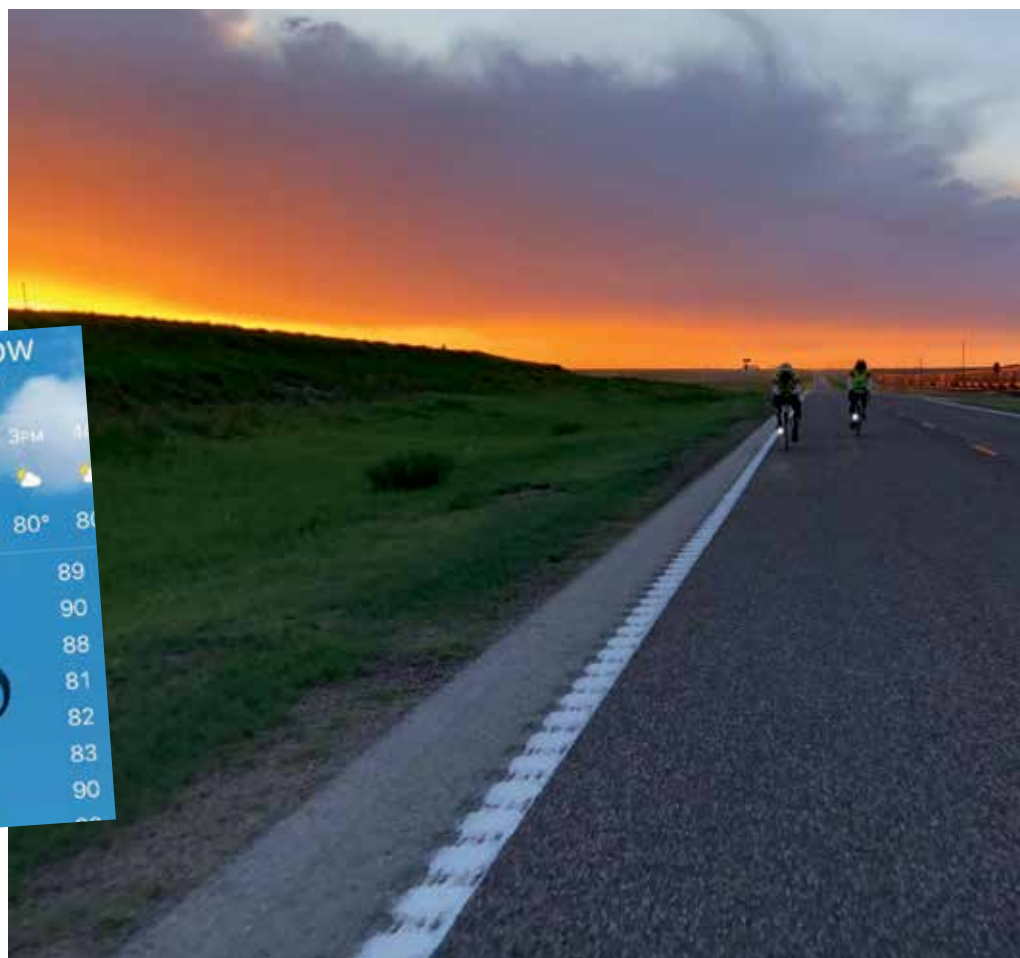
something on a 1000km loop course in Nebraska! She was there because her husband Bill was riding but she took care of every one of us like we were family. Spencer and Rod were planning to trade off driving support and riding shorter brevets which Spencer had planned between the start, overnight controls and the finish. Then heaven sent Denise, and Spencer and Rod were able to enjoy the full monty with us.

The idea for available segmental brevets along the route came from down under during one of Spencer and Rod's many visits to Australia. If

someone DNFs on day one, they can still ride day two and three for credit. I think the idea is genius! Spencer planned a 300km brevet for the first day that finished at the overnight. The second short brevet was 200km which connected the overnight locations shortcutting the 1000km course. On the third day, a 250km brevet was available to the finish.

More about the course: do not come expecting to ride through fields of corn. This is cattle country and the rolling grasslands are dotted with black angus. So are the menus. We lived on burgers. Really good ones. Denise even had burgers waiting for us at each of the overnight controls since there were no open restaurants upon our arrival. Did I mention that she was an Angel?

We had no significant rain but did contend with some above 90° temperatures. The hot weather veteran



Weather symbol for day 2.

Sunset day 2 heading into Alliance. Cyclist friendly rolling coal!

—PHOTO JOHN ENDE





of the group, Rick Blacker passed out tube socks at the ride start, and they saw substantial use. Dewey ice socks? Yes we do! Ice socks were de rigueur on days one and two. The peloton looked like a bunch of middle linebackers.

The nighttime section between Alliance and Hyannis is a real highlight. The star-filled sky is mesmerizing and stretches from horizon to horizon. Once again we saw more trains than cars, and let me tell you, a train whistle less than one hundred yards away does wonders for a sleepy randonneur. This section also passes many small lakes and the rising moon danced off the water as the finally-realized tailwind

My favorite shot—a return to the Sandhills would not have been complete without this iconic shot of Spencer passing the abandoned school house on the high western plains of Nebraska!

—PHOTO JOHN ENDE

151 tailwind assisted miles of smiles day 3!

—PHOTO JOHN ENDE





The peloton from L to R: Bill Giffin, Rod Geisert, Spencer Klaassen, Brian Feinberg, Anda Arms, Rick Blacker.  
—PHOTO JOHN ENDE



The peloton reflect on the ride start.  
—PHOTO DENISE GIFFIN

pushed us into the overnight at the Ranchland Motel. The ice socks from earlier in the day were a distant memory as the temperature fell into the low 40s. By the time we arrived at the overnight we were fully layered with the entire clothing contents of our bags.

On day three the wind gods misread our cue sheets and wound up pushing us back to Broken Bow with much vigor. We sat upright and pedaled uphill sometimes over 20 mph! It was

quite a day. One hundred and fifty-one glorious tailwind-assisted miles of smiles. We rolled into Arthur and visited North America's oldest straw bale church, then we cruised by the smallest courthouse in the US. We were forty minutes early for the Bunkhouse Saloon but decided to wait for it to open. Ricky worked some magic and we scooted in at 10:30 just ahead of the other "bikers." With burgers in our bellies we hoisted the mizzenmast and set sail for Broken Bow.

We all arrived in a fairly tight window around dusk to the crowd of one: Denise! Everyone agreed that the Sandhills 1000km was a resounding success. After the 2016 edition I encouraged riders from around the country to give Nebraska a try. It's not what you are expecting. I live in North Carolina and twice now I have travelled nearly across the country to ride in this paradise. That should tell you something. If the Nebraska Randonneurs decide to have a third event consider joining us there. See how I said "us," because I'd hate to miss it! Special thanks to Denise Giffin for support above and beyond the call of duty and to Spencer Klaassen for planning and organizing another stellar event showcasing the Sandhills of Nebraska. Tailwinds! 🚲

# 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 an 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@mykolab.com](mailto:JohnnyBertrand@mykolab.com). Alternatively you may fill out a candidate submission form and mail it to the address below. All nominations must be **received** by December 15.

## PREVIOUS RECIPIENTS

2001	<b>Johnny Bertrand</b>
2002	<b>David Buzzee</b>
2003	<b>Jennifer Wise</b>
2004	<b>James Kuehn</b>
2005	<b>Daryn Dodge</b>
2006	<b>Bill Bryant</b>
2007	<b>Robert Fry</b>
2008	<b>Dan Driscoll</b>
2009	<b>Mark Thomas</b>
2010	<b>Don Hamilton</b>
2011	<b>Mike Dayton</b>
2012	<b>Crista Borrás</b>
2013	<b>John Lee Ellis</b>
2014	<b>Lois Springsteen</b>
2015	<b>Vincent Muoneke</b>
2016	<b>Bruce Berg</b>
2017	<b>Shab Memarbashi</b>

## 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@mykolab.com](mailto:JohnnyBertrand@mykolab.com)

# From Randonneur Rookie to PBP 2015: An Interview with Eric Williams

BY MARY GERSEMA (Slightly revised from version published in chasingmailboxes.com)

Over the last couple years, I have had the great pleasure of getting to know Eric Williams, member of the D.C. Randonneurs (DCR).

In Eric's first year of randonneuring, he completed a Super Randonneur series, a 1000km brevet, and Paris-Brest-Paris (PBP). And he just keeps on riding. He caught the rando fever!

Eric's enthusiasm for riding is infectious, and I'm glad he's part of our randonneuring scene. We recently talked about how he became interested in randonneuring, his first year of riding brevets, and his recent PBP experience.

**You were riding a lot of miles before you started randonneuring, but what was the longest ride you had done until you began riding brevets, and what made you want to give randonneuring a try?**

Until the summer of 2014, I hadn't been riding a lot. I mainly commuted to work a few times a week—three miles each way—and went on an occasional shop ride with Proteus. That summer my daughter went to Alabama to stay with her mother, and I suddenly had a lot of time on my hands.

My cousin Jarred had gotten into cycling and I was really inspired when I heard he had completed a TransAmerica bike tour. We hadn't seen each other for almost ten years, so I decided to purchase a touring bike and take a quick trip up to Boston (via car). Jarred and I then rode one hundred miles with camping gear and all from Barnstable to Provincetown and back to Brewster, where we camped out for the night. That was my first century. I'd hardly say it was easy, but I knew right then that longer rides were for me.

I headed back to Maryland and decided to ride the Great Allegheny

Passage (GAP) and C&O Canal Towpath from Pittsburgh to D.C. I really wanted to do this alone and fully self-supported.

A few friends drove me up, dropped me off, and said, "See you later." I completed the trip in four days, with lots of rain. Having never even camped alone before, this was very challenging for me. I then rode the Sea Gull Century, because why not? It sounded fun. Fun it was, but that paled in comparison to the feeling of accomplishment.

I had recently met Rod Smith (a D.C. legend who occasionally rides with DCR), and he mentioned that he had ridden one hundred and forty miles the day before. I remember thinking, "That's impossible!" I had always thought of the century as the end-all ride, the long one. This conversation really opened my eyes and probably changed my life forever.

Sometime after this I told a friend

PBP Volunteers and Bananas!

— PHOTO ERIC WILLIAMS





that I wanted to do longer rides, but I didn't want to be as well-cared for or supported as happens with organized centuries. He mentioned the D.C. Randonneurs, and I signed up for the Flatbread 200km ride they put on every November. In preparation for the Flatbread 200km, I met up with Rod and we rode one hundred and forty miles together. I'll never forget that day.

### **How did the brevets inform your decision to ride PBP?**

It wasn't until sometime just before the Flatbread in November 2014 that I heard of PBP. I remember thinking how insane that sounded—ride 1200km in ninety hours or less. I decided I would ride the Super Randonneur series and not worry about this PBP thing. I'd work up to the 400km and see what happened. I just kept wanting more.

It was in talking with Carol Bell and Chris Mento about PBP during the DCR Flèche that I realized it was possible, and I could do it if I wanted. As soon as I completed the DCR 600km in June, I knew I could do it and I wanted to. I registered that night when I got home. I couldn't wait for the chance to really test myself.

### **I know you rode the Blue Ridge Vistas 1000km in the months leading up to PBP. Do you think that helped you prepare?**

Ahhh, the Blue Ridge Vistas 1000km. This would turn out to be a lot harder than PBP in a very biblical sense. I don't think I needed the miles but I was concerned I didn't have the sleeping experience needed for a 1200km, having only ever ridden one 600km (one overnight ride).

The 1000km was a triple loop ride that started and ended at the same place each day. This would give me a great opportunity to learn how to sleep quickly and still manage to ride two hundred miles the next day.

As it turned out, the second day was one of the wettest days on record. I can't remember it ever raining that hard.

Forget that we would be summiting mountain passes on bicycles. I learned a lot on this ride from randonneuring veterans Jerry Phelps and Dr. John from North Carolina. We had about 640 miles to discuss life and other valuable rando lessons.

Long story short, the 1000km completely trashed me and actually made me think I wouldn't be recovered in time for PBP. Looking back, I think

Roadside stand on PBP.

—PHOTOGRAPHER UNKNOWN

it was the right decision to ride the 1000km and I'm proud to be one of five people to complete that ride.

### **What had you heard about PBP prior to going, and how did your ride experience live up to what you'd heard?**

I had always heard that PBP would include cheering locals, classic steel, hardcore racers, and every manner of cyclist known to man.

Simply put, I had heard that PBP is the greatest cycling event in the world. And yes, it lived up to that in every way and more.

Often, something can be exaggerated or talked up so much that when you get there it's a complete letdown. This wasn't the case with PBP, and I knew it the minute I got off the airplane.

### **What were some of the highlights of PBP?**

On the first day sometime just before dusk, probably around 200+ miles into the ride, I stopped to give

three local children DCR pins. The children looked so happy—a pure joy kind of happiness. The father stood there looking at me like, “Did he really just stop? He needs to be riding.” He and some other guy ran over to me, picked me up, placed me back on my saddle, and started running me up the hill. I couldn’t believe it. It was the most exciting moment of my life, them laughing hysterically as they pushed me.

Otherwise, riding with people from all over the world, meeting new friends, realizing just how widespread and close the randonneuring community is. Seeing my friends from DCR throughout the ride. These were all great moments.

And actually pulling with people who have completed RAAM. I didn’t know I was strong enough to ride with these cyclists. I pushed myself harder than ever before and enjoyed every second.

The third day was really a highlight, probably because I expected it to be a low point. Other than a lot of ankle pain, I felt great and was riding faster and stronger than ever before. It was amazing to finish a ride like this feeling strong.

In addition to the feeling of finishing, seeing my daughter and my

sister waiting for me at the finish line was amazing. I was so proud that my daughter could be there to share that moment with me.

### **Did you experience any lows or difficult times?**

There were two times I felt utterly horrible during the ride. During the first night I decided I would ride all the way to Carhaix-Plouguer which is about 330 miles. Some time around 3:00am I started catching up to the tail end of the 90-hour group. Suddenly I was riding through about 1,000 people zig-zagging all about the road. People were sleeping any and everywhere, including on the road surface—not cool. The energy was gone. These people had been on the bike for about thirty-six hours.

It really affected me and hit me. I was tired. It’s interesting how energy is contagious, or how the lack thereof can also be contagious. Those ditches started looking really cozy! That would probably be the most tired I’ve ever felt. I knew if I just kept on I would get through it. I had a hotel with a bed and shower; I just had to get there.

The second low point was when I woke up the following morning. I had slept from 6:00am to 9:00am, and I woke up in a confused state. I didn’t stop for a second to think, “What do I need?” I just jumped on the bike and started riding again. About twenty miles down the road, I realized I could hardly even turn the pedals. I remember thinking, “What’s wrong with me? What did I do?” I realized I never ate breakfast. The calorie depletion from the day before struck hard and I bonked! I managed to push through about 100km to Brest, where I had a huge meal and sat down for a while. Everything was better then.

### **You completed PBP in 68 hours, a fast time considering most people have 90 hours to complete the full distance. You took the 84-hour start, but in addition to that, how did you approach riding PBP (miles per day of riding, sleep stops, food, etc.) and did you have a time goal?**

I didn’t have a specific time goal, other than I would aim for 74 hours. That left ten in reserve, which would be important for mechanical or body failure!

I booked hotels in Carhaix and Fougères. I thought if I could make it 330 miles the first day, I would be in a great position. The second day would be a hard 250 miles, with lots of climbing back to Fougères. This would set me up for an easy last day of 190 miles. I already knew I could function fine on three hours of sleep a day as long as I was tired when I went to sleep (that wouldn’t be a problem!). I knew if I pushed through the first night that meant pushing through the second as well. I set myself up for a late start the second and third day with a lot of night riding. I never thought I’d start a 400km at 10:00am but it worked out. I don’t mind riding at night; in fact, I rather enjoy it.

I ate three meals sitting down, and the rest of the food was all eaten on the bike. At each control I would pick up a few bananas, pain au chocolat, and a jambon sandwich. Eating on the bike really saves a lot of time, not only because you are moving but because you never really get full. Using the energy as you replenish it seems to work better for my stomach than eating a large meal.

It wasn’t until the middle of the second day that I realized the faster I rode and the harder I climbed the more the locals would cheer for me. They fed me energy (and espresso!). The more they got into it, the harder I rode. I realized that my averages weren’t slowing down as I expected they would. At this rate I could do 68 hours comfortably. I wrapped up the



2015 PBP Finish  
— PHOTO ERIC WILLIAMS



second day at about 6:00am again and started out the third day by 10:00am.

**Some have said that the 84-hour group was somewhat lonely and lacked the fanfare of the 90- or 80-hour start. What were your thoughts about taking the 84-hour start at 5:00am—the morning after the 90- and 80-hour riders?**

I think the 84-hour start was the right decision for me. Although I chose this to help out with the crowds at controls, I caught up to the 90-hour group very early in the ride and was met with probably even larger crowds. Being at the front of the 90-hour group would have probably allowed me to completely beat the crowds.

I was really nervous to be in the last starting group in a ride this long. In the back of my mind I thought, if I get dropped it's going to be a long lonely ride. The night before I started my ride, I decided to go to the 80- and 90-hour start and watch all the brave randonneurs depart. I rode back to my hotel with a German fellow I had just met. It turned out he had lived in Maryland for a few years.

On the way back to the hotel the

streets were covered with spectators cheering for us. They thought we were riding in PBP! This would be the most excitement I would see the entire ride, so yeah, I suppose the 84-hour start really does lack some fanfare. We laughed hysterically as we rode by waving to our fans. All the excitement left me unable to get a good night's sleep.

The next morning St. Quentin looked like a scene from a zombie movie. The streets were empty, the lights were off, and there wasn't a fan in site. In fact, I don't think I saw a spectator until past noon that day.

**Would you ride PBP again and why?**

I would definitely ride PBP again. I never really understood why people ride it so many times until I was about halfway through the second day. I already wanted to ride it again and I hadn't even finished yet. It's really hard to say why, exactly. Most of our brevets are very lonely at times. I've ridden well over one hundred miles solo on a brevet that had twenty to thirty people riding it.

PBP didn't feel like a brevet; it wasn't the self-supported challenge I had grown to love. It was something

Eric at Brest!

—PHOTOGRAPHER UNKNOWN

else entirely filled with non-stop excitement. I don't know if I'll be there in 2019 but I will ride PBP again, and again, and again....

**How would you summarize your first year of randonneuring and PBP?**

I have grown more as an individual this year than during the other thirty I've been around. These long rides offer endless amounts of time to reflect on your decisions and to think about what you actually want out of life. I've met so many amazing people, seen so much amazing territory, and covered thousands of miles on my bike. This has been the greatest, most accomplished year of my life.

To summarize PBP, "Christmas Eve"...

**What question did I forget to ask you that I should have?**

I think you pretty well covered it. You never asked WHY, but then again if you have to ask why, this probably ain't for you! 🚲

# The Appeal of the Flèche, and Its History in Northern California

BY ROB HAWKS

It may not be the typical entry-level event for a first-time randonneur, but in 2004 I signed up to ride the flèche, hosted that year in the Bay Area by the San Francisco Randonneurs. Until then, my long distance experience was limited to riding double centuries in California.

---

What those events never offered was the experience of riding through the night, so there was much uncharted territory for me to explore. The one thing that absolutely hooked me on our sport was the team aspect of the flèche. It provided me the comfort of company through the wee morning hours and the knowledge that should I lag a bit, a teammate would be there to support me.

Back in 2004 I had the impression, based on no knowledge really, that the annual flèche was a well-established ritual in which RUSA regions engaged. Being the only first-time flèche rider on a team made up of PBP anciens, I just thought it was widespread and everyone else had already done this before me. It was only years later that I took the time to look beyond my own region at participation in the flèche. Yes, there are a number of regions for which the flèche is an annual thing. Seattle (SIR) has hosted an event every year during RUSA's twenty-year history, and it currently fields around ten teams each year. SIR was the first RUSA region to host at least ten teams. In the first year, 1999, there were five regions that hosted the event: Austin,

TX; Davis, CA; Florida Southern; Washington DC; and Seattle, WA. Davis fielded a whopping eight teams that very first year, and looking over the list of finishers for that event you'll find more than a few riders who are still quite active with RUSA today.

Bruce Berg led my team that first year and we followed a route that hugged the Pacific Coast from well north of Westport, CA, down to the mouth of the Russian River at Jenner, CA. From that point we headed inland, which was a blessed relief as we finally left the coastal fog behind for a while. Until we left the Russian River watershed area, we had been travelling through small towns, some of which were proverbial wide spots in the roadway, but once in Santa Rosa, CA,

things got lively. Back then, flèche route designers often looked for Denny's and Safeways, the two most reliable 24-hour businesses in the area. During that first year, our visit to the Santa Rosa Denny's coincided with some sort of high school social event so the place was packed at 1:00 am.

Along the route that year I personally hit a number of spots where my confidence wobbled a bit, but each time a teammate would step up and help me find my balance once more. We had kept to the pace we needed to finish the route in twenty-four hours, but in those last dozen miles our focus must have drifted a bit and we all seemed to snap to at the same time when we realized that we still had a few miles to go and we only just had enough time to finish. The finish that year was at Kezar Stadium in Golden Gate Park, but what we weren't sure of was exactly where the finish location was in the stadium. As we approached it from the west, we were faced with the dilemma of deciding if we should go around the stadium clockwise or counter clockwise to find the finish in the forty-five seconds we had left before our 24-hour timer would go off!

---

*Along the route that year I personally hit a number of spots where my confidence wobbled a bit, but each time a teammate would step up and help me find my balance once more.*

---





Learning the ropes during my first RUSA event—2004 Fleche NorCal hosted by the San Francisco Randonneurs. Left to right: John Quarterman, Jim Bradbury, Bruce Berg, and Rob Hawks.

—PHOTO TODD TEACHOUT

We guessed right, to our amazement, and could finally relax. In our weariness though, perhaps we dreamed that we were greeted and congratulated by a grown man wearing pink bunny ears handing out small chocolate eggs. At least I hope that was a dream.

Originally, the RBAs of the various Northern California regions took turns hosting the flèche. Davis hosted it from 1999 through 2002. Then San Francisco stepped up to host it in 2004, and Davis hosted again in 2005. Next, Santa Cruz hosted the flèche with a finish in Davis. San Francisco then stepped up again in 2007, and after another gap year, San Francisco hosted the event each year from 2009 through 2018. It is possible that Davis will take a turn once again in 2019. With so many local regions hosting, this annual event has become firmly established and very popular. In 2015 and 2016, San Francisco hosted sixteen teams each year. If you check the finishing rosters, you'll notice that many teams repeat year after year with some teams having a rotating roster of riders, and other teams having the very same members in successive years. I've managed to ride eleven flèches, sometimes as a team member and other times as the team captain.

On my eleventh flèche in 2018

I was pressed into duty as the team captain, and as sometimes happens, the make up of the team changed as the date of the event drew near. What began as a team of repeat riders morphed into a team in which I was the only constant from the previous year, and not only that, but we had two first time flèche participants on the "Oblio's Dog" team. I am no doubt showing my age by making our team name be a reference to a 1971 animated movie. Naming teams has often been an exercise in allusion, references, puns, and double entendres, and this practice happens in regions across the country. More than one team has been named "Flèche and Blood," and quite a number of team names allude to arrows, given that flèche is the French word for arrow.

In 2018 we were blessed with fabulous weather for the event. This made up for years during which the entire ride was run under grey, overcast skies, or the threat of rain increased as each hour passed, or the forecast was simply wrong and the wind would come from the worst direction, or unpredicted rain would fall. Our route this year left the East Bay on a north-east tangent heading toward but not reaching Davis, before turning north-

west toward the wine growing regions in Napa Valley and then Alexander Valley. The last, long, nighttime leg would take us south toward San Francisco and the finish at Crepes on Cole where we've held our finish breakfast every year since 2009.

Riding with first-time flèche riders this year put me in mind of my own first foray into randonneuring and I inwardly smiled at how the roles had completely switched. I was now the seasoned veteran rider and I was the one to offer support to the first-time rider. It is hard to say who was rewarded the most as we completed our ride. One first timer in particular went from being convinced she should drop out after forty miles because she was sure she was holding us up and might keep us from finishing, to being the lead rider pulling our whole team through the darkness in the hours before sunrise. I felt quite privileged to watch that transformation unfold, and perhaps I even played a small role in helping it happen.

The flèche, regardless of the difficulty of the route chosen, is not a simple task to complete. The sheer length of time spent riding is a big deal. RUSA offers a variation on the flèche which is a team event that most often can be finished with little to no nighttime riding. This is, of course, the RUSA Dart. That event has a pretty wide appeal, especially to riders unsure about the 24-hour aspect. To be sure, the flèche is not an event for everyone. For me though, it is where I began as a randonneur and where the hook was set deep when I found a community with an emphasis on the team aspect of the event. 🚲

# Five Grand Randonnée Newbies Get the Job Done: The Blue Ridge to Bay 1200km

BY JIMMY ASPRAS, DE'ANNA CALIGIURI, RUDI MAYR, EMILY RANSON, STEVE SCHOENFELDER

Five riders new to the Grand Randonnée present five different accounts of the ride. Everyone has their own vision of the same miles.

---

## Steve Schoenfelder

2018: the year of reckoning. Successful completion of a domestic 1200km was a minimum requirement in my mind for considering a run at PBP in 2019. My neighboring club, the DC Randonneurs, accommodated by announcing the Blue Ridge to Bay 1200/1000. It seemed to have all the features one could ask for: historic sites, beautiful natural landscapes, epic mountain climbs, and the promise of temperate and sunny late spring weather.

The drastic leap from 600km to

1200km is daunting, to say the least. Much needs to be considered including physical fitness, gear, how much to carry on the bike, and how much time one will have to rest. Some of this would have to be figured out on the fly.

I was relieved when we finally pedaled into the dark drizzle on Thursday May 31. Riding on rail trails to the Mall in Washington D.C. gave me the chance to review strategy without the need to worry too much about traffic. Most of the Washington Monument was huddled in clouds as we reached the Potomac. I was

pleased to see familiar faces from DC Randonneurs at the first information controle at the monument. And then there were more volunteers to take our pictures and send us off in the right direction at the Lincoln Memorial. This was a theme that repeated over and over again: cheerful volunteers appearing unexpectedly along the way to lift our spirits.

After a grueling rainy climb over Big Flat Mountain, I felt I had earned at least a few hours of sleep in Shepherdstown. The shower was heaven, and the bed, a blessing. The alarm went off too soon at 5:00am. I was pleased to find I could still walk to breakfast, and I headed out about fifteen minutes after the controle closed. This was a day of challenge with long grades ascending Skyline Drive in 90° heat, but the challenges were offset by stunning vistas, heart-warming camaraderie, and adrenaline-infused descents through violent thunderstorms. In the end, I survived.

The third day was supposed to be easier; it wasn't. After moderate climbs up Gapland to the War Correspondents Memorial and Mar-Lu-Ridge, we were met with endless rollers that turned my quads to Jell-O. We finally got a break from climbing as we approached historic Annapolis. I enjoyed much of the day riding with our group of grand randonnée newbies. Then intestinal issues struck, forcing a hasty retreat



De'Anna, Rudi, Jimmy, Emily.

—PHOTO BILL BECK

to a construction zone port-a-potty. I subsequently lingered too long at a refueling stop, falling further behind. This resulted in pedaling many miles alone through a violent thunderstorm that severely limited visibility and pace. I limped into the airport overnight controle an hour or so later than planned. I was weary, like never before, and knew that I needed at least three hours sleep before clipping in again.

I was one of the last to leave the motel on the final day. It was cooler, almost cold. I was amazed that I could still turn the cranks. I soloed at a slow but steady pace. I was pedaling through a cold horizontal deluge when I caught the newbie group sheltering at the Damascus control, about fifty miles into the day. I contributed to the growing puddle where we were seated. After adding arm and leg warmers and fighting back hypothermia with the hand dryer in the men's room, I headed out with a lone rider who had lingered behind at the controle. The cold and wet inspired us to jam on the pedals at a pace that I rarely achieve with fresh legs. We ultimately caught the newbie group as the rain abated. Three of us left the next controle a bit behind the others, confident in our ability to finish the ride. We cruised to the end at a leisurely pace, our bonds strengthened by the beauty and the suffering.

### Rudi Mayr

As I write this, on Sunday evening, it's been a week since De'Anna, Emily, Jimmy, Steve and I finished the BRB, and my memories are pleasantly jumbled. We finished day four, as indeed we had finished every day, as a team that somehow formed spontaneously on a daily basis.

Each day of riding was too long to remember; I can recall only a scene here and there. Tearing down Big Flat Mountain on the first day there came a point when I dropped out through the bottom of the cloud I was in, and suddenly the air became perceptibly warmer and ... transparent? Yes,



imagine that, air you can see through! It seems commonplace now, but at the time it seemed a revelation. Likewise it was uplifting to see the moon and stars appearing a few hours later as we rode through Antietam Battlefield, the silhouettes of trees and stone monuments black against a lightening sky. Then the whole Potomac Valley opened up before us, a dark hill rising beyond a fog bank over the river, encouraging to us after a challenging day. And the fireflies! Occasionally we'd pass a field that was sparkling with fireflies, across the road from another field that had none. Why? Don't ask me, all I know is: fireflies are magical.

I started out the second day riding through the fog again with De'Anna, Jimmy, and Emily. By the time the fog lifted it was just Emily and me, but De'Anna and Jimmy were waiting for us at Front Royal. Emily used her yearly pass to get the four of us onto Skyline Drive without paying, and we started climbing together, with twenty feet between us, then a hundred feet, then a hundred yards. Long before I reached Hogback Overlook, I was riding by myself, no one in sight ahead or in my mirror. The sun was hot, the road was steep, and the climb seemed to go on forever. But then there was something new in my mirror, getting closer and closer. A cyclist!

Cyclists make me irrationally competitive and I considered picking up the pace for a moment, and then, seeing the speed at which the cyclist was approaching, I sadly rejected that

Emily, De'Anna, and Jimmy (left to right) outside the controle in Front Royal.

—PHOTO RUDI MAYR

notion as laughable; and then a young woman went whizzing past me, calling out some cheerful greeting. Oy. I kept spinning the pedals. Finally I reached the summit at Hogback Overlook; at the far end De'Anna was talking with Nick and Bill. At the near end was the woman who had just passed me, gesturing with her phone that she might like me to take a photo of her and her bike and the fabulous view. By the time I was able to accept the refreshments Nick and Bill had brought, De'Anna had gone on, and it wasn't long before Jimmy and Emily joined us. We soon left there together, confident that if we separated again on the descent, we'd meet up at the next controle. And sure enough, we left Luray as a team, riding together until climbing the pass into Fort Valley separated us, with Steve catching up to me just as I got off my bike to walk the last bit of that climb. Then Steve and I rode together to the next controle, where we all gathered again, leaving there as a group hoping to outrun the approaching storm. Moments later we were caught in the wettest rain I have ever experienced.

This was the pattern of the ride; throughout the day we'd ride together in ever changing combinations, meeting other randonneurs, separating again, joining up again, and always forming

Rudi at Hog's Back Overlook.  
—PHOTO BILL BECK

Rudi and Jimmy relaxing with  
Nick at Hog's Back Overlook.  
—PHOTO BILL BECK



up as a team for the last few hours before the hotel, reliably the same four or five of us.

It was a larger group of randonneurs that left the controle outside Front Royal, not caring about the rain since we were already wet, but wary of the distant flashes and rumblings. In the darkness we stuck together, waiting for one another where necessary, occasionally sharing encouragement and snacks. I have been telling people that the weather was pretty terrible, and I know it was, but I can't really remember it that way now. The noise was almost deafening as we exited the canyon at the end of Fort Valley, with rain beating down on the leaves all around us, splashing on the asphalt so heavily that you couldn't identify the surface of the road, and a gushing river just out of sight to the right.... it was worrisome, sometimes scary, but it all

came out okay in the end, and this was what we came for, right? Must have been, because I didn't hear anyone complaining.

My socks were so saturated that I didn't care if I rode through puddles--the puddle water was warmer than the rainwater, so I enjoyed it sloshing onto my feet. I'm pretty sure, if I thought about it hard enough, I could convince myself that it was a pretty miserable ride; but it's much easier to remember the good cheer of the people I was riding with. There was a lot of laughter, and nothing raises your spirits like the sound of someone laughing.

My only goal was to finish the ride. The only time I questioned whether I would actually finish was on the last day when the weather suddenly turned cold and wet, and I had insufficient rain protection. On Jack's recommendation I put on a disposable plastic poncho

with my reflective vest over it, Theresa lent me her leg warmers, and I picked up my pace to warm up, reluctantly leaving my team behind to ride by myself through rural Montgomery County, on roads I knew as a teenager. Familiarity leads to confidence, and I promptly made a wrong turn (I thought I knew where I was) and earned myself some bonus miles, after which I had to hustle to get back on the correct route.

At the next controle, feeling a bit like the prodigal returning to the fold, I met up with De'Anna, Emily and Jimmy again; and then we rode as a team for the rest of the ride. Outside Lovettsville a group of four yearling fawns saw us just as they went to cross the road, so they turned and ran alongside us for a while, bounding over fences and a creek until finally slanting across the road in front of us. I know, just deer, we see deer every day, but it was magical to watch them for those few seconds before they vanished. By this time, with only a couple hours to go, we were getting complacent, and it was a good feeling. Had we been stressed about finishing? I suppose we had... but I couldn't remember it any more. It was all good.

### **Emily Ranson**

I was so worried about mechanicals going into the 1200, having had traumatic mechanical issues for the previous two years. In 2016, on the NEK300, my crankarm fell off with thirty miles to go. In 2017, on the Frederick 400, my rear derailleur cable

snapped at 100km in, leaving me with two gears on my front derailleur. While I finished both rides, it was only with the help of fantastic ride buddies, and I was ruined for riding the next day.

Before the 1200, I replaced almost everything on my bike that could wear. But still the fear lingered. I carried extra battery packs, wall chargers, tubes, patch kit, zip ties, and new derailleur cables the entire ride. My drop bag had spare tires and more tubes. I was prepared for epic flats, derailleur issues, and whatever woes are solved by zip ties (almost everything). Armed with those safeguards, I was prepared for everything except the one mechanical issue I failed to bring supplies for—a dry chain! With the buckets of rain we received, I needed to relube my chain but had left the lube I've literally carried without need in my bag for thousands of miles in my car. Whoops. Fortunately, Rudi remembered his and was willing to lend it out.

Those buckets of rain also left me in need of something else—chamois butter! I had never used or needed it before on a ride, so I hadn't thought about bringing any. Fellow first timer De'Anna saved my ride with her preparedness. At the end of the third day, I did not know how I was going to continue on until I quietly asked her if she could help. We rode together all of day four, and I was able to keep mooching off her to keep myself sitting on my bike.

I am so grateful to our team of first timers that serendipitously found one another and were able to contribute their strengths (and supplies!) to the collective pot that moved us forward and over the finish line.

Four deer running across the road in front of Rudi and De'Anna (note Rudi's improvised rain gear)

—PHOTO JIMMY ASPRAS

### Jimmy Aspras

When I first signed up for the Blue Ridge to Bay 1200km, I was unsure of my ability to complete the ride. It just seemed like so much more than I had ever done. Nervous as I was, I dove headfirst into the challenge and made the drive down from New Jersey the morning of the ride. Naturally, I forgot my water bottles, and even worse, when I went to turn my rack light on as the pre-ride meeting was wrapping up, it would not light up. I took the light apart thinking it was just a dead battery, but it turned out to be a broken solder. Luckily, years of randonneuring taught me to keep two backups of everything, so I was able to zip tie another onto my bag, but not before the entire group had already left. Such is life.

The W&OD Trail didn't have any plans to make my day easier, however. A few miles in, I realized that my front tire was going flat, and I had to stop to change the tube. A few miles after that my rear wheel came out from under me while braking on a downhill hairpin descent, and I scraped up my right knee (luckily the bike was fine, save the bar tape). Riding into Washington was a real treat. I took my time getting pictures of the monuments and, of course, the Watergate Hotel.

Somewhere on the way to the next controle, I caught up with De'Anna and Steve. Some things are

a blur—I can't remember when, but we caught up with Rudi and Emily at some point later in the day. We realized eventually that we were all on our first 1200km. We didn't know it and didn't necessarily plan it at this point, but we would be riding together for pretty much the entire ride.

Day 1 was without a doubt my worst day. The weather was really bumming me out, and a flat tire towards the end of the day in the dark didn't do anything to improve my mood. By the end of the day, I was seriously considering throwing in the towel and withdrawing from the ride. Then I decided I would get some "sleep" and see how I felt in the morning.

I woke up a couple hours later, resolved to finish the ride I had spent so much time and money on. The five of us left together or around the same time. We leap frogged until the climb up Skyline Drive, which had some of the best views on the whole 1200, and then repeated this pattern until Front Royal. The remaining sixty miles were stormy and mostly ridden together.

Another couple hours of sleep and we were off again. My memories of day three are a bit more hazy, but highlights include a feast of a breakfast from McDonalds featuring hotcakes, apple pies, and a sundae; a tortilla chip stop at Chipotle where Rudi accidentally filled his Camelbak with lemonade and then proceeded to spill



it all over by not properly fastening the bladder; lying down in the grass outside Wawa with my long-anticipated hoagie (yes, they are called hoagies) and chips; and getting shown around the route by Emily who was familiar with many of the roads and sights.

Day four featured another rear flat and downpours. I remember questioning my life for a bit until I waterproofed myself at a Burger King. The mental game was never too bad because we knew we were on the home stretch the entire day, even though it was a 200km. I also had the luxury of knowing that my Pennsylvania randonneuring friends, CJ and James, were waiting at the finish with the promise of a shower and beer.

I've always felt that the ride is defined by the people we share it with rather than the conditions we face on the road. I can think of many times I rode through miserable weather or on miserable roads, but as long as you ride with good people, the ride is never

as bad as it seems. So even though we faced everything from downpours to cold to oppressive heat, I will always remember the BRB 1200 for the friends I made and the experiences we shared.

#### **De'Anna Caligiuri**

It's difficult for me to figure out how to write something coherent that just isn't!! I am on a high from this experience. Realizing, as I was riding, that I was capable of succeeding, was an incredible feeling. Realizing this while in the company of other first timers, Emily, Jimmy, Rudi, and Steve, made it all the more meaningful. What I took out of this ride more than anything else was the spirit of randonneuring—camaraderie. There was a positive vibe, and mutual encouragement, the whole time. Even when the group got split up for a period of time, we knew we'd reunite before long. And this feeling that everyone had each other's back extended beyond our group; I felt it with all the riders I came across during

the four days on the road.

One particularly memorable moment for me was the third night, when Emily, Jimmy, Rudi and I were getting sleepy, and slowing down. Jimmy said (as I remember it), "Oh my God that stop sign is in the sky!" upon approaching a hill in the dark. All that was visible was a glowing stop sign that appeared to be floating in the sky! I laughed so hard I had trouble keeping the bike upright! Later on this same night, Jimmy turned on some tunes and we rode into the overnight controle with music. It was a pleasure to be goofy-tired with such fun company!

I am an expert worrier, and there was plenty to worry about leading up to my first attempt at a 1200km. But being with others helped shift my mind from feeling anxious to feeling like we were just on a long but casual ride.

Lastly, the ride volunteers were an indispensable part of this event. Every single one was encouraging, energetic, and supportive. Thank you! 🚲



**Saddlebags, Handlebar Bags,  
Panniers, & Reflective Gear**

**Designed by Emily O'Brien  
(RUSA 3597)  
& made in the USA.**



# New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
12687	Bailey, Andrew D	Gadsden	AL	12703	Snyder, Scott D	Lake Orion	MI
12730	Emery, David	Midland City	AL	12729	Wirth, Christopher T	Royal Oak	MI
12662	Hackett, Iain	Sedona	AZ	12639	Hauge, Tim Thearon	Eden Prairie	MN
12664	Duarte, Marcelo Alves	Paracatu	Brazil	12666	Carroll, Paul	Eden Prairie	MN
12671	Clark, Dylan P	Berkeley	CA	12685	Campbell, Mike P	Eden Prairie	MN
12672	Bergenholtz, Lauren A	Berkeley	CA	12726	Fox, Catherine O	Saint Paul	MN
12641	Phan, Phil	Chula Vista	CA	12670	Sobota, Kyle M	Shakopee	MN
12657	Latimer, Grant	Laguna Beach	CA	12654	Chanter, Neil	Springfield	MO
12673	Krause, Stephen Michael	Menlo Park	CA	12683	Hathaway, J W	Warrensburg	MO
12721	Agleham, Angie F	Mountain House	CA	12691	Ross, Coleman	Chapel Hill	NC
12689	Olson, Brian	Oakland	CA	12658	Barnes, M Niles	Durham	NC
12720	Geivett, Sean E	Oakland	CA	12705	Pedersen, Eric J	Audubon	NJ
12668	Nguyen, Hoang Q	Orange	CA	12648	Rozwadowski, Thomas	Jackson	NJ
12692	Bittleston, Mathew	San Francisco	CA	12706	Flynn, Frank	Medford	NJ
12702	Sorrell, Alix E	San Francisco	CA	12647	Thomas, Andrew D	Princeton	NJ
12714	Cloud, Gerald W	San Francisco	CA	12643	Howell, James D	Brooklyn	NY
12719	Taillon, Kurt	Santa Monica	CA	12669	Faynbits, Daniel	Brooklyn	NY
12718	Sparks, Jeffrey	Santa Rosa	CA	12715	Nuttall, Jason	New York	NY
12708	Eng, Bob	Tustin	CA	12697	Stanny, Margaret E	Eugene	OR
12649	Woodham, Dave	Boulder	CO	12674	Cimino, Nunzio	Portland	OR
12650	Woodham, Elisa	Boulder	CO	12731	Ibrahim, Adam	Ardmore	PA
12716	D'Elia, Natalie Marie	Middletown	CT	12694	Kim, Sungwoo	Guri	South Korea
12700	Sherman, Andrew L	Washington	DC	12722	Hunterr, Denise E	Arlington	TX
12709	McMakin, M Deanie	Crestview	FL	12723	Tarrant, Al C	Arlington	TX
12665	Jordan, David James	Jacksonville	FL	12688	Dawe, Lucas A	Austin	TX
12710	Sluder, Paul D.	Jacksonville	FL	12652	Jeffery, Roger	Harlingen	TX
12681	Gentile, Vincenzo F	N. Lauderdale	FL	12684	Johnson, Tyler Reed	Salt Lake City	UT
12682	Brown, Audra A	N. Lauderdale	FL	12711	DeMarco, Mimo	Arlington	VA
12686	Boers, Peter A	Nokomis	FL	12661	Langford, Lee	Fairfax	VA
12713	Fortner, C	Atlanta	GA	12712	Kelly, Timothy Michael	Richmond	VA
12724	Fitzgerald, Tesca	Atlanta	GA	12644	Madden, Steve	Burlington	VT
12728	Whytock, Jennifer Lynne	Bremen	GA	12698	Archer, Robert E	Gig Harbor	WA
12655	Newham, M. Colleen	Clarksville	GA	12699	Archer, Punyavadee	Gig Harbor	WA
12704	Dickinson, Ron E	Council Bluffs	IA	12707	Blankenburg, Marissa A	Olympia	WA
12690	Spath, Jacob J	Davenport	IA	12645	Dabrowski, Damien	Seattle	WA
12663	Malysa, A. E.	Blue Island	IL	12646	Tran, Lester	Seattle	WA
12656	Krynen, K	Glen Ellyn	IL	12651	Moore, Benjamin James	Seattle	WA
12667	Kulesa, James P.	Mokena	IL	12660	Milliman, Scott	Seattle	WA
12653	Kuthe, J M	Wood dale	IL	12678	Wiegand, David	Seattle	WA
12642	Krischak, Ted	Terre Haute	IN	12696	Pisaruck, Mike	Seattle	WA
12640	Dermyer, Josiah	Concordia	KS	12677	Lutes, Benjamin	Tacoma	WA
12727	Henkensiefken, Wade	Shawnee	KS	12693	Finch, Raymond D	Tacoma	WA
12725	Barefoot, Jenniffer	Davidsonville	MD	12701	Diehn, Heather	Black River Falls	WI
12679	Ratliff, Christian A	South Portland	ME	12680	Shannon, James R	Eau Claire	WI
12675	Baker, Ashton S	Ann Arbor	MI	12659	Panther, Jimmy	Milwaukee	WI
12695	Thome, Dennis	Birmingham	MI	12717	Martinson, John K	Milwaukee	WI
12676	Burns, Leo	Canton	MI				

## Attention Members

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

Update your address online at:

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

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

Memberships run from January through December.

Renew online at:

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



I have never had such a difficult time watching a film in all my life. It all started with an email My Trusted Editor Janice wrote to me in January 2017 with news that she had recently seen an interesting documentary on a flight to Australia that I should consider reviewing for this column. As always, I take instructions from Janice *very seriously*.

The catch was in the film's unique distribution method. You see, rather than staging a standard theatrical and/or online release, the film's producers worked with Demand Films, which scheduled showings in physical theaters, but only if enough seats were sold for a given event. This felt a bit like "whack a mole" as both showings I had signed up for were eventually canceled as a result of not reaching the minimum ticket sales. But randonneurs are nothing if not persistent, so after eighteen months of waiting, I was finally able to watch *Le Ride* in late June 2018 when it was released for sale in the USA through iTunes.

Kiwi director Phil Keoghan, familiar to many as the host of the reality TV adventure series "The Amazing Race," unearthed a compelling story about the first English-speaking Tour de France participants in 1928. This underdog four-man team, comprised of New Zealander Harry Watson and Australians Hubert Opperman, Ernie Bainbridge and Percy Osborne, competed in what would go down in history as one of the most challenging Tours of all time. It was a war of attrition with the highest DNF rate of any Tour before or since. At 3340 miles, it was also 1000 miles longer than most



modern day Tours. Only 41 of the 162 starters finished the race.

In this film, Phil is not only eager to retell this important story, but to do so by recreating the experience himself in order to fully grasp the enormity of the accomplishment. To achieve this goal, Phil and his buddy Ben Cornell team up to ride the original 1928 Tour route on authentic 1928 bikes. Averaging 150 miles a day for 26 days, riding some days in excess of 200 miles, Phil and Ben seek a deeper understanding of the challenges faced by the Australasian team. *Le Ride* is a documentary that chronicles this adventure.

The film is nicely edited, alternating between Phil and Ben's contemporary ride, well-chosen newsreel footage from 1928 and even the narration of

## Le Ride

PHIL KEOGHAN, DIRECTOR

2018, 90 MINUTES

a film inspired by the book:

**Harry Watson: The Mile Eater**

(New Zealand Cycling Legends Book 2)

by Jonathan Kennett and Bronwen Wall

2013, 157 pages

the original racers' writings by fellow Kiwi (and TdF racer) Robbie McEwan.

The film is beautifully shot, with a nice balance between up-close footage and panoramic, atmospheric shots that draw the viewer in and made me want to jump on my bike and start pedaling. The coverage of villages and farmland in northern France, for instance, provides an enticing introduction to the setting of next year's Paris-Brest-Paris (PBP). Unfortunately, PBP is not mentioned explicitly in the film with the exception of the notice that Watson's teammate Hubert Opperman was the 1931 winner of the (then) race with a finish time of 49:21.

In 1928, race bikes had only two gears with a hub that required the rider to remove and flip the rear wheel to change gears. The antiquated brakes also provided a serious challenge.





Vintage cycling purists may be somewhat disappointed, as I was, to see that, despite Phil's insistence that he will "try to make this ride as authentic as I possibly can," he and Ben cut unnecessary corners by opting for modern over vintage even when the latter is readily available. Why did they each choose plastic saddles over leather? Why clipless pedals rather than toe clips? Why bespoke Rapha apparel instead of the more traditional wool? It's debatable whether these materials would have made their adventure more or less comfortable, but it certainly would have been more authentic.

The documentary has the feeling of an upbeat buddy film and this is, for me, both a strength and a weakness. I was entertained and came away with warm feelings for Phil and Ben, but wonder if the film focused too heavily on how smooth the modern edition was in relationship to the 1928 Tour. While this can be explained somewhat

by advances in technology (and riding with a support crew and a presumably sizable budget), I can only imagine that pain, suffering, arguments, self-doubt and disappointment must have popped up from time to time as Ben and Phil made their way around France. As randonneurs know well, things often go wrong on long rides, and when they do, upbeat is not usually the adjective that fits best. The soundtrack was also disappointing and adds a certain cheesy "TV special" air to the film's otherwise high production values. No doubt Keoghan's success as a reality TV adventure star rubbed off here.

*Harry Watson: The Mile Eater*, the book that inspired the film, is available only as an eBook in the US market at this time. I read this while waiting to see *Le Ride* just as Keoghan read it before he concocted his plan to build a documentary around Watson's 90 year-old adventure. I'm not sure this is the best way to approach this resource, however. While the book is filled with

L to R – Harry Watson, Ernie Bainbridge, Hubert Opperman and Percy Osborne.

helpful information, it is quite dry and falls into the "one damn thing after another" camp of historical writing as its authors offer no particularly insightful analysis or real cultural context in their narrative. Going back to the book *after* watching the film, though, was a bit more satisfying since it fills in many details that Keoghan chose to exclude either due to space limitations or personal preference. The book also explores Watson's somewhat tragic life beyond the Tour de France, if that is of any interest to the viewer.

All in all, *Le Ride* was well worth the wait. While not a perfect film, it is certainly entertaining and something that randonneurs (and maybe even randonneur family members) will enjoy. Download your copy today. 🚲

# Randonneuring in South Texas, Brownsville Region

BY RICHARD CAVIN, SOUTH TEXAS RBA

Almost seven years ago I took up the sport of cycling. The following year I learned about randonneuring and RUSA through a friend.

I rode a few brevets in 2012-2013 and then learned that our existing RBA, Edward Johnson, was moving to Austin. I decided to put in my application to become the RBA; it's been a lot work, but I love doing it!

As RBA, I'm always looking for ways to increase membership and ridership. The running/cycling community in the Rio Grande Valley (RGV) of South Texas has grown so much in the last several years that it is almost impossible to find a weekend without two or more competing fully-supported events. The self-sufficiency of randonneuring can be a tough sell when the other activities have full support, rest stops, and so on.

For those unfamiliar with the "real" south Texas, our weather allows for

riding all year; you just have to tolerate the wind, heat, and humidity in the summer. Our area is also essentially flat and wide open (no trees). I've ridden in temperatures of over 120F on multiple occasions and unless the wind is gusting over fifty mph, it is an average day.

Last year in an effort to increase ridership, I polled some of the local cycling groups to see when they would like to do their first brevet. I heard a clear message that a Sunday populaire was a great idea, so I designed a

route and planned a Summer Sunday Populaire Series for June, July and August. The August 20, 2017 Populaire (109km) was the most successful although the others were well attended.

Over one hundred riders registered with eighty-nine showing up on the day of the event. The morning was clear, hot, windy and humid: typical for South Texas in the summer. Wind speeds reached as high as twenty-eight mph with an official recorded high



Taking a Break in Combes, TX after  
20 miles of heat and head wind.

—PHOTO RICHARD CAVIN

temperature of 99°F. Even though the heat and headwind on the second part of the ride were tough, eighty-six riders finished, and we had only three DNFs.

One young man, Sebastian, aged ten, finished the ride. He even complained that his father slowed him down! I've known Sebastian and his father since Sebastian was five so I know that this young man loves riding his bike. Just last week I did a thirty-mile ride with him; he often rode over twenty mph for extended periods.

From an RBA standpoint, my day was a bit stressful. However, it was also my most successful day. Throughout



**Richard Cavin**, is a technology professional who lives and works in the Rio Grande Valley (RGV) of South Texas and is also an avid cyclist. He started cycling at the age of 57 and has ridden his bicycles almost 50,000 miles since taking up the sport.

**Richard Cavin, RUSA #8720**  
Harlingen, TX

**South Texas Regional Brevet  
Administrator (RUSA) – RGV Randos**

**Email: [rwc5830@gmail.com](mailto:rwc5830@gmail.com)**

**[www.rgvrandos.org](http://www.rgvrandos.org)**

**[www.facebook.com/groups/  
rgvcyclingfriends/?ref=group\\_header](https://www.facebook.com/groups/rgvcyclingfriends/?ref=group_header)**

(left) The faster riders fighting the heat and head wind near Sebastian, TX.

(far left) One of my crazy friends relaxing after she finished her first rando.

—PHOTOS RICHARD CAVIN

Near Rio Hondo, TX—flat and windy—already getting hot!

—PHOTOS RICHARD CAVIN

2017, I had over two hundred riders attend events I hosted.

I will continue to host and promote the sport of randonneuring in South Texas, but it continues to be a struggle to attract new riders. I know all the RUSA volunteers are working very hard, I see their work and it's greatly appreciated. The new format for the magazine is a big upgrade—very professional. The RUSA Populaire pins are a huge hit with our riders: they love them. So keep up the great work everyone!!

Come visit us in South Texas, ride a brevet or permanent, and enjoy the people and food. We have a lot of Tex-Mex restaurants and Pan Dulce bakeries. Winter is a great time to ride in South Texas if you don't like the heat. The food and people in our area are friendly and great.

I diligently keep my website up to date, have a Face Book page for cycling, and I'm also a Warmshowers host, so you're welcome to stay or camp at my place.

Until next time, be safe and ride on! 🚲

Harlingen, TX—10 year old Sebastian sporting the pop pin with his dad.

—PHOTO RICHARD CAVIN



Harlingen, TX—lining up just some of the riders.

—PHOTO RICHARD CAVIN



Are we ready to Rando? Going to be hot.

— PHOTO RICHARD CAVIN

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

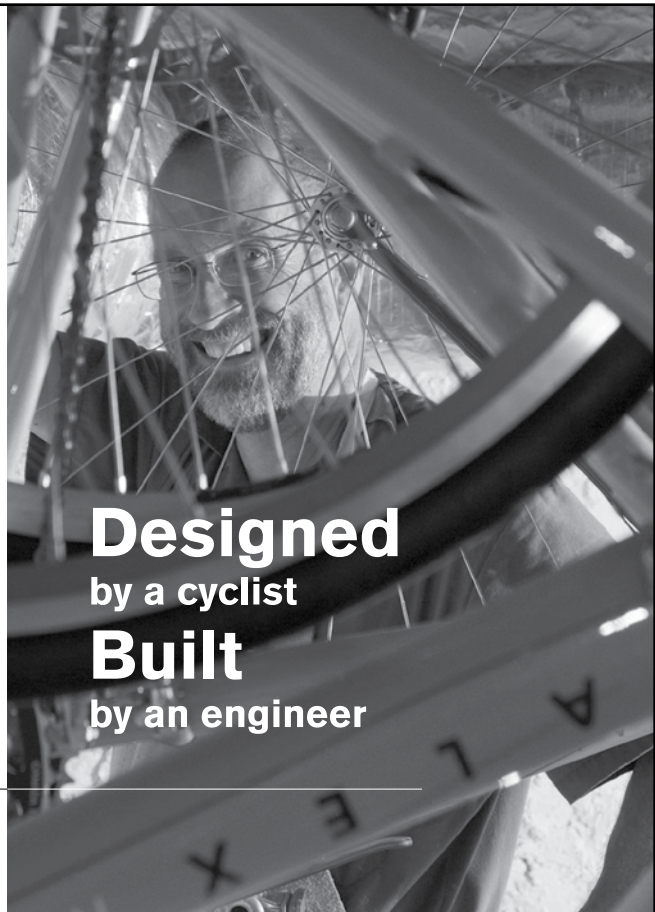
It begins with the right questions; by learning the needs and desires of the customer. I listen to the experiences that led you to me: your riding history, your cycling dreams, and what you want your next bike to be.

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

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

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

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



**Designed  
by a cyclist  
Built  
by an engineer**

**ALEX MEADE**  
BIKEWORKS  
LLC

[www.alexmeade.com](http://www.alexmeade.com)  
859 . 351 . 8443  
Lexington, Kentucky

# Randonneuring Haikus and Fibs

BY BETTY JEAN JORDAN

It's interesting that the cycling community seems to have a higher percentage of engineers, scientists, and other technical people than the general population.

As an engineer myself, I gravitate toward the linear instead of the freeform. Therefore, although I appreciate poetry, don't ask me to write it —except haikus. I love haikus. I like the structure, and I enjoy the challenge of saying something with only seventeen syllables.

A few years ago, I discovered another type of structured poem, the fib. A fib, short for Fibonacci, follows the Fibonacci sequence: 1, 1, 2, 3, 5, 8, 13... The first line has one syllable, the second line has one syllable, the third line has two syllables, etc.

It's like a haiku on steroids. I don't like to tell fibs, but I like to write them! Theoretically, a fib could have an infinite number of lines, but I haven't written one that long.

I've written haikus and fibs about all kinds of topics: Groundhog Day, Spam, and even Atlanta's rapid transit system. Below are a few randonneuring haikus and fibs. Maybe you'll be inspired to compose one yourself during your next brevet.

By the way, bonus points to anyone who gets the movie reference in the last fib. 🚲

## HAIKUS

Rode 200K

Tad more than a century

Sounds a lot longer

Miles, heat, cold, darkness

Convenience store oasis

We are in control

Not a race — really!

But we still beat anyone

Sitting on the couch

Cancelled hairdresser

More important task at hand

Need different perm

200K? Check

3-, 4-, 600K? Check

Next goal: PBP





## FIBONACCIS

Stress

Angst

Worry

Depression

Ride hundreds of Ks

Fresh air, clear head — keep pedaling

Around and around in a panacean rhythm

Dark

Tired

Papa

Gone fishing

Confused as a child

Why did he get up so early?

Now I get up at o'dark thirty to ride my bike

Coke

Gu

Yoo-Hoo

Pickle juice

Ho-Hos and Ding-Dongs

Rap Snacks — what's Fetty Wap flavor?

Fried mystery logs rotating under a heat lamp

Things that aren't part of your regular diet but  
are quite scarfable on a brevet

I

Scream

You scream

We all scream

For ice cream (peach, please!)

Dickey Farms, Georgia's best control

Unexpected treat last visit — dulcimer players

Although a little odd to have mountain music at elevation 600 feet

Ride

Lots

Bonus

Learn new words

In foreign language

Audax, brevet, flèche, populaire

But wait! There's more! Enjoy post-randonnée haute cuisine

Dinner mon Dieu: First, Fronch fries...and...Fronch dressing...  
and...Fronch bread. And to drink — ta da! — Peru.

## Into the Dark

Well, that went by faster than I expected. Now that the sweet part of the riding season is in the rear-view mirror, it's time to take stock of what worked and what needs work. Did you try out any new equipment? If so, consider each of those 'upgrades' and ask yourself: Better? Worse? Or no noticeable difference? Maybe you stick with this change or maybe you go back to the tried and true. Do the same with nutrition, clothing, and other tweaks. If you rode enough to make a fair evaluation, then decide now if these things stay or go, or if you need more miles to be sure. Be mindful of this now so that you can benefit from the season's experiences.

Ok, that aside, what do you do now that the warm days are just a pleasant memory? You probably have some standard off-season routine, and if that has worked in the past to help you maintain your fitness or avoid weight gain, then good for you. Stick with it.

But think back to the riding you did last summer: where were you strong, and where did you suffer? This bit of advice from an experienced randonneur really hit home for me, "Use the qualifying brevets to learn

your lessons. The 200km teaches you how to play the game. The 300km teaches you how to eat, drink, and keep your body going. The 400 teaches



Van Isle 1200 Finish in 2006.

—PHOTO SHEILA WALKER



you how to ride at night. The 600km teaches you how to stop, sleep, and get going again." So, what did your brevets teach you?

On your long ride (600km or better), how did you feel when you finished? This is the best indicator of what you need to improve on. If sleep deprivation was a major problem for you, then you need to put your effort into finding ways to get more sleep. In my last article I mentioned raising your average speed. Getting faster is the best thing you can do to give yourself the option of more sleep. Focus on speed work this winter. I realize that winter is not the best time for this, but there are options other than riding outside. If you have rhino tendencies like me, climbing may be your personal *bête noir*. Going out and doing repeats on Mt. Overpass may not be possible in January, but a spin bike or a trainer in the garage is a reasonable facsimile until you can get out. Let me also make a pitch here for joining a fitness club



with spin classes. I did this for years, and it helped me enormously. I don't know if misery loves company, but once you get in the routine, you will be motivated to make the class.

How have you done with regard to solving that 'spare tire' problem you have been lugging around? My experience is that winter either makes or breaks a weight loss program, so staying active is even more important than usual. But you know that. If you can come out of winter just five pounds lighter than when it started, that is a major win, so make it a goal. Nowhere will this improvement help you more than when you are climbing, and if you have not heard, there will be some climbing at PBP. And that weekly spin class will also be a big help in improving your climbing.

Then there is actual riding outside. Living in the Pacific Northwest, I realize that any season is riding season and any weather is riding weather, but that may not be the case in your neck of



the woods. If you are icebound in the winter months, you may need to get your outdoor exercise in another form. Still, rainy winter days are perfect for PBP preparation. You may have heard the expression, "The worst winter I ever experienced was a summer I spent in Brittany," or words to that effect. It is an exaggeration, of course, but talk with any ancien or ancienne who rode

PBP in 2007, and you will hear about how challenging it can be to ride across Brittany in August. Don't ask me how I know this. My point here is that riding under adverse weather conditions is good training for PBP.

How about all the other stuff? Have you obtained a passport? Do you know how you will be transporting your bike—did you get a bike box yet? Have you made your travel arrangements? Are you working on the language—have you purchased that French phrase book?

For the mental preparation, start telling people that you are going to ride this event. Don't say you plan to, or you want to, or you hope to. You are now standing on the precipice—cue theme music from Rocky—so take the leap; commit. Tell people (*most of all tell yourself*) that you are *going* to ride PBP.

Next issue, Fine Tuning. 🚲

# SWIFT.INDUSTRIES



MODEL:

## HINTERLAND OZETTE RANDONNEUR FRONT BAG

ORIGIN: SEATTLE, WA

MATERIALS: XPAC

FEATURES:

MAP CASE

LIGHTWEIGHT TECHNICAL FABRIC

INTERIOR ORGANIZING SYSTEM

RIDER FACING POCKETS

SIZES: SMALL | MEDIUM | LARGE

SWIFT INDUSTRIES ALL-TIME BEST SELLER



BUILTBYSWIFT.COM | 206.397.8638 | 558 1ST AVE S, SEATTLE

# Eastern Iowa Adventures

BY MARTIN GRUEBELE AND MICHAEL FOX

Quad Cities Randonneurs focuses on hilly Iowa just west of the Mississippi. Rides visit picturesque towns such as Bellevue and Guttenberg, and sometimes make forays into Minnesota or Wisconsin for plenty of spring and summer adventure.

---

## QCR

The Quad Cities Randonneurs or “QCR” region is located near the Mississippi River about two hours west of Chicago. QCR started in 1999, making it nearly as old as RUSA itself. Here in the upper Midwest we enjoy many quiet, low-traffic roads, friendly people, and peaceful countryside landscapes. Our rides generally head to the north of the Quad Cities into the “Driftless” area that extends into the northeast corner of Iowa. This region is called “Driftless” because it escaped the most recent glaciation—and so it offers hills and climbing! In this area we try to showcase the rolling topography, sprawling views along ridge tops, views of the Mississippi and many smaller rivers, rural farms and quintessential “small town” Iowa. As we like to say around here, “It’s so scenic you won’t even notice the climbing...”

Brevets are organized from April to June and occasionally later, covering

quite a range of weather conditions. It is not uncommon for randonneurs to be challenged by rains and cold weather in April, or by 100°F temperatures and humidity in June. This provides excellent training for events like Paris-Brest-Paris (PBP), where a full range of weather can be expected. Often the weather simply cooperates, with temperatures ranging from the mid-60s to 80s, and partly clouded skies providing much needed breaks from the sun.

QCR features rides from 200km to 600km, and routes are redesigned every few years to offer new opportunities for returning cyclists. A particularly challenging institution created by brevet organizer Mike Fox is “Brevet Week.” It was offered in 2015 and produced four PBP finishers that August, and we will offer it again in 2019. This challenging series offers the full 200km, 300km, 400km and 600km ACP series in just five days, and several hardy souls have completed three or

even four of the rides back-to-back. After 1500 kilometers in less than a week, one has a good feel for what PBP might be like. The 2019 Brevet Week rides will start right at the base of the “Driftless” area in the town of West Union, IA, with multiple distance options per day. The surrounding area has a particularly low population density while still being dotted with small towns not too far apart, providing an excellent framework to host brevets and avoid long stretches between “refueling” stations. We would be thrilled to see some riders from outside the midwest participate.

## The Eldridge 300km brevet

Usually about ten randonneurs show up on brevet days which are held a month apart. In addition to locals such as Carol Bell, Greg “Woody” Wood or Matt Levy, a group of riders from Champaign, IL, has been making the trek north regularly for years, escaping the central Illinois flatlands for some real hills. The group includes three PBP 2015 finishers who qualified during Brevet Week: Martin Gruebele, Ryan Linne, and Jay Yost. They are occasionally accompanied by others from Champaign, including Ryan’s sister Rikki who lives on a farm near Danville, IL, all-round cyclist Jeff Turner, and power machine Jens Müller, who now lives in Chicago but originally hails from Germany.

Our group emphasizes fast riding and quick turnaround at controls, but always finishes together and invites other randonneurs to draft with us and enjoy the scenery. For the June 16, 2018 brevet, Rikki, Ryan, Jay and I (Martin), the “Champaign Four,”

---

**This challenging series offers the full 200km, 300km, 400km and 600km ACP series in just five days.**

---



The “Champaign Four” with locals Woody and Carol pulling.

—PHOTO RYAN LINNE

drove three hours to Eldridge and stayed at the Quality Inn. On the way, we stopped at a nice Bavarian restaurant, the Bierstube, in Le Claire, right on the Mississippi River. Everyone enjoyed the sausage platter and pretzels before heading off to sleep at 10:00pm. With a wakeup call at 5:15 there was ample time to rest. After a quick breakfast, we congregated with the other randonneurs in the hotel lobby, where Mike Fox was busy signing in riders, filling out their brevet booklets, and inspecting the bikes and clothing for night riding. For the 300km, the Champaign group was planning on finishing well before sunset.

Off to a punctual 6:00am start, the “Champaign Four” zipped through Low Moore and into Bellevue in no time, accompanied by Carol and Woody who

took turns pulling. Bellevue features historically interesting limestone buildings from the 1850s and a hexagonal barn in the National Register, along with a great stretch of parks along the Mississippi. We bade Carol and Woody goodbye in Bellevue as we dashed off towards Peosta, the northernmost town on the 300km loop, but not without first taking a photo in front of the Mississippi River, which comes into view about fifty-five miles into the ride.

What goes down (to the river) must come up: out of Bellevue, there was some serious climbing and the temperatures soared into the 90s. The Iowa farmland spreads out, and picturesque country churches and small farms decorate the rolling hills, which add up to 8000’ of elevation gain. A strong breeze was pushing our group

northward. Although this meant a headwind on the ride back to Eldridge later on, we were quite happy: the wind would slow us down but also cool us as the temperature shot up further later in the day.

By the time we reached Peosta, it was about 95°F and that temperature held until late in the day. We refreshed ourselves at a Casey’s, the archetypal store and gas stop chain in small-town Midwest. It was a tough day for riding, and we had to carefully dose salt tablets, small portions of gel or energy bars, sports drink, and some real food to keep our stomachs happy. The plan worked, and no one in the group had any stomach complaints the whole day.

We continued south into Cascade, with no other group visible behind us on the out-and-back from Peosta. After more salt and drink in Cascade, we carefully worked over the risers. Rikki was overheating in the full afternoon sun, and the whole group welcomed a slightly slower pace than our nearly eighteen mph overall average so far. Ryan got a muscle spasm in his back, perhaps from not enough electrolytes. And Jay and Martin pushed the pedals at the front.

As expected, the ride back to Eldridge was into a strong headwind, and some of us would sometimes slow behind the group, and then zip past at a higher pace, to get more wind cooling us off. We made a pit stop in Grand Mound, where a small gas station had life-saving bags of ice and, dare we say it, wheat beer! We met up with a 200km rider, Don Wetherell, who was getting pretty close to his cutoff time. We all chatted for a bit about the beautiful yet tough route, and then Don headed off to beat the clock. We were more leisurely, as our 300km had many hours left before the cutoff, with only eighteen miles to go.



The “Champaign Four” on the Mississippi River in Bellevue, IA.

—PHOTO MARTIN GRUEBELE AND RIKKI LINNE

Back on the road, we rode the last miles to Eldridge at an even pace in the remaining heat of the afternoon. We got ‘home’ to the event hotel in just about thirteen hours, averaging 14.5 mph overall, and about 17 mph on the bike. Back at Rikki’s truck, some of us loaded bikes while the others showered, and then we headed out to the Bierstube for some Schnitzel with lemon, mugs of beer, and some cooling-off after a hot day’s ride. The 300km brevet was as hard a ride, in terms of heat and hills, as Iowa can offer in June!

### The Eldridge 400km Brevet

We had ridden this longer route a month earlier in May of 2018, using the same approach: fast riding, brief stops. We were off to a measured start (it is almost 250 miles, after all) at 6:00am, but ended up at the front right away. Ryan and Martin were pulling into the north wind, while Rikki assumed the rear guard position this time. All three riders had done Calvin’s Challenge two weeks earlier, a 12-hour bike race in Ohio, so we had a good feel for how to distribute our effort throughout the day. The 400km route follows the 300km route up to Peosta, but then continues on. We had a quick lunch of ham wraps at the Casey’s in Peosta, and were off onto the hardest

part of the course, involving steep long climbs and descents down into and out of the Mississippi River Valley.

We reached Guttenberg, the northernmost control around 2:00pm. It is a wonderful little riverside town, like Bellevue much earlier in the ride. *Forbes Magazine* named it ‘One of the ten prettiest in the US.’ Before the Louisiana Purchase, Guttenberg was known as ‘Prairie La Porte,’ the ‘door to the prairie.’ It’s only one county away from Minnesota. Although it is named after the German inventor of moveable typeface printing, it is pronounced as ‘Gut-n-burg.’ After refreshing ourselves, we turned around and headed back south. The nearest randonneur, whom we could see on the out-and-back portion of the loop this time, was about a half hour behind us, and the next group was about an hour behind us. Everybody smiled and waved to us from their bikes, clearly enjoying the day on this highly challenging route. After a strenuous climb out of the Mississippi Valley in the full afternoon sun and over a rough road, with bugs buzzing around, we made it back onto the Iowa rollers. This part of the ride really felt like a well-earned accomplishment, and we were satisfied with our effort.

In Cascade, a ham and cheese sandwich put us in good spirits, and

we zipped to the next control in Maquoketa, which is the last control on both the 300km and 400km routes. The town’s name means “Bear River” in the local Native American language. There we changed into night gear around 8:00pm, and headed for the finish about forty-five miles away. Rikki pedaled on unfazed, although we were later tossing back and forth Jay’s joke about wishing that a bear had jumped out of the thickets and eaten us to get a break from the effort. In Grand Mound, Martin’s light went out, but this was quickly fixed as he had a spare battery on board. By the end, everyone was feeling the pace in the legs but kept pedaling on anyway. We reached the finish at about 11:00pm. We handed over our stamped brevet booklets and showered, instantly refreshed. After wolfing down some Casey’s pizza, we were on our way home to Champaign, chatting for the whole three-hour drive.

### The Longer Brevets

QCR offers 400km and 600km routes every year, and all distances at once during Brevet Week. We did most

of the series in 2015 to qualify for PBP ‘in a swoop.’ As it will be in 2019, West Union, IA was the headquarters. After finishing the 200km and 300km brevets, the 400km started at 6:00am on Tuesday morning, went northeast across the Mississippi at Lansing, IA, up to Viroqua, WI, and then down to Prairie du Chien before heading back into central Iowa. It was a little less windy that day, and on Martin’s “red zone” indicator, this ride was not much worse than the 200km the day before, even though it was twice as long. Our little group of ‘ride fast—stop briefly’ randonneurs almost missed the ‘info control’ by going so fast that we dashed past Joe Jamison, who was assisting Mike Fox. Fortunately, Joe knew us from ultracycling races he had organized, and got to the info control just in time to alert us!

The 600k started on Thursday morning at 6:00am. It was a figure eight loop that first went through

Wisconsin and Dubuque back to West Union, then up into Minnesota, to the Mississippi, and back to the finish at West Union. Mike Fox had designed it so riders would do one of the loops, sleep overnight in West Union, and do the second 150-mile loop the following day. Of course he wasn’t thinking of us at the time—he knows us better now. We got back to West Union in the early evening after 230 miles, steadfastly pulled by Jay, and headed on to Minnesota immediately. Martin occasionally got to pull for ten seconds when Jay’s focus wandered (it happens at night—you think you’re gliding along fast in the darkness, but doing only sixteen mph) before Jay surged back to the front. After cold winds and a 4-mile gravel stretch with steep descents and climbs (it’s Iowa, not central Illinois!), we arrived in Spring Valley, MN, after midnight—and the gas station/control was closed for the night. Without food and drink, we rode

to the next control in Lansing on the Mississippi—also closed when we got there at 3:30am! Not having refilled our food and drink for eight hours, we decided to bed down at an inn, got up at 6:00am once the gas station opened, ate breakfast, and rode the remaining seventy miles to West Union. We finished our 600km in about thirty hours, and truly felt ready for PBP. We all sent our registrations a few weeks later, and were accepted for the 80-hour start line at 16:45 Paris time on August 18, 2015. With the training provided by QCR, Jay, Ryan, Martin and Matt Levy successfully finished PBP 2015.

There will be new and exciting routes for the 400km and 600km to explore along the Mississippi River in 2019. Mike and his randonneurs all hope that you’ll stop in for a ride. More details about the 2019 Brevet Week will be available in the fall, as this issue of *American Randonneur* goes to press, at <http://www.qcrando.org>. 🚲

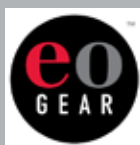
## PURPOSE-BUILT FOR RANDONNEURING



**Handlebar Bags**

**Top Tube Bags in Various Sizes & Colors**

**Lightweight Seat Bag System**



**EOGEAR**  
Premium Bags for Endurance Outdoor Athletes  
[eogear.com](http://eogear.com)



**20% off for RUSA members — coupon code RUSA2018D**

*Good through December 2018 for online orders only—no discount on demo saddles, special order items, close-out or sale items.*

## Seven Minutes To Spare

How many brevets have you ridden where the cue sheet was flawless, the GPS track was perfect, and the controls were perfectly located, welcome respites? If the answer is “too many to count,” there is a good chance that you have traversed routes that have been pre-ridden by local volunteers before the actual ride.

RUSA rules allow volunteers who will work at the brevet to pre-ride the route within two weeks of the official event date. As a volunteer with New Jersey Randonneurs over the past several years, I have pre-ridden most of our brevet routes. One advantage of the pre-ride is that the weather might be better. The disadvantages are that the weather might be worse, you might not be in the best shape given the earlier date, and there is no support available. This season, to date, I have pre-ridden the 200km, 300km and 400km in the rain. The 600km pre-ride is in 2 weeks, so we will see if my luck holds and I achieve the “quarfecta” of a rainy SR series. I rode the 200km

solo, but for the 300km I rode with two friends, Janice and Katie.

We started from a hotel parking lot at 5:00am. It was dark, slightly chilly, and threateningly cloudy. The route was a challenging one with 10,500' of climbing, including the famed Ryan Road, which has been the site of many bikes being walked uphill. I expected a long, challenging day, so I was quite pleased to be in the company of two battle-hardened randonneurs.

The rain started just outside the second control at around mile twenty-seven. It was a mild drizzle at first but quickly degraded to a proper storm. I rode ahead to buy a few cold and wet weather supplies at the control—rubber gloves and tights—since I had forgotten my knee warmers, and the warm gloves I had packed would quickly become water-logged and leaden in this rain.

As we slowly ate our breakfast, the storm became a monsoon, and we decided to wait out the worst part of it

in the warm and dry of the deli. By the time it abated enough for us to leave, we had spent an hour at the control and were now riding at the time limit. The thirty miles we had just completed were the flat part of the ride where we should have been banking time, not chewing it up and spitting it out as though we would not need it later.

Five miles from the control the climbing started and our pace slowed considerably. And then we hit the soul crusher, Ryan Road. All I will say is that there was some walking involved...

The road after Ryan is a lovely, winding country road with minimal shoulder. At one point, Katie was riding in front of me, Janice was back a bit, and a car hovered just behind me, not wanting to pass because it was too dangerous. This lasted for a good five minutes until, on a blind curve, the driver decided the time was right. Except that it wasn't. Just as he pulled into the left lane, a car appeared from the opposite direction. I jammed on my brakes so he could pull in front of me; he tepidly applied his brakes but the car kept moving. I screamed at Katie who pulled as far to the right as she could which just barely prevented her from being hit by the sideview mirror. It was damn scary for me and downright terrifying for Katie.

A few miles later at around mile sixty-two, we reached a turn, and we all stopped. Katie was done. The route, the rain, and the very close call had messed with her head, and with young daughters at home, finishing the ride was not her priority. So Katie pedaled off in the opposite direction, in search of a cell phone signal so she could call her husband Rich and arrange



You can never have too many clothes...

—PHOTO CHRIS NEWMAN



Taking refuge from another storm.  
—PHOTO WORKING DOG WINERY STAFF

transport home.

Janice and I assessed the situation. I had been doing the rando math in my head for quite a few miles, and I knew that time-wise we were in trouble. I explained to Janice that at our current pace we were looking at a twenty-three hour finishing time, which was pretty dire in the face of the 300km twenty-hour time limit. This was Janice's first 300km since last year, and in the interim she had undergone a double knee replacement. We both knew her pace would be slower than mine, and she offered to just let me ride on without her. Knowing how tough Janice is, having ridden dozens of permanents and brevets together over the past seven years, I explained that I was reasonably certain that if I rode ahead to the next control and purchased our lunch, and if Janice spent only a few minutes at each control, we could finish in time.

With that plan set we pedaled off in the right direction, and a few miles later I sped up to get to the

lunch control, where I ordered us both gourmet sandwiches. I know they were gourmet because it took about fifteen very long minutes to make them. Janice arrived just as I was paying; she took the sandwich, filled her water bottles, got back on the bike, and headed out toward the biggest climb of the day. Impressive. Janice always minimizes her control times but she had spent less than five minutes at the deli; this plan might just work. I spent a leisurely twenty minutes at the control, eating and drinking and organizing my bike.

It took me a while to catch Janice, and we were both surprised by our friend Len Z, who decided to park at the top of the most challenging climb and cheer us on with a cow bell and a silly hat. His cheerleading lifted our



...or too big a smile!  
—PHOTO CHRIS NEWMAN

mood, we had conquered the worst climb, and we were keeping a reasonable pace. We reached the next control as rain started to fall again, and Janice requested a fifteen-minute break to eat and drink and recover just a bit. The next section provided the last major climb of the day as well as additional rain and a darkening sky; we made it to the penultimate control just at closing time. Janice was through the control in a flash and back on her bike, pedaling off into the darkness while I enjoyed a "leisurely" coffee and donut break.

The remaining twenty-five miles were uneventful and dry, and we pulled into the final control with seven minutes to spare. I later calculated that Janice spent approximately twenty minutes off the bike over the final one hundred and twenty miles of the route; she never complained, she never doubted herself (at least not audibly), and she spent less time off the bike at three controls than most folks spend at a single control.

I have noticed that the riders who blaze through the routes and set course records receive well-earned accolades from their fellow riders. And while I find their accomplishments mind-boggling at times, I am so much more inspired by the rider who pushes herself steadfastly toward a goal which may be just out of reach. I feel privileged to have a friend whose mental and physical toughness reflects the true spirit of randonneuring. 🚲

*Footnote: Katie, who dropped out at mile sixty-two, revisited the route five days later and quietly completed the 300km on a solo pre-ride, finishing with fifty-three minutes to spare. I feel supremely lucky to have two such tenacious friends!*

## Interview with Dave Jordan

Ever wonder how RUSA got its name? Ask Dave Jordan.

*Dave was present in 1998, when our organization was formed. He is credited with drafting RUSA's constitution and bylaws, and he served as our first treasurer. In his early cycling years, Dave rode brevets and also crewed for RAAM riders. Since moving to Arizona, Dave has transitioned into other cycling interests and has for several years helped support PAC Tour events.*

*As we celebrate RUSA's 20th Anniversary, let's have Dave tell us about his randonneuring career.*

### And, So it Begins...

I began cycling about thirty years ago. I had been smoking for twenty-five years and when I finally gave it up, I immediately put on weight. So, I dug my bike out of the basement and started to ride. It was fun.

I rode by myself for about a year, and then I fell in with a bad crowd [laughs]. I did a ride in the hills of Massachusetts and Connecticut over one Labor Day weekend. There were

all these crazy people who were riding brevets and Race Across America.

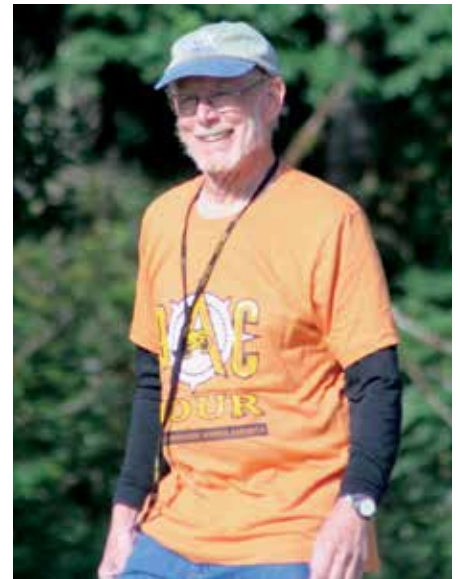
The next thing I knew, in 1991, I was riding brevets.

John Tobin and Cathy Ellis led the Labor Day weekend tour for the Charles River Wheelmen. The weekend tour that John and Cathy led wasn't a randonneuring-type event—just three days of centuries.

I don't think they had ever organized a randonneur event. The next year, Cathy did the Race Across America and I crewed for her.

Charlie Lamb was also on that Labor Day ride. From my perspective, Charlie is the father of randonneuring in the United States. He was a "correspondent direct" with Randonneurs Mondiaux. Charlie Lamb and Hauke Kite-Powell organized and ran the Boston Brevets. I did their brevets for a bunch of years, and in 1995, I went to Paris to crew for Charlie Lamb at Paris-Brest-Paris.

PBP 1987 was bad for the Americans, because it was cold and wet.



Everyone suffered. So after 1987, Lamb and Kite-Powell organized and ran the first American 1200km randonneur event, called Boston-Montreal-Boston (BMB). They eventually tired of running the brevets and BMB, so I took over the brevets and Jennifer Wise took over BMB. We sort of kept it all in the family.

### On Being an RBA in Massachusetts

When I took over as the Boston area RBA, the Boston brevets were far and away the most popular brevets in the country. We were getting up to one hundred and fifty riders for the 200km, and forty riders for the 600km. I really didn't know much about the job. I'd been riding brevets, but it was always a laid-back thing. For instance, I had never heard of brevet cards. The volunteers each had a clipboard and would go to the controls, feed us

**Everyone there worked hard, on a very short timeline, to flesh out the details of the new organization. And by the end of the day, RUSA had been formed.**



peanut butter sandwiches, give us water and check our names off on a clipboard. I continued in that mode for a year or two, until people started talking about wanting to go to Paris-Brest-Paris in 1999 and that they needed to have brevet cards.

While there was certainly a fair amount of work involved in being an RBA, I did have a regular group of folks who came out to help with the day-of-event stuff. At the time, our controls were fully staffed, and we provided a variety of food. Some of the controls were hosted by a few of our riders at their homes.

It was exciting to watch all this activity grow. One of the riders started holding brevets in Western Massachusetts, and another started a series down in New Jersey.

Also, one of my riders started the brevet series out here in Arizona. I provided at least some guidance and support at the start of each of those series.

### **A Pivotal Meeting in France**

Randonneurs Mondiaux hosts a meeting every four years where they elect the president. In 1995, Jennifer Wise and I went. Jennifer was the event director of Boston-Montreal-Boston, which was the only 1200km event in the U.S. at the time. Jim Konski went representing International Randonneurs. When it came time for RM to elect a new president, Konski put himself in the running for the presidency. However, Jennifer and I (and others) had some different ideas about the future of randonneuring in the U.S.

I leaned over and said, “Jennifer, why don’t you run?” She thought about it for a few minutes, and then she stood up and said, “If you want a woman president, I’m available.” She won in



a landslide. She was elected to the position due in no small part to the fact that she spoke fluent French and had established a rapport with Bob Lepertel, who was the president of the ACP. It was perfect timing. Other French officials got to know and like Jennifer’s leadership, and that helped seal the eventual success of RUSA as the primary randonneuring organization in the United States.

### **The Founding of Randonneurs USA**

In 1998, I was part of the team that founded Randonneurs USA. It happened after that year’s BMB 1200. A group of randonneur club members from across the country gathered in a meeting room in Boston to form a new American randonneuring organization. Everyone there worked hard, on a very short timeline, to flesh out the details of the new organization. And by the end of the day, RUSA had been formed.

Jennifer and Johnny Bertrand went upstairs and called Bob Lepertel to tell him the news. He had been waiting by the phone, and was very pleased to hear the result.

I came up with the simple name, *Randonneurs USA*, drafted the

constitution and bylaws, served as the treasurer and sorted out the 501(c)(3) paperwork to file as a nonprofit organization. I managed our initial bank accounts, while Jennifer did all the registrations and the vast majority of the necessary coordination with France.

### **The Growth of RUSA in its 20th Year**

RUSA started out as a grassroots thing that a bunch of us put together. I’m amazed by its growth. I don’t go to a lot of brevets these days, but when I do, someone will invariably say, ‘Oh my goodness, we have a single digit member here!’ and the person next to me will say, ‘I’m number 15,000!’ I never anticipated that it would be as large and as successful as it has become.

### **RUSA’s Next 20 years**

I backed away from RUSA a while ago. I never believed in some of the more strictly enforced rules that RUSA has promulgated from its beginning.

I think the Americans and the French have very different conceptions of what rules are about. It was always my feeling that the French had these extensive sets of rules and regulations,



Somewhere between Everett, WA and Rye Beach, NH during the 2018 PAC Tour Northern Transcontinental.

— PAC TOUR PHOTOS

so they could decide on the spot whether they wanted to enforce them or not. As Americans, we tend to look at things as black and white, where you point to the rules and say, “It says right here you can’t do this.”


I always thought randonneuring should be primarily about riding the bike. Back at that time, BMB was the only other 1200km, besides PBE, in the whole world. I remember there was one

year when [RM official] Bob Lepertel came over from France to observe BMB, this upstart 1200km event we had. He and his wife were driving the route and checking in at controls. Jennifer met up with me in Middlebury, where riders were on the way back. She told me that one of the riders had lost his brevet card. Under the rules, you can’t finish a brevet if you lose your card; you’re disqualified. I told her, ‘Go

talk to Mr. Lepertel. I’ll bet he will tell you to yell and scream at the guy, and then give him another brevet card and put him back on the bike.” And that’s exactly what he said.

The French can be a little officious. They like to say they have the power to do things under the rules, but they also like to recognize exceptions. Here in the U.S., there was a strong contingent interested in following every rule—dotting every I, and crossing every T. I backed away from that. Going forward, I wouldn’t mind if there was more flexibility.


Even so, I have to say RUSA has done really well. We have all these different kinds of rides, (populaires and permanents, for example) and lots of awards. 🚲



**BouRé**  
bicycle clothing

*Cycling Clothing Designed for  
Long Lasting Comfort*

Sewn in Durango, Colorado for 28 Years  
& Tested the World Over



**www.boure.com**  
bouresportswear@gmail.com

Online Catalogue with Complete Product Specifications, Current Sales & Closeout Specials, Ned Overend’s Bio, Some Vintage Bikes & More.



**sinewave**  
**BEACON**

DYNAMO HEADLIGHT/CHARGER



- Integrated USB Charger
- 750 Lumens
- Flexible Power Options
- Charger Priority Mode

**www.sinewavecycles.com**  
Designed in Cambridge, MA | Made in the USA

## RUSA Board Election—Details & Paper Ballot

Two member-elected positions on the RUSA Board are open for 2019. Nominations must be received by September 15. If you are a current RUSA member, you may nominate someone by that date by email to Lois Springsteen at [secretary@rusa.org](mailto:secretary@rusa.org), or to the address below.

Current RUSA members may vote for up to two candidates for these positions. You may only vote for duly-nominated members. The list of nominees, their candidates statements, and online voting instructions will be available on the website at [www.rusa.org](http://www.rusa.org) by October 1. (See link on home page.)

We urge you to vote online, but you may vote instead using this paper ballot. If you choose to use this ballot, mail it to: Lois Springsteen, 226 West Avenue, Santa Cruz, CA 95060

**Votes must be received by November 15.**

_____	_____
VOTE #1 (Candidate Name)	RUSA #
_____	_____
VOTE #2 (Candidate Name)	RUSA #
_____	_____
YOUR NAME	RUSA #
_____	_____
YOUR SIGNATURE	

## RBA Representative (RBAs Only)—Details & Ballot

Regional Brevet Administrators elect a current RBA to serve as Director on the RUSA Board for a one-year term. Nominations must be received by September 15. If you are a current RBA, you may nominate someone by that date by email to Lois Springsteen at [secretary@rusa.org](mailto:secretary@rusa.org), or to the address below.

Current RBAs may vote for one candidate for RBA Representative. You may only vote for a duly-nominated RBA. The list of nominees, their candidates statements, and online voting instructions will be available on the website at [www.rusa.org](http://www.rusa.org) by October 1. (See link on home page.)

RBAs are urged to vote online, but you may vote instead using this paper ballot. If you choose to use this ballot, mail it to: Lois Springsteen, 226 West Avenue, Santa Cruz, CA 95060

**Votes must be received by November 15.**

_____	_____
VOTE (Candidate Name)	RUSA #
_____	_____
YOUR NAME	RUSA #
_____	_____
YOUR SIGNATURE	

## American Randonneur — CALL FOR SUBMISSIONS

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

### Submission deadlines:

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

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

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

- Ride reports or promotional articles
- Technical or Gear articles
- Training, health, nutrition articles
- Humorous articles
- Reprints of blog posts
- Reports on non-rando long-distance/endurance events of interest to randos
- Letters to the editor
- Book reviews
- Cartoons

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

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

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

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

**Paid advertising:** is available. For details please contact Jim Poppy at [jpoppy55@icloud.com](mailto:jpoppy55@icloud.com).

# Guanella Pass Gambol Permanent #3546

BY PAUL FOLEY, RUSA #1471

I had the privilege of doing the inaugural ride of John Lee Ellis's Guanella Pass Gambol Permanent. The course starts in Downieville, heads to Georgetown, and then climbs over Guanella Pass to Grant, CO, and returns on the same route.

Being an out-and-back route, you climb Guanella Pass from both sides, and the climbing is essentially covered in the first forty-five miles of the ride.

I parked at the east end of the parking lot, next to the Starbucks but then used the Downieville Fuel Stop Sinclair next door as my start and finish check points. The "wildlife" viewing started immediately (see dino left).

The route starts with a gentle climb to Georgetown, on quiet roads with a bike lane. The approach to Georgetown may be gentle, but one can already get a feel for the climbing to come looking across Georgetown Lake toward the gap that is Guanella Gap.

Georgetown is a historic district with a quaint style even adopted by the local post office.

The climb begins quickly with steep switchbacks that produce nice views of Georgetown, a reward for your efforts.

As Guanella Pass is not maintained during the winter, weather conditions can close the pass and it is advised to check the weather forecast and CDOT website to insure safe passage.





There are many beautiful waterfalls and rivers flowing next to the road to help distract you from the relentless climb.

A multitude of flowers also make the scenery and the climb breathtaking.

On the day of my ride, there were many cars parked at the summit, presumably belonging to hikers who wanted to explore Mount Bierstadt and the plethora of trails in the area.

The descent down to Grant was smooth, quick and easy, but the enjoyment was tempered by the thought that I would be retracing my steps back over Guanella Pass on the way home.

Although Grant is little more than a few houses on Hwy 285, I was able to feast on a pulled pork sandwich and rehydrate before returning to climbing.

Services are limited in this area, so I advise stocking up on liquid at the start and again at either Al's Pits Barbecue (open only Fridays through Sundays) or the jerky stand just down the road from Al's. Apparently both are operated by the same group, but the jerky stand is open almost every day.



**Route Owner's Note:** The Guanella Pass Gambol climbs from 8,000' to 11,600' at the pass (and Grant at the turnaround is at 8,600'). The south face was paved only a few years ago, making this a jaunt that's strenuous but without washboard or dust. Maybe the prospect of barbecue will be just that added incentive! -jle

The climb up the south side of Guanella Pass is shorter than that from Georgetown and also quieter. Since ninety-five percent of the climbing on the ride is encountered in the first forty-five miles, I was getting worried about finishing on time. However, once the top of the pass is reached, it's all downhill back to Downieville, so this gave me the opportunity to make up time and finish successfully.

I did take time on the descent to make the most of the opportunity to enjoy the sighting of a big horn sheep alongside the road, but my attempts at closer photos proved he was rather camera-shy.

The Guanella Pass Gambol is an outstanding permanent for those seeking a change in scenery, the challenge of a healthy dose of climbing, and the enjoyment of delicious barbecue! I hope to repeat this ride again in the fall, as the changing colors of the leaves will add additional grandeur to this ride! 🚲



A black and white advertisement for René HERSE bicycle chainrings. The background features a close-up of a bicycle crankset with a large chainring. A white bicycle helmet with the number '745' and '2016SA Cross Mountain Bike 90km' is visible in the upper left. The text 'René HERSE' is written in a large, stylized font. Below it, the following specifications are listed: 'Chose your gears from 52T to 24T', '11-speed compatible', 'Net-shape forged for strength', 'Lengths: 165, 171, 177 mm', and 'Superlight: 498 g'. In the bottom left, there is a blue oval logo with the word 'COMPASS' and the website 'www.compasscycle.com' below it.

# RUSA Awards

## R-12 Award Recipients

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

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

- Any event on the RUSA calendar 200km or longer.
- Foreign ACP-sanctioned brevets and team events (flèches), Paris-Brest-Paris, and RM-sanctioned events of 1200km or longer, provided that these non-US events account for no more than 6 of the 12 counting months.
- RUSA permanents — a particular permanent route may be ridden more than once during the twelve-month period for R-12 credit. The applicant must be a RUSA member during each of the twelve months.

RUSA congratulates the latest honorees, listed below.

NAME	CITY, STATE	APPROVED
Banks, Debra C. (F) [5]	Sacramento, CA	5/23/2018
Beck, William A [12]	Woodbine, MD	4/28/2018
Bishop, Eddie [2]	Lacey, WA	4/27/2018
Burnside, Richard L.	Hartland, WI	5/3/2018
Corsiglia, Fred [2]	Houston, TX	5/28/2018
Courtney, Greg [9]	Ames, IA	4/28/2018

Fry, John R	San Marcos, CA	5/18/2018
Hands, Ian Page [8]	Asheville, NC	5/3/2018
Harrison, Mark A	Naperville, IL	5/14/2018
Hush, Eve W (F) [5]	Hebron, OH	6/20/2018
Kanaby, Gary [4]	Salado, TX	6/19/2018
Kenway, Gaetan K.W.	Sunnyvale, CA	5/22/2018
Krishnamoorthy, Narayan [9]	Kirkland, WA	5/31/2018
McAlister, Grant [4]	Seattle, WA	5/26/2018
Mento, Chris [11]	Glen Burnie, MD	6/21/2018
Nygaard VI, Jonas M [2]	Minneapolis, MN	6/18/2018
Paisley, Philip A	Titusville, FL	4/25/2018
Phillips, Calista (F) [5]	Frederick, MD	6/14/2018
Piech, Dawn Marie (F) [2]	Lombard, IL	5/29/2018
Provenza, Clint [7]	Millersville, MD	6/16/2018
Reilly, Mark [4]	Egg Harbor City, NJ	4/25/2018
Russell, Aaron E.	Austin, TX	5/7/2018
Sexton, Robert B [4]	San Jose, CA	5/18/2018
Stevens, Sharon (F) [10,11,12]	Richardson, TX	6/26/2018
Sullivan, Timothy J [6]	Coronado, CA	6/10/2018
Tamas, Tibor [2,3]	Fort Worth, TX	6/20/2018
Therault, Michael	San Francisco, CA	4/29/2018
Todd, Joseph H [5]	Decatur, GA	5/29/2018
Wingfield, Michael	Plano, TX	6/26/2018

## Galaxy Award

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

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

The qualifying distance for this award is based on all events on RUSA's calendar (ACP brevets and Flèches, RUSA brevets, populaires, arrows and darts), RUSA

permanents, and 1200km events held in the United States after 1999. Foreign events (including PBP) are not counted.

RUSA congratulates the riders who have earned this prestigious award.

NAME	CITY, STATE	APPROVED
Olsen, William	Califon, NJ	5/26/2018

# RUSA Awards

## P-12 Recipients

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

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

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

NAME	CITY, STATE	APPROVED
Beck, William A [4,5]	Woodbine, MD	4/28/2018
Brittle, Betsy (F) [5]	Sunnyvale, CA	5/16/2018
Corsiglia, Fred	Houston, TX	5/20/2018
DeBoer, Kelly [9]	San Marcos, CA	6/2/2018
Fitzsimmons, Lynne (F) [2]	Portland, OR	6/11/2018
Heg, Christopher [4]	Seattle, WA	6/8/2018
Heg, Deena (F) [4]	Seattle, WA	6/8/2018
Jackson, David	Elgin, OK	6/15/2018
Kanaby, Gary [2]	Salado, TX	6/19/2018
Madarang, Dennis E.	Cinnaminson, NJ	5/26/2018
Myers, Mike [7]	Baxter Springs, KS	4/25/2018
Myers, Nancy (F) [7]	Baxter Springs, KS	4/25/2018
Smith, Jack [6]	Topeka, KS	5/18/2018
Smith, Scott A [2]	Lacey, WA	5/3/2018
Stevens, Sharon (F)	Richardson, TX	6/26/2018
Tamas, Tibor [2]	Fort Worth, TX	6/20/2018
Wiley, David M [2]	Lawrence, KS	6/21/2018
Wingfield, Michael	Plano, TX	6/26/2018

## Mondial Award

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

The name “Mondial” comes from the French adjective meaning worldwide or global. The name relates to the fact that the circumference of the Earth is approximately 40,000 km.

This award can be earned just once by a member and is automatically awarded upon completion of the required distance (no application or purchase required).

The qualifying distance for this award is based on all events on RUSA’s calendar (ACP brevets and Flèches, RUSA brevets, populaires, arrows and darts), RUSA permanents, and 1200km events held in the United States after 1999. Foreign events (including PBP) are not counted.

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

NAME	CITY, STATE	APPROVED
Chernekkoff, Janice (F)	Lyon Station, PA	5/12/2018
Hiscox, George M	Jackson, TN	4/28/2018
Maytorena, Hector Enrique	San Diego, CA	5/19/2018
Smith, Gregory H	Richland Center, WI	5/5/2018



Dorina Vaccaroni (RUSA #11843) signals that everything is A-OK on Pleasant’s Valley Road.

—PHOTO ROB HAWKS



# RUSA Awards

## Ultra Randonneur Award

The Ultra Randonneur Award is for RUSA members who have ridden ten (10) Super Randonneur series. The Super Randonneur (SR) series of brevets (200 K, 300 K, 400 K and 600 K in a calendar year) that are used to qualify for the Ultra Randonneur Award need not be in consecutive years, nor is there a time limit on how long it takes to accumulate the ten SR series. Note that it is possible to earn more than one SR series per year, making it possible to earn this award in fewer than ten seasons. Non-US ACP and RM brevets can be used provided that these non-US events account for no more than 50% of the rides counted towards this award.

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

NAME	CITY, STATE	APPROVED
Brougher, Michele S (F)	St Louis Park, MN	5/20/2018
Burke, Brian P	Cumming, GA	5/29/2018
Green, Bill	Nevada City, CA	6/25/2018
Hawks, Rob	Richmond, CA	5/25/2018
Ross, Roy M	Mountain View, CA	6/8/2018
Russell, Bill	Vineyard Haven, MA	6/27/2018
Sullivan, Timothy J	Coronado, CA	6/10/2018
Todd, Joseph H	Decatur, GA	6/11/2018

## RUSA Cup Recipients

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

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

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

NAME	CITY, STATE	APPROVED
Burke, Brian P	Cumming, GA	6/18/2018
Dang, Dzung A.	San Jose, CA	5/16/2018
Driscoll, Dan	Arlington, TX	6/10/2018
Feinberg, Brian K	Cupertino, CA	6/5/2018
Maytorena, Hector Enrique	San Diego, CA	6/3/2018
Newberry, Jeff	Austin, TX	6/10/2018
Russell, Amy L (F)	Waco, TX	5/14/2018
Wright, Pamela (F)	Fort Worth, TX	6/3/2018

## RUSA Coast-to-Coast Award

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

A member may earn multiple Coast-to-Coast awards. No event or different editions of the same event may be used more than once among multiple awards. For example, if Boston-Montreal-Boston 2002 is used in a member's Coast-to-Coast award, BMB'06 (or other edition) may not be used to claim another award.

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

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

APPROVED	NAME	CITY, STATE
6/14/2018	Munekata, Toshihisa	Amherst, NY
<b>EVENTS</b>	2015 Florida Sunshine 1200	
	2016 Cracker Swamp 1200	
	2017 Gold Rush Randonnée	
	2018 Blue Ridge to Bay	

# RUSA Awards

## RUSA American Explorer Award

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

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

### **Award criteria:**

- Rides must be of the following types:
- ACP brevets and flèches;
  - RUSA brevets, populaires, arrows and darts;
  - RUSA permanents and permanent populaires;
  - RUSA sanctioned Super Randonnée permanents;

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

### **Recognition**

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

NAME	CITY, STATE	STATES ADDED	TOTAL STATES	APPROVED
Banks, Debra C. (F)	Sacramento, CA	3	13	5/23/2018
Beauchamp, Christina (F)	Raleigh, NC	3	28	6/18/2018
Bergstrom, Sarah E (F)	Medford, MA	10	10	5/8/2018
Bingham, Bob	Graham, NC	2	13	6/16/2018
Chernekoff, Janice (F)	Lyon Station, PA	7	18	5/21/2018
Conaway, Kary	George, IA	10	10	6/21/2018
Fournier, Charles Joseph	Redding, CA	52	52	6/27/2018
Fournier, Margaret Mary (F)	Redding, CA	4	14	5/14/2018
Huber, Kerin (F)	Pasadena, CA	2	36	6/13/2018
Mathews, Craig	The Woodlands, TX	10	20	6/3/2018
McLerran, Doug	Aurora, IL	4	29	5/24/2018
Newberry, Jeff	Austin, TX	16	16	6/14/2018
Nichols, Eric	Newfields, NH	10	10	6/21/2018
Smith, Gregory H	Richland Center, WI	4	21	5/15/2018
Tamas, Tibor	Fort Worth, TX	11	29	6/3/2018

# Edelux II



The Schmidt *Edelux II* projects a wide and tall beam that evenly illuminates the road both close to the rider and at a distance, making a fast descent safer. It's available in polished and several anodized finishes; silver, black, red, and blue. We also stock two versions for mounting upside-down.

And now you can order your *Edelux II* with Schmidt's new co-axial connectors, making wheel removal and installation much easier, especially at night. This is particularly helpful if you are connecting both lights and a USB charger to your SON hub. These new connectors can be retrofit to any dynamo headlight and charger wires.

Please see the website for full details.

## PETER WHITE CYCLES

24 Hall Rd. Hillsborough, NH 03244  
603 478 0900 Phone 603 478 0902 Phax

[www.PeterWhiteCycles.com/schmidt-headlights.php](http://www.PeterWhiteCycles.com/schmidt-headlights.php)

# AMERICAN RANDONNEUR

Randonneurs USA  
P.O. Box 168  
Lyon Station, PA 19536

NONPROFIT  
ORGANIZATION  
US POSTAGE  
**PAID**  
PPCO



**Special Offer  
for Randonneurs,  
20% Discount!**  
Use coupon code  
"rand2018"  
at checkout.  
Offer expires July 31, 2018

## DUAL BIFOCAL SUNGLASSES - BRINGING TECHNOLOGY INTO FOCUS

Dual Eyewear specializes in cycling/sport sunglasses with built-in spot readers for individuals who have difficulties seeing items close-up like a cycling computer or a cell phone.

Shown in this ad is the SL2 Pro. This model features adjustable nose piece and temples, polycarbonate lenses, and a lifetime warranty. They are available with +1.5, +2.0, and +2.5 diopters. Accessory lenses are available in yellow and clear.



**DUAL**<sup>®</sup>  
POWER EYEWEAR

view our complete line of eyewear at: [dualeyewear.com](http://dualeyewear.com)  
for more information call us at: 720 235-1112