

AMERICAN RANDONNEUR



VOLUME 21 • ISSUE #1 SPRING 2018

RUSA CELEBRATES 20 YEARS



IN THIS ISSUE

Johnny Bertrand: RUSA #2 — INTERVIEW BY JENNIFER WISE

Real Life Lessons from Randonneuring — BY MARY GERSEMA

Relentless Pursuit of Ks — BY EMILY RANSON



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Upcoming Tours for 2018

Arizona Desert Camps and Tours

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

Week #1 February 24 March 3

Tour of the Historic Hotels

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

Week #2 March 3 - 01

First Century Week

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

Week #3 March 10 - 17

Chiricahua Challenge

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

Week #4 March 17 - 24

Second Century Week

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

Week #5 (8 days) March 24 - April 1

Mountain Tour Mt. Graham

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

Week #6 April 1-8

NEW Gravel Road Week This new 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 50 miles per day with 30 miles of gravel.

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*Making good riders better
since 1981*

Route 66 Western States

Santa Monica, Ca to Amarillo, TX

April 21 to May 11

19 days averaging 60-85 miles per day.

We will ride this classic American Highway built in 1926 and learn about its iconic history. We will stay in many historic motels and eat at quiet roadside cafes. Most nights we are joined by local guest speakers who bring the old road to life. This tour will fill up by January 2018.

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Everett, Washington to Portsmouth, NH

Saturday, July 7 to Thursday, August 9th

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

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

Over the Andes - Across Peru

Late October

We have been traveling various routes across Peru since 1999. This route from Brazil to the Pacific Ocean offers some of the best roads in the world with good pavement and light traffic. We have ridden this tour twice before. It is a popular route offering a wide selection of scenery and elevation from the low jungle to mountain passes above 15,000 feet.

There are 11 riding days averaging 80 miles per day. There will be two stopover days to visit Macchu Picchu near Cuzco. Total tour length is 16 days with travel days from the United States. We will stay in hotels and eat at restaurants. We will be riding with several cyclists from the Peruvian National Team who will be our guides. We will also have two support vans who will transport our gear and provide support during the day. This tour is recommended for riders who are looking for adventure in a unique and beautiful country.

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

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COVER—Johnny Bertrand, Lois Springsteen,
Gay Williams and Steve Royse out for a ride
prior to the 2007 PBP.

PHOTO DANIEL LEMOINE
BREVET ORGANIZER, CHANTILLY AREA OF FRANCE

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President's Message

I hope your season is ramping up nicely, energized by the warming rays of spring, or maybe by that errant spring snow shower we've learned to expect in Colorado.

Something New—I hope, too, that you're on the lookout for new things in 2018. They don't have to be big new things—such as new 1200km's, of which there are plenty. This past year I rode 100km and 200km perms on my travels. In Las Vegas, I saw the desert and the Eiffel Tower. In Tucson, I rode past saguaro cactuses and up Mt. Lemmon. In Texas, there were cows and vultures to keep me company. Not big rides, but new and fun.

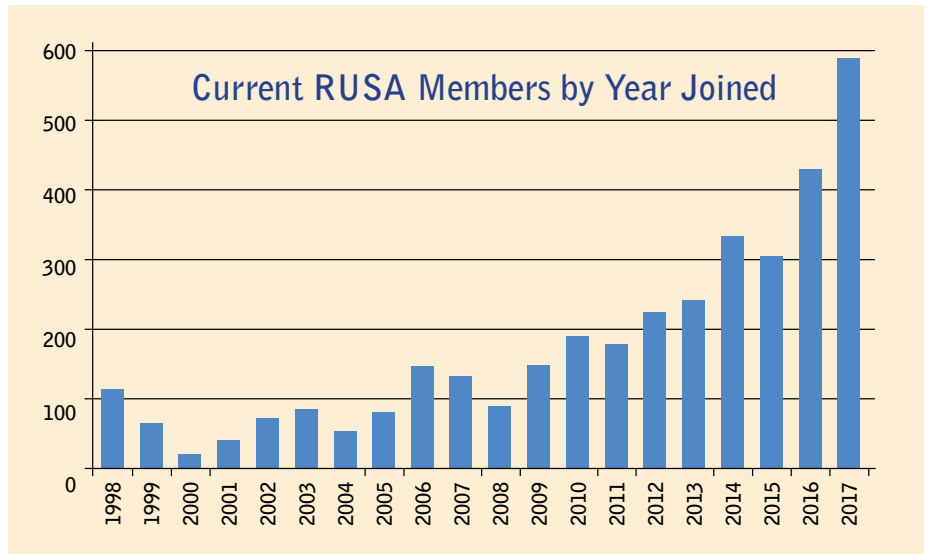
It's easy to just ride your own rides or a friend's, especially if you are an RBA or perm route owner. Riding someone else's, in a new place, is invigorating. Paying attention to someone else's advice, following their cue sheet, and generally being open to discovery and the unexpected—what a prospect!

Something a Mere Twenty Years Old—This year we are celebrating RUSA's 20th anniversary. Not as a musty remembrance of the old days, but looking at what gets people excited today, and of prospects to come.

Here are a few figures on membership as of the end of 2017. Strikingly, 3% of today's members joined in the final 4½ months of 1998, just after RUSA's founding. That's staying-power!

17% of members at the end of the year had joined that year. Over half joined in the last five years. That's not so surprising. But it reminds us that every year, many new faces are looking to try us out, and to try out randonneuring.

If you're among that half, while RUSA's history may seem vaguely interesting, I imagine you're mainly looking for challenge and camaraderie in what's going on today. Since we're all about riding, that's largely thanks to our Regional Brevet Administrators



and Permanent route owners, who provide the events and rides.

Those ride offerings have evolved. We started with ACP brevets and Grand Randonnées (just the one initially—Boston-Montréal-Boston). Since then Permanents have exploded where and how often you can ride. Darts have provided a fun introduction to team events. And Populaires give novices a welcoming entrée.

The Awards palette has also evolved. RUSA started out with only the ACP awards—brevet medals and the Randonneur 5000. Today we have quite a few more.

I like to think of awards less as trinkets to collect than as motivations towards goals and challenges. In that vein, you can see awards that encourage exploration and novelty, such as the American Explorer and Coast-to-Coast. Or persistence, such as the R-12, P-12, and the Ultra awards. Or ride diversity, like the RUSA Cup.

Year	Ride Type Introduced
2002	Populaires
2003	RUSA Brevets
2004	Permanents
2004	Permanent Populaires
2004	Darts, Arrows

A lot has happened over the years. I hope that the growth of regions, permanent routes, award types, and event types over twenty years has been for something. I hope it has given longtime members new frontiers to explore and new reasons to remain randonneurs with RUSA. And I hope it attracts a wide variety of new members who would like to join us in our sport.

—John Lee Ellis
RUSA President
 president@rusa.org

Year	Award Introduced
2003	Distance: 1000k ... 5000k medals
2004	Ultra Randonneur—10 SRs
2004	R-12
2004	American Randonneur Challenge
2005	Coast-to-Coast—4 different 1200km's
2006	K-Hound—10,000km in a year
2007	Mondial—40,000km lifetime
2009	P-12
2010	RUSA Cup
2010	Galaxy—100,000km lifetime
2011	American Explorer
2014	Ultra R-12
2016	Ultra K-Hound
2016	Ultra P-12
2017	Ultra RUSA Cup

From the Editor

The March 2018 issue of *American Randonneur* anticipates the new year while celebrating some of last year's highlights. We are also commemorating RUSA's 20th anniversary. In this time our organization has flourished, so why not spend the year celebrating with wonderful rides and stories.

We are fortunate to have guest interviewer Jennifer Wise interviewing Johnny Bertrand in this issue. The conversation between RUSA #1 and RUSA #2, respectively, provides a sense of how we started and what we have achieved in two decades.

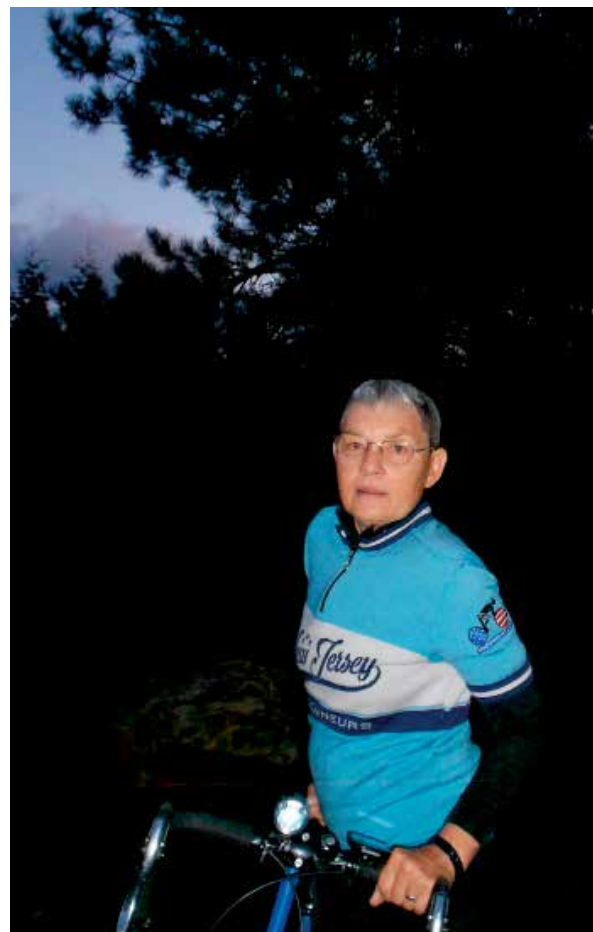
Other stories of achievement include Mike Dayton's interview with Mark Thomas who has completed fifty 1200km rides! Fifty randonneurs made the K-Hounds list this year; Emily Ranson, the youngest woman K-Hound, was persuaded to do a piece about her adventures. Congratulations to these randonneurs as well as to all who earned one (or more) of the awards found in the pages of *AR*.

Another reason for celebration is the announcement that Shab Memarbashi has been awarded American Randonneur of the Year for 2017. Congratulations!

Shifting focus to the new season, columnists Paul Johnson, Chris Newman, and George Swain offer thoughts to inspire and help us to more effectively meet our riding goals. Newman writes about a 200km ride that made her reevaluate this "short" event. Johnson suggests paying attention to the lessons to be learned from shorter rides, especially if one is planning on a longer ride later in the season or PBP next year. And Swain reviews Malcolm Dancy's published PBP narrative. Gersema is stepping away from doing interviews for *AR*, but her article titled "Real Life Lessons from Randonneuring" thoughtfully reflects on our sport.

Randonneurs seeking a bigger challenge might be interested in one of the nineteen 1000km rides being offered by RUSA this year. Two of these rides are previewed in this issue. David Danovsky describes the San Diego 1000km in late May, and Paul Rozelle offers a summary of the Central Florida 1000km ride in early May. In other rides of interest, Bruce Herbitter describes gentle 200km and 300km rides offered in Georgia and Alabama that would be appropriate for beginners. Betty Jean Jordan offers a ride report on Atlanta's Silk Sheets 200km, a popular local ride with a great name that will be offered again in December.

Finding the strength and creative energy to ride through challenges is the last main theme in this issue. Vernon Smith's ride report on the Norwegian Christianssands 1200km describes a beautiful if somewhat lonely ride—only four riders started the event, and three completed it. Michael Bratkowski reports on the Sea to Saguaro 700km permanent that takes riders from San Diego, CA, to Tucson, AZ, over mountains and through long stretches of desert. Andrew Mead, RBA for Eastern Pennsylvania, writes about how randonneurs in this region ride through the winter when temperatures dip below the freezing point. And Lisa Nicholson reflects on the challenges of randonneuring through chemotherapy. She describes well the confusion she faces sometimes; she wants to ride as much as her body will allow her to, but she doesn't want to put herself



unnecessarily in a risky situation. Sometimes the answer to the question, "How far can I go?" is not obvious.

I hope you all find stories in these pages to inspire you or make you think.

Lastly, I want to express my deep gratitude to all who help in the production of this magazine. Without you, we would not have a publication. Readers, please see the names of magazine staff in the masthead and be sure to thank these folks when you see them.

Be safe out there.

—Janice Chernehoff
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Johnny Bertrand: RUSA #2

Former RBA in Lexington, Kentucky

INTERVIEW BY JENNIFER WISE

To remember and honor RUSA's twenty-year history, we asked Jennifer Wise to interview Johnny Bertrand. Jennifer is RUSA #1, former editor of *AR* and organizer of RUSA's most storied 1200... Boston-Montreal-Boston. Johnny is RUSA #2 and an authority on RUSA history, a former RBA, an accomplished randonneur, and the administrator of the American Randonneur Award.

What is your RUSA member number?

I am RUSA number 2.

As one of the founding members of Randonneurs USA, could you explain your role in the founding process?

Back in the late 1980s and early 1990s, I was one of a number of the

Regional Brevet Administrators (RBAs) working with the American randonneur- ing organization called International Randonneurs (IR) who grew frustrated with IR and its lack of organization. By 1997, that frustration pushed three of us, (Jennifer Wise, John Wagner, and me), to organize an effort to update randonneuring in USA.

The result was the founding of Randonneurs USA (RUSA) in 1998. The full history of the founding of the RUSA organization can be found in the September 1998 issue of the RUSA newsletter, available on the RUSA website (rusa.org/pages/magazine) and in the Randonneurs USA Members' Handbook.

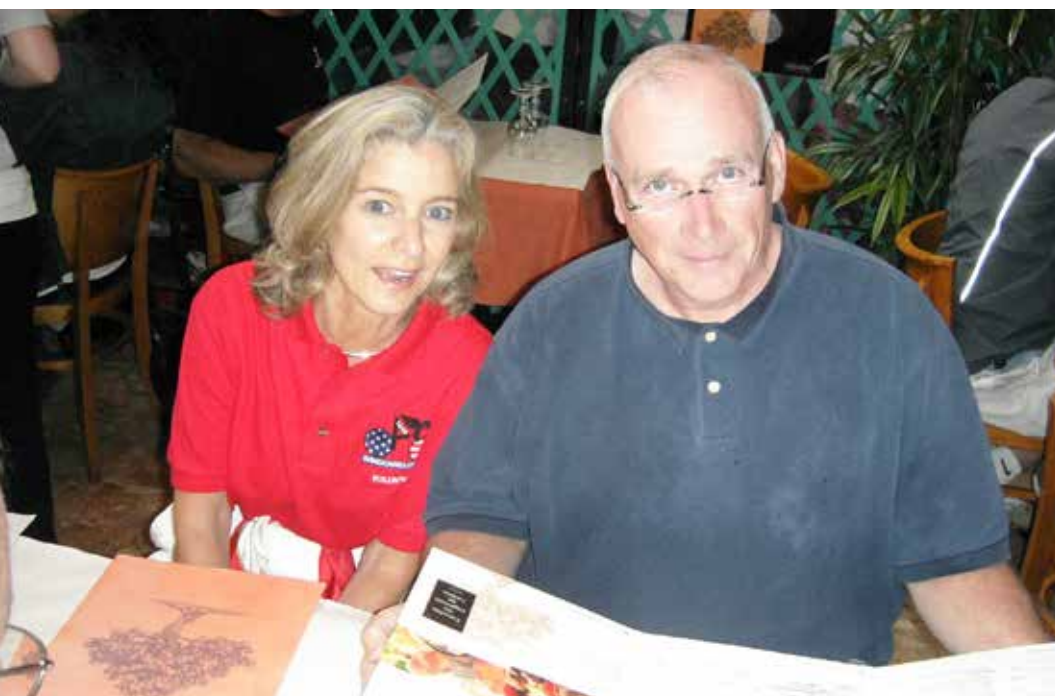
How many languages do you speak?

Being born and raised in the mountains of Eastern Kentucky and Southwestern West Virginia, my native tongue is Hillbilly! With a bit of an effort, I can manage a fairly standard version of American English though maintaining the vowel sounds consistently is a challenge.

My French is not too bad. My Spanish and German are serviceable. My Russian is extremely rusty, but I'm sure it's good enough to get me into trouble without my even knowing.

Did your language skills play a significant role in your ability to negotiate with the Audax Club Parisien, in 1998, to establish Randonneurs USA as the primary randonneuring organization in the United States?

Of course, being able to speak to the ACP administrators in their native tongue facilitated the dialogue. In addition to our language abilities, both Jennifer and I had formed a solid



Jennifer and Johnny.

— PHOTO PIERCE GAFGEN



professional and personal relationship with Bob Lepertel, the ACP international representative. There was trust and respect on all sides. Speaking French certainly helped, but trust was the key element.

What were the “formative years” of RUSA like?

The first two years of RUSA’s existence were busy, busy, busy. The organization’s first big task was to prepare and organize for the 1999 PBP which was less than a year away. There was a ton of administrivia to deal with: submit a ride calendar, set up a web site, set up a newsletter, incorporate the organization as a non-profit, set up a results processing methodology, create a constitution for the members to approve... The list went on and on. There was a lot of bread to bake and very few to knead the dough and do the baking.

Fortunately, we had a good core group of volunteers at the national level, and a good group of RBAs across the country, all of whom came together and got the work done. There were a few hiccups and faux pas along the way, but nothing that didn’t get sorted out to everyone’s satisfaction.

What different aspects of American randonneuring does RUSA bring to the forefront?

RUSA’s first and most important objective is taking care of the organization’s core issues on a consistent basis and in a timely manner, that is, submitting an annual ride calendar, verifying brevet routes, verifying and processing brevet results, returning brevet stickers and medals to RBAs, and so on. In other words, RUSA’s administration provides a solid, consistent, accurate and timely service to all our members. It’s boring, but it’s what the organization is required to do.

Once the organizational basics were established, there was a rapid growth of other kinds of randonneuring rides: flèches, permanents, populaires, RUSA-specific events, and so on. Now, RUSA members have a fairly substantial menu of rides from which to pick. We aren’t just stuck with ACP brevets of 200, 300, 400, and 600 km.

How and when did you become involved in randonneuring?

I started doing long rides in the early 1980s. After doing a triple century and two quad centuries, I moved on to Paris-Brest-Paris (PBP) in 1983. I’ve

Outnumbered on the road by livestock.

—PHOTO J.P. BATTU

been to every PBP since. I dropped out in 1987 (I got sick) and 2011 (my riding partner got sick). In 2015, Bill Bryant and I did support for Lois Springsteen. Claus Czycholl, former head of the German randonneuring organization, and I did Boston-Montreal-Boston (BMB) together in 1998. Steve Wyatt, a fellow Kentuckian riding buddy, and I worked a checkpoint for BMB in 2000. So for me, 1200km events have been pretty much limited to PBP.

Tell us about the PBP rides you have completed, your finish times, and your perspective on how the American rider contingent at PBP has changed over the years?

I have attended every PBP since 1983. I’m 6 for 8 for riding PBP, with 2015 devoted to sag support. My ride finish times have typically been in the 88- to 89-hour range.

American participation in the randonneuring version of PBP began in 1971 with two riders. In 1975 the US sent about seven riders. 1979 saw about thirty-five Americans start.

In 1983 we numbered around one hundred. That number doubled in 1987 and doubled again at the centennial event in 1991. The number of American riders dropped after the centennial PBP, from about four hundred back to around three hundred. The American contingent has since grown by roughly one hundred riders at each PBP.

Participation in 2015 was roughly six hundred. A victim of its own success, PBP has now established participation limits, though the quotas have not been strictly enforced.

Besides being consistently one of the larger national groups at PBP, American riders have also been known for our rapid adoption of new cycling technology, some of which has been subsequently disallowed or restricted.

As an RBA for 20 years, with both IR and RUSA, how have events and ridership changed and/or developed?

The biggest change has been in the participation numbers. There was only a handful of ride sites in the early 1980s, so only a few riders would travel the hundreds of miles to be able to ride



PBP bikes at rest.

—PHOTO RIDERS FROM LOUISVILLE, KY

a brevet. As the number of ride sites has increased, so has the number of riders and the ease of participation.

Technology has also changed greatly. Lights today are a galaxy away from the D cell powered flashlights that I used on my first brevets. GPS has eased the navigational challenges and clothing technology has also greatly improved.

You curate nominations for the American Randonneur Award, our highest service award. Can you offer some perspective on what forms service to RUSA has taken?

The common factor among all American Randonneur Award nominees is simply going the extra mile. Nominees

range from national level volunteers to local volunteers. They work on things as varied as creating new events to providing support on the rides. They share a passion for their activity, whatever it may be. The volunteers do the necessary stuff and then do more, just to be sure it is done well. It's the kind of devotion to task that only a volunteer can supply. They impact people and people notice.

What is your home cycling club?

I was a member of the Bluegrass Cycling Club for 30+ years. I've been unaffiliated for the last 5+ years.

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

Central Kentucky is flat to rolly, with about forty-five feet of climbing per mile on average. Head north or south and it gets hilly. True mountains are to the east. Heading west eventually gets a tad flatter.



What is the most challenging part of organizing randonneuring events in your area?

I haven't been the Kentucky RBA since the end of 2007, so I can't give you an up-to-date answer. Generally, selecting a route that conformed to the distance requirements, had good checkpoints, and had a good overnight area, for the longer events, was the most time-consuming part of the job. This was true for my tenure because I changed the routes every PBP cycle.

Describe how you picked and designed your brevet routes. (For example, did they include a certain percentage of flats and hills? Did wind play a role? Is it too hot to host a 600km in late July in Kentucky? Did your rides contain special Kentucky scenery—like bluegrass and horses grazing in the fields?)

When I was selecting routes, I would generally do a full brevet series the year before PBP, picking a route that was a bit more challenging than PBP with regard to climbing: that is, about 20,000' for the 600km. In a PBP year, I would ride between 15,000 to 18,000' for the 600km, which is fairly comparable to PBP's approximately 30,000' for 1200km.

Wind is not usually a big factor in Kentucky, but heat can be a factor, especially in July and August.

In PBP years, I usually ran a brevet per month starting in late March. So the brevet series was complete by late May. This was mostly dictated by the deadline for submitting results and PBP applications, typically early July.

Johnny Bertrand taking a break on the way out on the night/morning of the first day of PBP.

—PHOTO JEAN-PHILIPPE BATTU

What is the longest-distance randonneuring event that you hosted in your area?

I never organized anything longer than a 600km.

What kind of bicycle do you ride?

My current bike is a 2003 custom Bilenky, from builder Steve Bilenky of Philadelphia, with a Brooks B17 leather saddle, and a triple crank (22-32-42). I also have a mid 1980s Nishiki and a mid 1980s Pilorget. I let go of my first PBP bike, a Proteus, as well as my 1990 Cannondale. I use clipless Shimano pedals and wear Shimano sandals with recessed cleats for easy walking.

What is your preferred bicycle for riding brevets and randonnées and how is it set up?

I mostly use a touring bike with a triple and lots of granny gears.

What kind of saddle do you prefer for 1200km events?

I have been riding a leather Brooks B17 saddle since the late 1990s.

Do you have a randonneuring mantra that keeps you going on tough rides?

No. I usually just whistle or hum, much to the chagrin of my fellow riders.

Have you ever had a DNF on a randonneuring ride and if so, what happened?

I bailed at PBP in 1987 due to diarrhea that I could not get under control. I bailed again in 2011 when my riding partner got sick and could not hold down any food. Mentally, I just wasn't too gung-ho in 2011.

What was your worst randonneuring experience and why?

My worst experience was probably at PBP in 1999. RUSA was just getting going and I was fairly heavily involved at the national level, as well as being the RBA in Kentucky. Long story short,



PBP 2007.

—MAINDRU PHOTO

I was burning the candle at both ends, so I was barely able to finish PBP. I beat the 90-hour cutoff, but not by much.

What was your best randonneuring experience and why?

There have been far too many to select just one. The most memorable moments involve riding with old friends and sharing experiences (both silly and serious) or making new friends, who become old friends, with whom you share more of the same. In a word: camaraderie. 🚲

Sea to Saguaro — 700km

October 13 to 15, 2017

BY MICHAEL BRATKOWSKI

I have often thought about riding from Los Angeles to Tucson, having ridden the Tour de Tucson century with friends and completing a few Arizona brevets. But timing is always a problem for me. Work. Responsibilities. Generally being an adult. I'm sure it's similar for a lot of fellow randonneurs, so god bless permanents. I'm a Los Angeles boy, and, though our area is filled with great riding, it's short on long permanent routes. Luckily, the San Diego club has filled that gap, and I'm grateful.

The Sea to Saguaro ride goes from Imperial Beach, CA, following the I-8 corridor past Yuma and Maricopa, through to Tucson, AZ—over 700km. With only 12,373' of climbing, it's quite a flat ride. Most of that climbing happens in the Sawtooth and Jacumba Mountains behind San Diego, rising up from Otay Lakes to the Jacumba Hot Springs area, with a lovely descent (barring the semi-trailer trucks and

retread peel offs) down I-8 and CA-98 (big shoulders) into Calexico, CA. Nearer to the beginning, Otay Ranch's Telegraph Canyon is wide, fast (for cars), and urban, taking you under the I-805 and the SR-125 toll road.

On CA-94, miles 24 to 62, you may wish that you had one of my anti-collision sticks. The shoulder is frequently narrow, and sometimes

there is nothing beyond the fog line. The climb from Barrett Junction, mile 33, to the CA-188 turn off, mile 37, are particularly uncomfortable.

Services on this section are frequent, very helpful considering that the route can be lethally hot and windy in the wrong season. And I'm very serious about this comment! Please choose your season carefully, paying attention to the weather! It is best to do this ride in late fall or late spring. Do NOT do this route in the summer! The temperature reached 97°F at Tacna, AZ, and I felt it. Moreover, there is no shade on this route. Maybe you could hide under an overpass or in a culvert under the road, but you may have critters joining you.

Jacumba Hot Springs, the first control, has a café and market as well as public restrooms. This is a great place to take care of essentials and have a

The two day route for the Sea to Saguaro.





The Ligurta Station bar at mile 197 on the route. A nice place to stop for a Coke and a bathroom stop. Looks to have been there for quite some time, most likely as a stagecoach stop in the way back when—though that's a complete guess on my part.

(Below) Typical rural Arizona frontage road surface—this view near Wymola, AZ (Picacho Pk area mile 380 ish). Bring your larger diameter tires for this route, they'll help with many miles of low maintenance roads and shoulders.

—PHOTOS MICHAEL BRATKOWSKI

break from the bumpy pavement. This route does have some good pavement, but I'm seriously looking into getting a shock absorbing seat post...just for this ride. 35mm tires would also make the ride more comfortable.

Bumpy pavement aside, it is an epic route and I recommend it. The little towns in Arizona are really interesting to pass through, and some of the roads

are fun as well. I enjoyed AZ-238, and CA-98, miles 87-119, into Calexico was fun. After Calexico, the shoulder on CA-98 diminishes to nothing, and this road becomes dangerous. I routed around it and was able to rejoin CA-98 at mile 131.5.

Yuma is the next stop, and after that the route returns to I-8, a nice change from the urban bumps of

US-95. You pass through the wilds of Ligurta, Telegraph Pass, and Dome Valley. Temperatures can be hot here, so it's best to stock up in Yuma. Telegraph Pass is a nice, short little downhill run into Ligurta. With luck, the old-time saloon on the north side of Old Highway 80, mile 197, will be open; this is a good place for a rest and cold drink. The segment between Yuma





and Gila Bend is a flat and easy ride, unless you hit a headwind, with a gentle climb up to Mohawk, AZ. Wellton, at mile 206, is a Mayberry kind of town. Lots of gas stations are to be found in this area. Traffic is also heavy here; use caution. At mile 231, there is a rest area with water, bathrooms, and tables, providing a good opportunity for a nap.

Gila Bend is at mile 292, and it was here that I checked into a motel and had a rest for a few hours. As the biggest town in the area, Gila Bend is busy, but from here much of the traffic takes AZ-85. You will still have some company, however, and AZ-238 is a nice gentle climb over the west Maricopa Mountains. I enjoyed this section, with its cooler alpine temperatures, the large smooth shoulder, and the starry skies of a clear desert evening.

In Casa Grande, I started to get chilly, so be prepared with sufficient layers. One thing I find it particularly helpful to carry is a FedEx large padded envelope with me. I stuff it over my jersey and under my jacket to create a nice buffer against wind and the cold.

A nice view of Picacho Peak (mile 382). A wonderful sign that the beginning of the end is beginning. But hold some energy back, as the climb up to Oro Valley is coming up.

—PHOTO MICHAEL BRATKOWSKI

Finally...Tucson! The end of the ride but the beginning of the journey by train back to Los Angeles. After the climb up Tangerine Road, you have a delightfully scenic descent down First Avenue, a bump upward on Oracle then another long descent down First Avenue (after the Ina Road turn). The second section down First Ave isn't the most pleasant, with narrow shoulders and high traffic at many points. There are some lovely wide shoulders just after the Ina turn—but Tucson doesn't seem to like to street sweep very often. There was enough broken glass in the bike lanes and intersections to occasionally warrant a 'take a lane' policy.

On many of the brevets and permanents that I've ridden, I have had to race from one control to the next, barely keeping within closing hours. This route allowed me to relax



Bike photo op in Wellton, AZ (mile 205). The first time I spotted a true saguaro cactus on the route. A nice park nearby for a siesta if you've got the time, and the speed.

—PHOTO MICHAEL BRATKOWSKI

And you've done it! The Tucson Amtrak station and the finish of the Sea to Sagauro 700k perm (mile 432). Helpful people inside. You'll have to have them sign the book instead of getting a receipt (no printed receipts with time/date). They were cool with signing. Whoo hoo, time for trains and beer!!

—PHOTO MICHAEL BRATKOWSKI

at controls, take naps when necessary, and eat and get some sleep in the later stages of the route. I'll be back.

I started the ride at 10:00am in Imperial Beach and finished on day two + 4:51 @ 14:30 in Tucson. The train to Los Angeles leaves at 19:35 from the Tucson Amtrak station. There is no train line that will return you to San Diego directly; you will have to go through Los Angeles. After two plus days of adventure, it was nice to hop aboard, grab a beer, and get some much needed sleep. Bonne route! 🚲



Yay! The top of the Oro Valley climb (mile 416 ish), with a view to the east of the Mt. Lemmon range—a great ride in itself if you have the time. Now for a long, lovely, if trafficy, downhill through downtown Tucson. Train station ahoj!

—PHOTO MICHAEL BRATKOWSKI



Real Life Lessons from Randonneuring

BY MARY GERSEMA

I started randonneuring to see what distances beyond one hundred miles held for me. I hoped randonneuring would make me fitter, stronger, and help me see new places.

What I did not realize though, is that randonneuring was stealthily strengthening me in other ways. In recent years, as certain life pressures have pushed themselves to the fore, I've found myself leaning on my experiences as a randonneuse to tackle other life challenges. I imagine this is the case for many randonneurs; we prepare for the rides, and then find that aspects of randonneuring have other benefits.

Venture Outside Your Comfort Zone

This year, I've been dedicating a lot of time to trying new things. It's been exciting, but also intimidating because new endeavors take time to learn—and even more time to master.

When I first started riding, I had no idea what to expect, especially with brevets of 300km or more. But attempting distances further than I'd ridden enticed me, so I pedaled away to find out. It was outside my comfort zone, but gradually became more familiar, until I knew the range of what to expect on long rides and had a good sense of how to prepare. Mastery is

ongoing, and over 10 years later, I'm still showing up to see what a long ride will bring and how I will handle it.

Breaks Are Good, Don't Take Too Many

People can only sustain constant forward momentum for so long until the need to ease up or take a break arises.

Feel no guilt for taking a break every so often. Maybe even nap in a ditch or on a picnic table. But remember that the clock keeps ticking. Don't stop pedaling for too long, or you might not reach the finish in time.

If Injured, You Should Stop

Forward progress is important, but if it's resulting in lasting physical or mental harm, then stopping is your best option.

It is demoralizing to do that, and you don't get the reward that awaits you at the finish, but there are cases where the punishment of continuing is too much. In these moments, energy is more usefully spent ending the ride so that you can heal the body.

Keep Going

Lasting injury is one thing, and short-term pains are another. Discomfort is sometimes necessary to accomplish the greater goal. Long-distance riding isn't always a cornucopia of nice and pleasant. It may rain, be too cold or too hot. The course can become tedious and I may think of many other activities I'd prefer doing to the

Rolling along on the 300K.

—PHOTO BILL BECK





ride I'm on. My once-comfortable saddle turns on me.

Uncomfortable moments happen, and fatigue will pay a visit when you'd least like it to. I refuse to let momentary (when I say momentary, this could be fifty miles or more) adversity deter me from pedaling forward. Finishing is important to me. Also, if you keep going you might find yourself in the middle of a good ride.

These feelings happen in my

non-cycling life, too. Not every moment that passes in life is enjoyable, but these uncomfortable or tedious times may be necessary to reach the place we want to eventually be. Ultimately, the discomfort is worth it and perseverance will pay off.

Occasionally, You Have a Perfect Ride

It doesn't happen often, but the perfect ride is out there. And sometimes, that perfect ride is your ride. Conditions

Over a Rise on the 300K.

—PHOTO BILL BECK

are ideal, and everything goes smoothly. Your wheels roll steadily over the course and you find bliss.

That possibility continues to inspire me to clip in and start pedaling. The potential for bliss in other areas of my life keeps me moving forward. In a broader sense, this is hope. 🚲

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Choking on an Elephant

BY LISA NICHOLSON

I woke up at 5:15am to a chilly, grey morning. After weeks of single digit humidity and temperatures in the 80s, 53 degrees felt downright freezing. I'd been thinking about this ride for weeks. Sandwiched at the most optimal point between chemotherapy treatments, I was going to attempt a 200km.

I'd picked the easiest route in San Diego County, a straight shot up the coast from the train station in downtown San Diego to San Clemente and back, a route called the Surfliner. The same route I've done every month since spraining my foot in March. The only route I've been able to manage *for a whole year*, because after the first sprain, I reinjured the foot in May. Then, just when I thought I was ready to jump back into training, I was diagnosed with breast cancer, early stage one, but a type of cancer with a high

likelihood of metastatic re-occurrence without aggressive treatment. I had a lumpectomy in September—four weeks off the bike—and started a course of four chemotherapy treatments in November, with radiation still on the horizon.

I let go of my plans for a 2017 Super Series. I let go of training for the Million Meters of Milk 1000km my friend Michelle was hosting. But I clung to my R-12, the last holdout of my goals for the year, and managed to limp through one Surfliner permanent every

month despite injuries and surgery. Every month there was the question, "Can I actually do this?" And so far, every month I'd managed to finish within the time limit feeling reasonably ok. For this final 200km of 2017, I had my husband on stand-by for the "just in case" scenario, and I had myself on a short leash; I had promised my husband I wouldn't do anything stupid, and he had invoked the right to tell me I couldn't start if I was running a fever or was otherwise "unfit." I knew it would be a stretch. According to my oncologist, most people going through chemotherapy don't want to get off the couch. Many don't work through it because fatigue can be extreme and how you feel varies from day to day, seemingly with no rhyme or reason. She was concerned I was doing too much when I told her I had ridden a total of about one hundred miles in the weeks between my first and second infusions.



San Clemente—half-way there.

—PHOTO LISA NICHOLSON

I didn't tell her what I was planning for December 16. It's easier to apologize later than to obtain permission.

Why, you might ask, would I even consider riding 125 miles in a day while undergoing chemotherapy? It's a long story, which started in January 2012 when I rode my first RUSA 200km brevet on a seriously wet chilly day. I almost called for a ride when I was freezing and drenched thirty-five miles in, but I decided to stick it out. This started what has been a six-year love affair with long distance riding. I did another in February 2012, then a third in March. Somewhere in there I discovered that there is an "award" for doing one of these things every calendar month for twelve consecutive months, and it was "game on." In 2012, I completed my first R-12 award, and just kept going: for seventy-one consecutive months. To complete my sixth R-12, I had to do a 200km in December. For these awards, there are no excuses.

Even though I had doubts about whether I would have the stamina and endurance to complete this ride, I couldn't let this streak go without a fight. So, dressed in a wool jersey, winter weight tights, arm warmers, a second long sleeve jersey, a wind breaker, wool socks, and a warm cap for my (mostly) bald head, I got myself and the trusty Beryl (my steel touring bike) to the train station, did a quick "Facebook Live" proclaiming my intent, and rolled out a few minutes after 7:00am.

Old Highway 101.

—PHOTO LISA NICHOLSON



I was cold starting out. Despite all of my layers, I was too cold. In Chinese medicine (I'm an acupuncturist), all foods and medicines and herbs are considered to have an associated temperature based on whether they make a person feel hot or cold when used. Chemotherapy drugs are cold. After each infusion, I've watched my tongue and pulse change from normal to showing signs of extreme internal chill. I've craved hot Epsom salt baths, spicy foods, and warm sweaters. I've worn wool and a hat through two weeks of unseasonable heat. So, 53 degrees with a stiff wind was cold to me. Even when I worked up a bit of internal heat from exertion, I stayed chilled. And

staying warm takes energy—energy that was in short supply on this day.

My friend and fellow randonneur Osvaldo met me in Rose Canyon to keep me company for a bit. As we rode together up the bike path, it started to drizzle. Not a heavy rain, but enough to feel a few drops on our jackets and some foreboding of what might come. The forecast had said a 20% chance of rain, but the hourly predictions didn't show any measurable precipitation. We chatted amiably as we pedaled,

Even the gingerbread people wear bikinis in SoCal!

—PHOTO LISA NICHOLSON



Ritual ice cream bar selfie at the San Clemente control.

—PHOTO LISA NICHOLSON

and thankfully the water from the sky amounted to only a few episodes of spitting and we never got truly wet.

My first sign that this might not go as well as hoped was riding up Scholar's Drive. If you're a rider local to San Diego, you've ridden this snarky little hill on the UCSD campus. It's short, and gets steeper as you go up, peaking at about a 9% grade. I usually take this hill at about 8mph, and have done it at about 11mph. This time, I was struggling to maintain 3mph on the climb, and I actually felt a little bit dizzy at the top. But I recovered on the rest of the ride through campus, and enjoyed flying down Torrey Pines Rd even though I was shivering at the bottom. The thought of climbing this hill again at mile 107 was daunting, but I tried to avoid thinking about that. Today would be one pedal stroke at a time, and I



crisis of faith in my ability to do this ride, wondering if it was worth continuing. I was cold, tired, and averaging 12.8mph with a screaming tailwind—too slow, especially knowing I was going to be fighting a headwind all the way back. I had my oncologist's voice in my head, telling me not to overdo it. I had the voice of a friend and fellow randonneuse telling me how she had never ridden more than

worried. Between Oceanside and San Clemente, there are two possible routes: one takes the shoulder of I-5, while the other goes through Camp Pendleton. If I went through the military base and got into trouble, he wouldn't be allowed to drive the route to pick me up. Even taking the freeway, there would be a stretch of road going through San Onofre which was inaccessible to cars. We figured out that if I took the freeway, there would be only about four miles where I'd be truly on my own, and that seemed manageable. We hashed it out, and he said, "Ride the five, let me know how you feel when you get off at Las Pulgas, and we'll figure out the next step."

I had a great tail wind going up the I-5, and by the time I got to Las Pulgas, I was feeling better. So I texted him and kept pedaling. Now that I was only thinking about the next ten miles, I started enjoying myself. The sun had come out and I was finally warm enough. The scent of fennel and sage was intoxicating. Hawks were playing on wind drafts, wings outstretched in a glorious display of avian prowess. The views of the coast were spectacular, with huge surf crashing into the jagged shore. My speed picked up, and my mood improved with it.

A voice in the back of my head kept nagging—you're going 17mph and barely pedaling right now. You're going to pay for this. I shoved this voice back

You miss 100 percent of the shots you don't take.

WAYNE GRETSKY

was not allowed to push my pace. Slow, steady, forward progress was the name of the game today.

I never really got into a groove. Osvaldo and I kept chatting and pedaling, and I was secretly wishing he'd decide to turn around early so I could quit without the shame of telling him I was done. He stayed with me until Carlsbad, then time dictated that he head south to his family. I decided to go on to Oceanside a few miles up the road, then re-evaluate.

Usually I text my husband at rest stops. This time, I called. I was having a

70-80 miles while going through chemotherapy. I had the voice of my father cautioning me about doing too much. The cacophony of the committee in my head was such that I couldn't separate what I was actually feeling from what I was ruminating on.

So I called for another opinion. I was secretly hoping he would tell me to quit. But, my husband, who has never ridden more than thirty-five miles in one day in his life, instead asked a simple question: "Do you think you can ride another ten miles right now?" The short answer was "Yes." But I was

and ignored it. For now, I was truly in the moment. Pedal the next mile, re-evaluate, repeat. How do you eat an elephant? One bite at a time!

So instead of calling for a ride in San Clemente, I had a hot chocolate, ate a bunch of “ride chicken” and a few potatoes, and got back on my bike to a text of “Go, grizzly, go!”

I took the back route out of San Clemente to avoid the awful traffic on El Camino Real. The hills were killing me, but I was managing the wind okay. I was painfully slow on the small climb up to San Onofre, and now I was heading straight into the wind. By the time I was into the campground, I was barely managing 9mph on the flats. Needing both a potty and a mental break, I stopped and texted, “Grizzly has become a whimpering cub who wants her mommy.” Once again the question: “Do you think you can ride another ten miles?” The answer again was, “Yes.” So I had another snack, got back on the bike, and pedaled on. At Las Pulgas I was feeling pretty good, so I let Shaun know I was heading to Oceanside and would plan to get more food and take a longer break there. I started down the freeway, with a plan in place for one more bite of this pachyderm.

As I was approaching the rest area between Las Pulgas and Oceanside Harbor, I was hit with a wall of fatigue. Out of nowhere my legs felt like lead and my eyelids started drooping. I pulled into the rest area, and felt wobbly as I got off my bike. I ate a cookie and a few gummies—it could be a bonk, but it didn’t really feel like it. I’d been religious about eating regularly, keeping up with electrolytes, and forcing myself to drink even though my water was cold and I was cold. My blood sugar should have been fine, and food didn’t seem to fix it. I texted Shaun that I was feeling really tired and he replied with a phone call.

This time, when he asked, “Do you think you can make it five miles to Oceanside?” I truly wasn’t sure. This



no longer felt like a mental game. I was approaching a physical wall which wasn’t going to be fixed with food or electrolytes. I had promised my husband, myself, and my doctor that I wouldn’t push to the point of putting myself in danger. I was facing five miles on the shoulder of a four-lane freeway with a stiff head- or cross-wind to get to the next safe stopping point, and I was still feeling really tired and a bit wobbly. Together, Shaun and I made the decision that this would be my end point for the day.

I sat at a picnic table, sipping water, finishing my cookies, and chatting with people until Shaun arrived to pick me up. Eighty miles ridden, but a DNF for the day and an end to my R-12.

I’m sad to end my R-12 streak. I’m especially disappointed that after all the struggles to get a ride in every month this year, my 2017 R-12 goal was thwarted in the twelfth month. But there’s also relief. Ending the streak takes the pressure off for “having” to try to push this hard each month through the rest of my treatment even though the pressure is purely self-inflicted. At the end of the day, nobody cares about my goals and feats of ultra-riding insanity except for me. But it still feels important. Letting go

Ocean view from San Onofre State Beach campground.

—PHOTO LISA NICHOLSON

of a goal is hard, no matter how logical and appropriate the circumstances. It just is.

Where to go from here? Whenever you try to tackle something as big as eating an elephant, there is an opportunity to choke on a bite and not achieve the goal. I still have my passion for long distance riding, but right now my body is simply not up to the task. So the revised goal is to keep as much of my fitness base as I can. RUSA has another award—the P-12—where a ride of at least 100km but less than 200km is ridden each calendar month. For January, I’ll look for a nice, easy 100km and start there for the next few months. And then we’ll see. One ride at a time. Because really, what’s more important than meeting every stretch goal is just getting out and doing something. Keeping myself safe and healthy, working within the boundaries of my currently challenged physiology, enjoying the ride, and being excited to plan the next one are more important than finishing any single 200km. 🚲

With the next edition of Paris-Brest-Paris (PBP) little more than a year away, now is a perfect time for the long-term planners and pipe dreamers amongst us to consider whether PBP is in our own not-so-distant future. Malcolm Dancy, a high school physics teacher from London who entertained readers with his account of London-Edinburgh-London (LEL) in the 2015 book *A Virgin Discovers Long Distance Cycling*, provides us with a helpful tool in this lively account of his attempt to successfully complete this most hallowed of randonneuring events. Above all, Dancy's clear prose and self-deprecating humor convey the reality that PBP, while a monster achievement in many respects, need not be beyond the reach of mere mortals.

Like any good randonneur, the author recognizes that the story of the planning and riding leading up to the big event should not really be separated from the tale of the ride itself. We are thus treated to an extended journey through the steps that Dancy under-

takes to qualify and prepare himself for the challenges of PBP. The author's decision to create a slow burn to PBP (the event itself does not appear until halfway through the book) by chronicling his qualifying brevets pays off, and we are treated to an insider's account of Audax UK along the way. Dancy's journey includes rides such as the Oasts (quaint buildings designed to dry hops in Kent) and Coasts 300km, the Porkers 400km (his first attempt at this challenging distance) and the famed Bryan Chapman Memorial 600km, a remarkably scenic (read hilly and picturesque) ride through Wales that figures prominently on my own personal bucket list after hearing so much about it over the years.

The social quality of the randonneuring experience is important to Dancy, and American readers may recognize several of the riders he settles in with on his trek across Brittany. RUSA members Patrick and Dawn from New

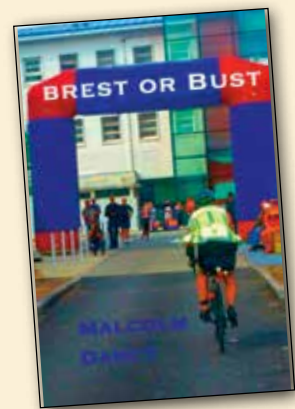
Brest or Bust: The Year I Cycled Paris-Brest-Paris

BY MALCOLM DANCY

CreateSpace

Independent Publishing Platform.

154 pp. \$6.99 paper, \$2.99 digital



York and New Jersey and Bryan from North Carolina each play a prominent role in this tale. We learn how each rider's unique contribution enhances the author's own experience as we read about Patrick's caffeine naps, Dawn's musical handlebars, and Bryan's love of wool and photography. These stories add to the essential who-knows-what-the-hell-may-happen-out-there quality many of us find so alluring about riding long brevets. Colorful characters come and go over the course of this extended adventure and the author's carefree attitude may well provide readers with the confidence that, while completing PBP is in many ways a superhuman achievement, it is undertaken in most cases by relatable, supportive and determined cyclists who have simply committed themselves to the adventure.



Malcolm Dancy

Left to Right: Bryan Rierson, Malcolm Dancy, Patrick Chin-Hong, Dawn Engstrom.

—PHOTO BRYAN RIERSON



During PBP 2015, I was one of what Dancy refers to as the “X-Men,” having chosen to ride the event within eighty-four hours rather than the more customary ninety in search of a morning start and shorter lines at the controls. One of my few regrets with this decision is that I missed out on much of the unique carnival atmosphere one encounters riding along with the ninety-hour “bulge.” I was somewhat disappointed, therefore, to find a more clinical review of PBP itself in this account than I was expecting. Readers will learn plenty of (accurate and interesting) historical and cultural facts about the route, in addition to Dancy’s

reflections on his own experiences, but perhaps not as much about the overall pathos and sturm und drang as one might expect from a personal account of a 750-mile bicycle odyssey.

With so few chronicles of the randonneuring experience available in book form, works like *Brest or Bust* should be a welcome addition to any randonneur’s bookshelf. Readers looking for an insider’s account of PBP

and the world of British audax riding will find much to entertain and inform in this engaging tale, which is told at an appropriately deliberate, endurance pace. This account strikes me as somewhat stronger than Darcy’s first effort, and I look forward to the next installment in his planned series of three books on endurance cycling, wondering only what that final adventure may hold. A trip to America, perhaps? 🚲



ANNOUNCEMENT

PARIS – BREST – PARIS 2019



Since 1987, I have made travel arrangements for PBP. It was hard work but I enjoyed it. I met a lot of amazing people. As of DEC. 31, 2016, I have retired and closed DES PERES TRAVEL. Thank you for letting me handle your PBP travel needs all these years. – Claus Claussen

RUSA asked me for a successor. His name is **MIKE SCHELLHASE**, president and owner of Travel Haus of St. Louis. Mike has over 30 years of experience in the travel industry. He worked 10 years as my manager prior to opening his own travel agency. Since it’s his first PBP, I will be assisting him.

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Kelly Jay May Brevet: A Ride That is Worth a Thousand K!

BY DAVID DANOVSKY WITH ASSISTANCE FROM DAVID NAKAI & HECTOR MAYTORENA

San Diego Randonneurs (SDR) are excited about their 2018 schedule, especially the Memorial Day Weekend ACP Brevet event, which will offer a 400km, 600km and a 1000km. The 1000km will be three loops starting and finishing in Oceanside, a historic starting location for Race Across America (RAAM).

This 621-mile brevet will follow many scenic Southern California roads. While the route is not completely finished, it is safe to say it will be a challenging yet enjoyable tour of the area to include some of the most notable local climbs. The total elevation gain will be between 28,000' to 30,000,' or about the height of Mount Everest. For those who have not ridden a brevet in San Diego, you should know that the

food and volunteer support is always top notch on our events.

One loop on the 1000km will follow the San Luis Rey Bike Path and then head south through San Marcos (home of Kelly Jay) and skirt southeast through east San Diego. Once past Lakeside, serious climbing begins, with riders gaining 4000' on their way to Pine Valley. There they can enjoy a nice thick shake and juicy burger at the

popular Frosty Burger or have apple pie at Major's Diner. After that break riders will head east to the desert until reaching Desert View Tower. Along the way they will pass the Golden Acorn Casino, cross the Tecate Divide, and enjoy amazing views of the Yuha Desert and the Mexican border

On the return to Oceanside, the route will follow the Mexican border and take the Silver Strand to Coronado. Following this, riders will view the South Bay Salt Works. They will pass San Diego's downtown area, including Seaport Village, en route to the Rose Creek Canyon Bike Path and a gentle climb to Torrey Pines. In the final miles of this loop, riders will pass through a number of small, coastal towns, including Carlsbad, home of the LEGOLAND Theme Park.

A second loop will send the riders north to Orange Country. The route will utilize the Santa Ana River Trail, which is one of the longest and best bike paths in California. Riders will then head east through San Bernardino with incredible views of the mountains, then south through the wine country of Temecula, and then west back to Oceanside. The third loop, although not completely finished, most likely will be a scenic inland route, passing south through San Diego County, returning through the heart of San Diego, and then heading north via the coast;



The bay.

—PHOTO MEL CUTLER



*If you like a long ride and some fun in the sun
We would hope you will think hard and choose this one
Just remember it starts late May, right around Memorial Day
Who knows, you might even get to meet this famous Kelly Jay.
Grand Fondos, Centuries are OK, but this ride is worth 1000K!*

Enjoying gelato.
—PHOTO BY PASSERBY

alternatively, it might be this route in reverse.

The designer of these routes, and in particular the featured 1000km, is San Diego Randonneurs' Hector Maytorena. He is a dedicated promoter of our sport and a proponent of RUSA rules and guidelines. Hector has ridden many long brevets, so he knows what it takes to create a route that is challenging, rewarding, and fun while making sure that riders are on safe roads with resources to be self-supporting outside of the control locations.

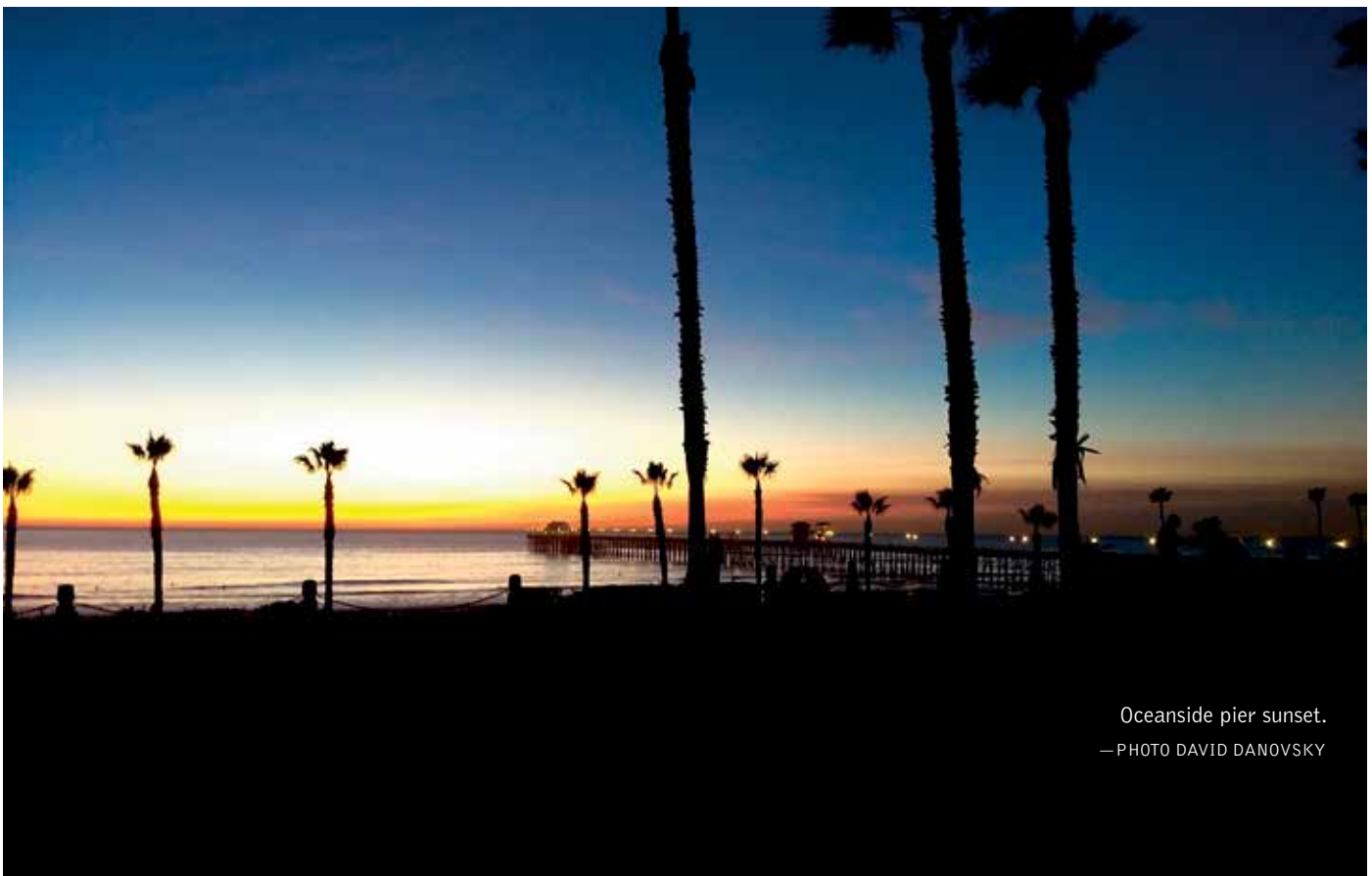
So who is the Kelly Jay? Well, many

of the more than one hundred and sixty permanent routes in San Diego have been created or reviewed by Kelly Deboer, who is an eight-time K-Hound (some years Double K-Hound) with almost 160,000 lifetime RUSA miles. Kelly has done countless hours of route scouting on his bicycle to make sure that the roads we ride on are cyclist-friendly and have places to get water or rest when needed. We dedicate this brevet weekend to Kelly, as a tribute to his hard work, dedication, and fellowship to the sport of randonneuring. 🚲

Activities that might be enjoyed before, during, or after the brevets:

- World Famous San Diego Zoo and Wild Animal Park
- Sea World
- LEGOLAND
- Wine tasting in Temecula
- Craft beer tasting
- Julian gold mine and apple pie
- Old Town San Diego
- Two historic Missions in the county
- Trip to Tijuana, Rosarito, or Tecate, Mexico
- Hiking
- Surfing
- Sailing
- Kayaking
- Kitesurfing
- Gambling
- Shopping
- Maritime and military museums
- Balboa Park museums and gardens

Ask a fellow randonneur or visit:
<https://www.sandiego.org/>



Oceanside pier sunset.
—PHOTO DAVID DANOVSKY

Lessons Learned

If you are contemplating your first PBP in 2019 (or any 1200km brevet, for that matter), this is your year. Well, actually PBP is next year, but this is the year in which you can make quantum leaps in your preparation for a successful PBP.

I rode my first 200km brevet in 2000. The next year I rode a complete series. There were a lot of 'firsts' for me that year, some good and some not so good. Noshing on pizza at the finish of my first successful 600km brevet in 2002, I thought: if this were 2003 I would have just met the requirements to ride PBP. By the same token, if this were 600km into PBP, I wouldn't be packing my gear and bike into my pickup for the drive home. I'd be half way to done and I would need to get back on my bike and ride back to St Quentin with another 600km to go.

Though riding that first full series of brevets taught me a few things, I wasn't sure I could finish a ride like PBP. So that fall when my club put on a 1000km brevet across the Cascade Mountains and back, I signed up for it.

I learned much more riding that event. I learned that I probably could have ridden another 200km; I also learned how much more preparation I needed to be confident that I could complete PBP. More than anything else, riding that 1000km event the year before PBP brought my preparation into sharp focus. I only wished I had ridden it earlier in the year. There was work to do, but I set my sights for PBP 2003.

When I finished the 600 I had slight tingling in my fingertips and toes. When I finished the 1000km, the outside toes on both feet were numb, likewise some fingers on both hands. The numbness lasted two months. After the 600, my neck was sore, and at 900kilometers into the 1000, I suffered Shermer's neck. As I said, I finished, but it was not pretty.

As a result of these experiences, a couple of things became clear to me: there was a lot more to riding 1200km than just the distance. And little problems can turn into big problems if you ride long enough.

After this experience I made some serious efforts to avoid these problems in the future. I went to a professional bike fitter which resulted in some subtle but very effective changes to my position on the bike. My handlebars came up and back some; I got new pedals and stiffer (and wider) shoes. I added padding to my handle bars. I changed my strength training in the gym to include neck strengthening exercises. I did this part of my routine religiously; I did not want to ever suffer Shermer's neck again. I think that worked. I rode four more 1200's (including PBP 2007) and a couple more 1000's with no neck

problems, but the foot problems took longer to overcome.

After PBP 2003, my feet were still a problem. In 2005 I rode two 1200km events, the Cascade 1200, and the Gold Rush Ranndonee. By the time I finished the Gold Rush 1200, I knew I had to solve this foot problem or give up riding long distance events. I had a pair of custom riding shoes made, including orthotic insoles. I was skeptical but I was also desperate. My first long ride with the new shoes was the Van Isle 1200 in British Columbia. I had no foot pain at all. Well, my little toes tingled a bit, but I decided I would live with it. I wrote the shoe maker and told him of my great success. He wrote back saying I should send the shoes back, and he would make a new pair of orthotics that would completely solve the problem. I didn't want to do this for fear that things might somehow get worse. He insisted, so I reluctantly sent the shoes back, and after riding with the new orthotics, I never had foot problems again.

These are just a few of the things I learned about preparing for a long brevet. I also learned some valuable lessons about on-bike nutrition, clothing, luggage, and assorted bike equipment. But those are topics for future columns. 🚲

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Silk Sheets 200km Brevet—A Smooth Ride

BY BETTY JEAN JORDAN

Audax Atlanta hosts the Silk Sheets 200km brevet in early December. One of our group's most popular rides, it is a great route that starts in metro Atlanta, home to most of our members.

A Little Background

So where does the name “Silk Sheets” come from? This area in South Fulton County has smooth pavement and low traffic, making for some of the best riding in metro Atlanta. I live in Middle Georgia, a much more rural part of the state, and I am used to such conditions. However, I'm glad for Silk Sheets because when I do ride in metro Atlanta, it's one of the few areas that doesn't scare me out of my wits.

The Silk Sheets 200km also has personal significance for me. It was the first brevet I ever did.

In April 2012 I was in a serious crash in a cycling road race. Following a tedious, seven-month recovery, I decided to express my gratitude in 2013 by riding a century a month on behalf of 12 different charities. I called it A Year of Centuries.

During my June century, I rode with a nice guy named David who

told me about a type of cycling that I had never heard of: randonneuring. At the time, I mentally filed the information because I was focused on A Year of Centuries.

A few months later, I was planning my December ride, the last in A Year of Centuries. I searched online for organized rides, but there aren't many in December. Then I found the Silk Sheets 200km, hosted by Audax Atlanta. Oh, yeah—I remembered that I had heard about this group back in June. So, I first did the Silk Sheets 200km in December 2013. I've been randonneuring ever since.

The Lollipop Stick

Fourteen of us gathered last December for another Silk Sheets 200. I was particularly happy to see Neil, our ride organizer. Only a few weeks earlier, a car had struck him while he was riding. He even spent some time in ICU due to a collapsed lung. There he was, though, tough as ever. Neil is one of my cycling heroes.

The route is mostly out-and-back with a loop at the end. It parallels the Chattahoochee River, Atlanta's main water source. We headed southwest out of Sandy Springs, a suburb on the north side of Atlanta, traveling through very different neighborhoods in a short time period. You start out going through some of Atlanta's swankiest neighborhoods, filled with

Betty Jean at the info control. It's beginning to look a lot like Christmas—or not.

—PHOTO DUB-NORM ROBINSON





At the entrance to Six Flags Over Georgia.
—PHOTO BETTY JEAN JORDAN

multimillion-dollar houses, but then after about 10 miles, the industrial side of town becomes apparent as “eau de landfill” fills the air.

We went right by the entrance to Six Flags Over Georgia, only tens of feet from a towering roller coaster. Our amiable group obligingly stopped for a quick photo.

About 31 miles in, we finally could breathe a little easier as we got into the Silk Sheets portion of the ride. Woods and rolling farmland make it difficult to believe you’re in the same county as downtown Atlanta.

One particular intersection in this area makes me chuckle. A few years ago, before I began randonneuring, I had done a time trial series in the Silk Sheets area. The time trial course was a large rectangle that utilized some of the same roads as the brevet. The first time I did the brevet, I saw a house right at the corner where I had made a turn on the time trial course several times before. I’m talking about a HUGE house. I had never noticed this house all those times I was racing, which just goes to show the difference in intensity between a time trial and a brevet!

The Lollipop

The lollipop portion of the route has very few store options so we had an information control. I found this stop amusing. First, it still had Halloween

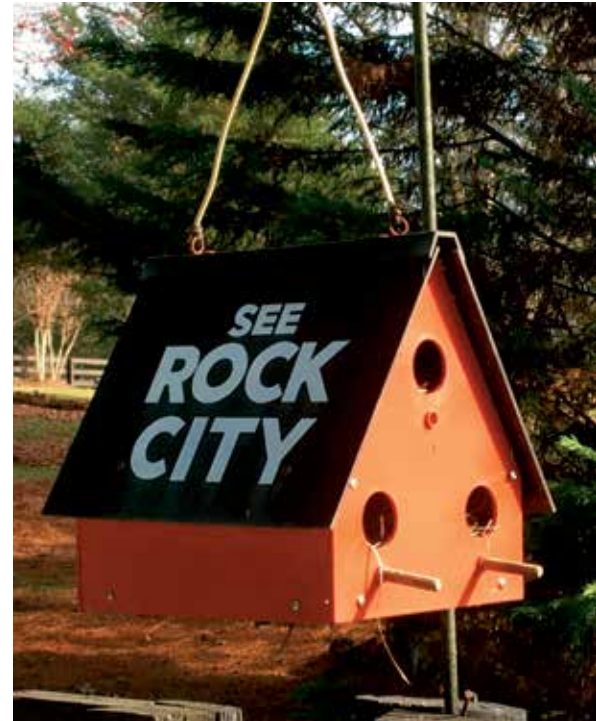
decorations up on December 2. (I’ll take that over Christmas decorations at Halloween any day!) Also, it had a “See Rock City” birdhouse. Rock City, on top of Lookout Mountain near Chattanooga, is about 150 miles from here. However, it’s really not unusual to see one of these birdhouses; they can be found all over the Southeast. It’s one of the best low-tech advertising gimmicks ever.

About halfway through, we had a control at a convenience store in Newnan. This yielded one of the more entertaining moments of the brevet. As we stood in line to make our purchases and get our cards signed, another customer asked, “How far are y’all riding today?” Someone answered, “About 130 miles.” The guy said, “Day-um!” as his knees began to buckle. One of the great things about the South is that cuss words have two syllables.

Back on the Stick

Seven of us stayed together the whole way, making for a particularly enjoyable ride. We went back by Six Flags. It had been quiet that morning, but it was open in the afternoon. A roller coaster car zoomed past just as we rode by. You could feel the excitement in the air! Still, riding bicycles is even more fun than riding a roller coaster.

Several of the multimillion-dollar houses were adorned in Christmas



A successful low-tech advertising gimmick.
—PHOTO BETTY JEAN JORDAN

finery and were quite striking in the lengthening afternoon shadows. We looked forward to finishing before sunset. But first we had one last hill to climb – a mile-long, 11% grade, to be exact. It had been easy (and chilly!) to ride down Northside Drive that morning. Now, it was rather rude to have to go back up it, especially with more than 120 miles in our legs!

We pedaled the final few miles, glimpsing the downtown Atlanta skyline along the way. It was another smooth Silk Sheets 200km. 🚲

All Aboard to Rockmart! Ride Report for 200km Brevet on June 10, 2017


BY BRUCE HERBITTER

This route is almost entirely on the Chief Ladiga and Silver Comet Rail Trails, in Alabama and Georgia. They connect at the state line for a 150-kilometer continuous pathway. The Alabama & Georgia RUSA groups run 300km rides on the trail, and permanents are available as well. The grades are mostly 1%-3%, so this is an excellent venue for confidence-building in new randonneurs attempting longer distances than they are used to. The bike path does leave the rail bed for a six-mile stretch which features some tougher climbing (including a short pitch of 20%), but the challenging part is really brief.

For the June 10, 2017 event, most riders had done or attempted supported centuries, but the idea of a double metric seemed beyond some of them. We had twelve riders start and five of them completed their first ever ride of 200km. We got three new RUSA sign-ups from the event. Additionally, a few other local riders pedaled along with us for about half of the route, so we had the chance to talk up RUSA with them.

We invite you to ride the trails with us in 2018: a 200km on June 9 (AL) and a 300km on June 23 (GA). A 100km permanent is available any time. The trails are open from one hour prior to sunrise to one hour after

sunset, so rides must be completed in this window—not an issue for a 200km done in the summer daylight. There are plenty of opportunities for store stops and an urban bike repair stand is on the trail at Cedartown, GA.

Join us! 

June 2017 riders (l to r): Robert Traphan, Bonnie Traphan, Laura Dix, Erin Laine, Max Britton, Wesley Reynolds, Candace Ackerman, Bruce Herbitter, Dale Stinson, (Patrick) Mike McCrocklin, Ken McDaniel, and Mark Ramsdell.

—PHOTO BRUCE HERBITTER



2017 American Randonneur Award

Shab Memarbashi, RUSA #4501

BY PAUL ROZELLE

As if there were any doubt about how deserving Shab Memarbashi is of the American Randonneur Award, when it was presented to her at a surprise luncheon in her honor, Shab's first words after the shock and flood of emotion dissipated were to beseech humbly, "Why me?" She had done nothing extraordinary, she thought, or had merely done what anyone else would do to help. In addition to her extraordinary service to others, humility defines Shab.

In her 13 years as a RUSA member, Shab has volunteered at 1200Ks all over the United States (Texas Rando Stampede; Sunshine 1200; Cracker Swamp 1200) and, indeed, the world (LEL; Granite Anvil; Miglia Italia; Míle Fáilte) as well as cooking and working at controls for DC Randonneurs, South Florida, and Central Florida. You might have also encountered Shab by the side of the road at PBP, ceaselessly and loudly ringing her cowbell while shouting words of encouragement to every passing rider, especially those looking like they could really benefit from an extra emotional boost.

While Shab volunteers on many of the events in which her accomplished husband, Hamid Akbarian (#4500), participates, it is not always the case that she is at a ride because of him. Shab volunteered at the 2015 Sunshine 1200 despite Hamid not riding, and Shab was coming to the Granite Anvil in 2017 by herself regardless of Hamid's participation, although she eventually talked him into it. How many of us have spouses or partners who drag us along to ride so that they can volunteer



— PHOTO DAVE THOMPSON

to help others? That's Shab, and Shab treats each rider with the same care and attention she gives to her own husband.

Shab's exceptional kindness and generosity are even reflected in something as mundane as making rice, an hours-long process that involves soaking the (proper) jasmine rice in the (proper) olive oil. Shab wants us not to be just well fed, but fed well.

As riders, RBAs, and a national organization, we recognize that not a single event would happen, not a single kilometer would roll by, and not a single friendship or experience that this sport has given us would have ever been formed without our volunteers. Through

her extraordinary and boundless energy, her gentle warmth, and her years of selfless service, Shab has not only helped us, Shab has inspired us. Thank you Shab, from all of us, and congratulations on your well-deserved American Randonneur Award! 🚲

Hamid Akbarian (#4500)
Alain Abbate (#4779)
Viktoriya Abbate (#4778)
Paul Rozelle (#2955)
Jim Solanick (#41)
Dave Thompson (#4226) and
his wife, Sandy.

New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
12320	Warren, Michael J	Anchorage	AK	12351	Cooper, Miles Baker	San Francisco	CA	12217	Cook, Susan T	Des Moines	IA
12194	Vaughn, David T	Childersburg	AL	12352	Weiner, Jerad L	San Francisco	CA	12218	West, Kim M	Des Moines	IA
12242	Harris, Michael Neil	Deatsville	AL	12181	Cabeliza, Jerry E	San Jose	CA	12292	Price, Eric	Urbandale	IA
12349	Vigano, Daniel	Scottsdale	AZ	12238	Orr, Nathan G	San Jose	CA	12158	Roll, David P	Waterloo	IA
12337	Blakeman, David	Tempe	AZ	12284	Crovetto-Dumont, Nykolas Paolo	San Jose	CA	12229	Cooper, Ruth A	Charleston	IL
12339	Anderson, Cliff	Tempe	AZ	12335	Quibol, Rolando M	San Lorenzo	CA	12355	Lewis-Jones, Brian	Chicago	IL
12174	Sax, Gary	Tucson	AZ	12300	Traylor, Elise G	San pedro	CA	12328	Hazen, Zach	Evanston	IL
12268	Stack, Suzanne	Yuma	AZ	12301	Traylor, Thomas E	San pedro	CA	12176	Schurman, Regina	Lisle	IL
12156	Abler, Nicholas W	Acrata	CA	12317	Lewis, Tom	San Ramon	CA	12312	Gatto, Vince	Villa Park	IL
12294	McKee, T R	Albany	CA	12278	Stentiford, David A	Sausalito	CA	12313	Gatto, Amy Ann	Villa Park	IL
12297	Mastro, Joseph M	Anaheim Hills	CA	12347	Dunlap, Quenby M	Somis	CA	12318	Christenson, Lane K	Leawood	KS
12336	Mundy, Rico D	Angwin	CA	12170	Carr, Richard A	Stockton	CA	12302	Arms, Anda Relaine	Manhattan	KS
12188	Lerner, Sean S	Berkeley	CA	12200	Davidson, Seth	Torrance	CA	12208	Wright, Timothy M	Medford	MA
12220	Poppell, Christian Nielsen	Berkeley	CA	12264	Hernandez, Cyndi	Boulder	CO	12191	Tucker, Brent	Methuen	MA
12282	Rowen, Erika	Berkeley	CA	12189	Weaver, Brent W	Denver	CO	12210	DeMarco, M J	Newburyport	MA
12327	Villa, Andrew	Campbell	CA	12251	Pierce, Tom M.	Englewood	CO	12211	Parker, L A	Newburyport	MA
12125	Tanjuatco, Marie Agleham	Castro Valley	CA	12260	Alpert, Lisa Jaye	Lakewood	CO	12209	Hallinger, Mark R	Bethesda	MD
12249	Dionisio, Arnel	Castro Valley	CA	12315	Zwetsch, Rick	Longmont	CO	12172	Webster, Bill	Frederick	MD
12250	Dionisio, Edwina	Castro Valley	CA	12350	Hreha, A Sarah	New Haven	CT	12245	Bounds, Callie E	Frederick	MD
12331	Luther, James P	Cupertino	CA	12246	Eichner, John Lance	Simsbury	CT	12273	Perez, Luis	Frederick	MD
12291	Tran, Daniel H	Cypress	CA	12272	Hamilton, Jason P	Weatogue	CT	12266	Ervin, Robert	Gaithersburg	MD
12230	Kazi, Abrar D	Dublin	CA	12182	Newsom, Chris	Washington	DC	12178	Arnett, David	Lothian	MD
12290	Ngo, Christopher	Fresno	CA	12338	Granet, Jonathan M	Apopka	FL	12219	Clarkson, Mike	White Hall	MD
12241	Hughes, Tom	Half Moon Bay	CA	12325	Herod, Steven	Casselberry	FL	12202	Hull, Mitchell	Battle Creek	MI
12321	Nguyen, Duong Hien	Irvine	CA	12142	Smith, Joe C	Delray Beach	FL	12179	Davison, Chris	Hamilton	MI
12222	Clare, Bill T	Los Angeles	CA	12237	Benton, Kathy	Gainesville	FL	12187	Westphal, Kurt	Northville	MI
12234	Williams, Katherine	Los Angeles	CA	12252	Gill, Allyson	Gainesville	FL	12149	Fontana Jr, Anthony	Rochester	MI
12267	Duhl, Ben C	Los Angeles	CA	12332	Vaes, G Lambert	Gainesville	FL	12257	Morical, Keith	MInnetrista	MN
12296	Anglade, Tim P	Los Angeles	CA	12334	Payne, Pat J.	Gainesville	FL	12204	Berry, Katherine U	Fair Grove	MO
12299	Jones, Reggie	Los Angeles	CA	12247	Davis, Greg W	Graceville	FL	12224	Conrow, Sharon R	Lees Summit	MO
12307	Palchikoff, Jan L	Los Angeles	CA	12132	White, Micheal Peter	Miami	FL	12311	Rice, Jennifer D	Republic	MO
12305	Green, Andrea C	Mission Viejo	CA	12228	Chauhan, Satish	N. Lauderdale	FL	12271	Barrows, Casey E	Arlee	MT
12165	Douglas, Giles	Mountain View	CA	12258	Clements, Scott Austin	Orlando	FL	12274	Arve, Philip	Charlotte	NC
12357	VanRozeboom, Russell G	Nipomo	CA	12263	Stratton III, William C	Orlando	FL	12223	Sherer, Ralph J.	Columbus	NC
12356	Stanley, Zachary W	Novato	CA	12324	Martyny, Donald W	Orlando	FL	12298	Wheeler, Bobby	Fuquay Varina	NC
12159	Garen, Steven Robert	Oakland	CA	12283	Lessman, Michael	Port Charlotte	FL	12199	Plummer, Wayne	Greensboro	NC
12185	Nichols, Nathaniel	Oakland	CA	12288	Strauss, Bryson	St Petersburg	FL	12308	Brown, Elisabeth	Morrisville	NC
12293	Swick, Daniel C	Oakland	CA	12306	Solan, Matthew	St Petersburg	FL	12344	Riley, M	Colonia	NJ
12233	Zuckerman, Ian	Palo Alto	CA	12157	Spence, Kelly M	Tampa	FL	12358	Mangion, Ian	Cranford	NJ
12129	Burt, Corinne M	Petaluma	CA	12333	Schiff, Cindy	Tampa	FL	12212	Racioppi, Anne E	Ewing	NJ
12235	Gardner, Janet	Pleasanton	CA	12214	Hauck, Jonathan David	Atlanta	GA	12262	Bella, Chris	Florence	NJ
12353	Steger, Hal	Redwood City	CA	12227	Tanner, Cindy	Atlanta	GA	12270	Prandelli, Andreas	Forked River	NJ
12197	Cool, Tuesday	Sacramento	CA	12289	Swinson, Connie	Cochran	GA	12286	Takitani, Douglas A	Madison	NJ
12221	Lutz, John Christian	San Bruno	CA	12215	Brosche, M. Jason	Dahlonega	GA	12213	Russomano, Richard Michael	Neshanic Station	NJ
12203	Tung, Nicki T	San Diego	CA	12309	Daniels, Randall E	Lawrenceville	GA	12287	Schnapp, Carlos	Randolph	NJ
12128	Rogers, Jeffrey L	San Francisco	CA	12340	Bush, Temeisha	Lithonia	GA	12310	Pegler, Kelcy	Spring Lake	NJ
12135	Perry, Scott	San Francisco	CA	12341	Bush, Tyrone	Lithonia	GA	12346	Hearon, Doug H	Albuquerque	NM
12248	Loney, Michael	San Francisco	CA	12295	Dikeman, Fred	Marietta	GA	12155	Salameh, Mary	Las Cruces	NM
12256	Sullivan IV, Brice A	San Francisco	CA	12285	Hvid, Brian N	Sharpsburg	GA	12255	Voorhees, R E	Santa Fe	NM
12279	Melo, Maer	San Francisco	CA	12186	Hurst, James A	Warner Robins	GA	12259	O'Hara, W Philip	Dartmouth	NS

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12205	Konst, J Antone	Brooklyn	NY
12171	Wilson, Thomas Scott	Cortlandt Manor	NY
12198	Stauffer, Douglas B	Ithaca	NY
12166	Keenan, Thomas J	New York	NY
12277	Kunz, Julia-Kristin	New York	NY
12201	Fixler, Eric	Rhinecliff	NY
12348	Chahwan, Joe	Staten Island	NY
12275	Benzakein, Ralph	West Islip	NY
12342	Zawodniak, Asher	Columbus	OH
12137	Vajda, James	Oxford	OH
12330	Winans, Tyler J	Salem	OH
12169	Wiechers, Brenda J	London	ON
12190	Lalley, Craig M	Albany	OR
12175	Walls, Jeffrey Terence	Portland	OR
12236	Skrzypek III, Walter C	Falls Creek	PA
12138	Knowles-Kellett, Bill	Gettysburg	PA
12239	Lucchese, Rich	Leola	PA
12254	Rubin, Matthew	New Britain	PA
12207	Reid, John	Philadelphia	PA
12253	Dermody, J Thomas	Philadelphia	PA

RUSA#	NAME	CITY	STATE
12269	O'Mara, Cameron	Philadelphia	PA
12354	Johnson, Hugh Barron	Central	SC
12240	Edington, Alan	Bon Aqua	TN
12183	Danault, Jeff L	Clarksville	TN
12195	Hagerman, James	Knoxville	TN
12173	Orrall, Jamin Williams	Nashville	TN
12184	Gammon, William Jacob	Nashville	TN
12303	Reyes, Dan	Brownsville	TX
12304	Reyes, Gaby	Brownsville	TX
12314	Henry, Ryan R	Brownsville	TX
12323	Vega, Jesus	Brownsville	TX
12167	Mayfield, Brian T	Colorado City	TX
12329	De Leon, Aurora	Edinburg	TX
12281	Jaime Jr, Joe Trevino	Harlingen	TX
12319	Flores, Jaime J	Harlingen	TX
12244	Bohan, Richard W	Houston	TX
12131	Petty, Larry D	Katy	TX
12322	McPeak, Larin S	New Braunfels	TX
12316	Neal, Don W	Tyler	TX
12180	Collingwood, Scott C	Layton	UT

RUSA#	NAME	CITY	STATE
12226	Pratt, Norman J	Chesapeake	VA
12261	Huffman, Larry	Great Falls	VA
12343	Hauptman, Rick	Bainbridge Island	WA
12206	Roberts, Davi S	Bellevue	WA
12326	Humphreys, Justin Y	Redmond	WA
12193	Nguyen, John D	Seattle	WA
12196	Gibson, Scot N	Seattle	WA
12216	Lee, Justin J	Seattle	WA
12225	Hollingbury, Guy S	Seattle	WA
12243	Schneider, Sharon	Seattle	WA
12265	Hall, Jason C	Seattle	WA
12345	Petersen, Bryan Kenneth	Seattle	WA
12280	Stichka, Jim L	Shoreline	WA
12231	Bot, Mary	Tacoma	WA
12232	Heffernan, Phil	Tacoma	WA
12121	Capps, Charles R	Baraboo	WI
12163	Trad, John P	Dousman	WI
12192	Perry, Ron L	Ettrick	WI
12177	Wilton, Jeff	Madison	WI
12276	Smith-Shull, Sara Jean	Madison	WI

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Rando(m) Thoughts

BY CHRIS NEWMAN

Just a 200km...

Now that I have been involved with randonneuring for over a decade, a bit of complacency has set in with regards to riding 100km and 200km distances. I still have my handwritten checklist, which I developed in 2007 before riding my first full series. I developed the list as a way to ensure that I would leave no crucial gear behind since forgetting one significant item could equal a DNF.

I employed the list quite faithfully during the first seven or eight years of riding and always consulted it when packing for a 1200km. Somewhere during the past few years, however, I realized that efficiently packing exactly

what I needed had become something of a reflex and I didn't really need to check my list before *every* ride. I knew what I was doing—it was now in my randonneuring DNA! And really, checking a list before a 200? Come

on—the bike is pretty much packed and ready for that distance on a continual basis.

Since realizing that packing is in my DNA, I have inadvertently left behind these items: bike shoes, water bottles, bike computer, winter gloves, hand/foot warmers, wallet, cell phone, and extra batteries. It is disturbing to me how many items I have forgotten because they are plugged in and charging. Why take a computer with an eighty percent charge when you can forget a fully charged battery at home? I suspect that this list is not exhaustive since I'm sure I can't recall all of the gear I have forgotten.

I was thinking about complacency and its ugly consequences during a 200km I rode over the summer. I tacked this ride onto a business trip since it would allow me to add a new state to my American Explorer award, and hey, it was only 200km! I could ride that in my sleep (and I probably have actually ridden at least a few kilometers asleep). Just like packing the right equipment, I had been taking my ability to finish a 200 for granted, but this ride brought me closer to a 200km DNF than I have ever come.

The initial twenty or so miles were uneventful except for the temperature. This ride took place in September, and I was looking forward to cool autumnal weather. Unfortunately, a heat wave had seared the Midwest, and I rode on a cloudless day with temperatures in the mid-nineties.

Soybean shadow.

—PHOTO CHRIS NEWMAN





First but not last detour sign.

Did I forget to mention the downed wire..?

—PHOTOS CHRIS NEWMAN

The cue sheet was my second challenge. Being from New Jersey, I am used to “Cue Sheets for Dummies.” We put loads of cues, way more than I have seen in other regions, since New Jersey has so many roads and we don’t want folks wandering around lost due to an opaque cue. Other regions, regions with fewer road choices, have cue sheets that aren’t so precise. For example, a New Jersey cue sheet might read:

*2.5 miles —BR—Old Town Rd
(not R, Town Rd. DO NOT MISS)*

1.0 miles—RR CROSSING. BAD TRACKS! CAUTION! DISMOUNT! SLIPPERY!!!

1.5 miles—R Village Rd. (Not Village Ct!!!! Easy to miss! Look for three-headed cow in field just before turn.)

These same cues in less populated states might read:

12 miles—R—Town Rd (even though the sign specifically says Old Town Rd)

52 miles—R—Village Rd, unmarked.

I always wonder what horrors lie down the wrong-turn road—I half expect to find a New Jersey cue one day that warns, “DO NOT MISS. BEYOND HERE BE DRAGONS!!!”

Anyway, I was taking the cue sheet too literally and didn’t turn left at Old Town Rd because the cue said Town Rd. That was a six-mile mistake. Did I



mention I had three bike computers with me? I had my new Bolt, and, not being sure of its reliability, I brought along two Garmin’s because I am very familiar with their reliability! About the thirty-mile mark, the computer stopped providing turn-by-turn directions. Or any directions. I tried all three computers with the same result. The file must have been corrupted. Good thing I know how to read a cue sheet.

Being able to double-check any suspicious turns with my phone, which still had a half bar, comforted me. Do you know how much battery power is sucked up by continually checking maps during a twelve-hour

ride? (This is a rhetorical question and also subtle foreshadowing.)

So, I had ridden six bonus miles in the first quarter of the permanent when I came upon the detour. A bridge was out with no way across. I sat down on the side of the road. I seriously contemplated quitting. I was hot; I had already ridden too many miles and was confused by the cue sheet. I didn’t think this adventure would improve (more foreshadowing), but the thought of having to arrange a return trip in a state not close to home and one not high on the list of top vacation spots forced me back on the bike and around the detour.

I arrived at the lunch control to find it no longer existed, but in its place was a gas station, which served pizza. At this point I was even hotter, crabby, and hungry, so I broke my unbreakable rule and had a small pizza; there is a reason why unbreakable rules should remain unbroken.

Sated and hydrated, I climbed back on the bike and headed out to tackle the hilly part of the route. I had read the route description. I knew that in a notoriously flat state they had some hills, but how bad could they be? After dozens of sweltering miles, with a stomach full of greasy filling-station pizza, the only answer is spirit-crushingly bad. Get-off-your-bike-so-you-don't-fall-over-and-walk bad. At least there was shade, and the scenery was engaging, but still...I was not having fun. Then came the next series of detours. I missed a crucial turn due to the now common Town/Old Town situation. I realized my mistake

when I literally ran out of road. It has been awhile since this ride, but my memory is that the detour had detours. Ugh. And my phone battery was getting dangerously low, and of course I didn't have any back-up phone power since I had three computers and there was no way I could get lost.

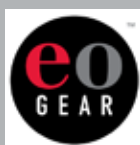
Around this time I realized I wasn't at all hungry even though hours had passed since my filling station repast. This is unusual since all my rides are planned around consuming maximum calories; woe to him who gets in the way of a much-anticipated grilled cheese sandwich. My stomach was noisily rebelling, and the prospect of taking in any additional calories was nausea-inducing.

Luckily, the final section of the ride repeated some of the initial miles. Therefore, the roads were somewhat familiar, and I was not as dependent on my phone and its flashing red battery. Approximately seven miles from the

finish—seven miles, how pathetic!—a convenience store materialized before my eyes. Anywhere else, I would have been pretty disappointed with the pickings, but on the edge of soybean country, it became a true oasis. I downed two cold beverages, dumped some cold water on my head, and immediately felt better. I still was unable to eat anything, but with seven miles to go I wasn't too concerned with bonking any more than I already had.

I limped into the final control in just under twelve hours, an overall time that could have been better but honestly could also have been so much worse. The ride finished at the permanent owner's home, and he and his wife were fantastically gracious and kind, providing me with food, drink, and congratulations. For the first time in years, I felt as though I had earned all three for finishing "just a 200km." 🚲

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2017 Treasurer's Report

Randonneurs USA Statement of Activity 2017

	<u>Total</u>	
	<u>Jan - Dec 2017</u>	
Revenue		
Advertising Income	7,016	Advertisers in American Randonneur
Brevet Insurance Income	400	Billing RBA's for insurance ceased in 2017
Membership Dues	72,530	Dues are recognized on a cash basis
RUSA Store Revenue	33,470	Includes Cima Coppi wool jersey group order in December
Total Revenue	113,417	
Cost of Goods Sold		
RUSA Store Inventory Cost	27,400	
RUSA Store Paypal fees	1,001	
RUSA Store Shipping	4,925	
Total Cost of Goods Sold	33,327	The RUSA Store is basically break-even
Gross Profit	80,090	
Expenditures		
ACP fees	3,203	Includes medal purchases in inventory
Insurance	27,720	Liability and Directors & Officers insurance
Membership Admin	6,304	Handbooks sent to new members & PayPal fees
Newsletter Expenses	30,260	Design, production and postage
Admin, Website & Telecom	1,620	
Sales Tax	317	California
Total Expenditures	69,425	
Net Operating Revenue	10,665	
Other Revenue		
Commissions	2,209	Rebates from Voler for apparel purchases
Interest Earned	17	
Total Other Revenue	2,226	
Net Revenue	12,891	

NOTE: We count membership dues as revenue in the year received. On 12/31/2017 we had \$60,425 paid for 2018 and future years. If we used accrual accounting for dues, \$44,150 of this would be 2018 revenue and the balance rolled into 2019 and beyond.

Randonneurs USA Statement of Financial Position As of December 31, 2017

	<u>Total</u>	
	<u>As of Dec 31, 2017</u>	
ASSETS		
Bank Accounts	95,205	
Accounts Receivable	0	Insurance Billings in prior years
Inventory	18,039	Store Inventory
Prepaid Expenses	26,458	Insurance paid Dec 1 for 12 months
TOTAL ASSETS	139,702	
LIABILITIES AND EQUITY		
Liabilities		
Accounts Payable	4,762	Payable to Cima Coppi early 2018 for wool jerseys
Credit Cards	0	
Total Current Liabilities	4,762	
Total Liabilities	4,762	
Equity		
Opening Balance Equity	106,019	
Retained Earnings	16,031	
Net Revenue	12,891	
Total Equity	134,941	
TOTAL LIABILITIES AND EQUITY	139,702	

Winter Riding in Pennsylvania

BY ANDREW MEAD WITH ASSISTANCE FROM CHRIS NADOVICH

Soon after the R12 award was conceived, Pennsylvania Randonneurs began offering brevets year round for riders pursuing the goal of riding brevets every month of the year, including through the winter. While the heat of summer can be tough, conditions during the winter months have their own unique challenges for riders and organizers.

I see your eyes rolling already: “Pennsylvanians wouldn’t know real winter weather if it jumped up and nipped their rosy cheeks.” While we aren’t located above the Arctic Circle, Pennsylvania winters are quite challenging. Starting temperatures for rides are often well below freezing, and the high for the day may not bring much relief from the numbing cold. On a few occasions, brave PA brevet riders have ventured out in single digits. Wind is almost always a factor, with prevailing winds bringing arctic air from central Canada.

Organizers in Pennsylvania try their best to avoid hazardous snowy or icy conditions, so significant snow or ice merits cancelling or rescheduling an event. Further, snow melt during pleasant mid-day sunshine can freeze to treacherous black ice later on. Sometimes clear weather unexpectedly deteriorates forcing riders to finish in snow. During one brevet last winter, a sudden heavy snowfall instantly made bike riding on skinny, smooth tires impossible. Volunteers in 4WD vehicles ventured out into the dangerous storm to rescue snowbound riders.

Expert I am not, but after a decade conducting first-hand research into the matter I have learned (and sometimes re-learned) a few things about winter riding; here are some ideas to keep in mind.

Winter conditions require careful wardrobe selection and special gear. Failure to manage the cold risks a day of misery, if not a DNF or worse. One of the more challenging wardrobe scenarios played out on our most recent brevet during which riders rolled out in a balmy 23°F at first light. As the sun came out, temperatures quickly climbed to nearly 50°F. Sunset brought a rapid drop into the mid-30s. Wardrobe flexibility—and layering—was the key to remaining comfortable all day. So was material choice. My polypro tights were acceptably warm in the morning, but the afternoon sun and warmer temperatures had me sweating. As the sun set, I relearned a lesson about polypro as I struggled to keep my legs warm in the damp material.

Comfort is a very personal matter. An ensemble that keeps one rider toasty warm will leave another shivering. Many of our winter regulars refine their winter ensemble by bike commuting or regular riding throughout the winter. A couple of hours in the cold is usually sufficient to discover what works or doesn’t. In the photo from the start of our December 2017 brevet, a variety



Andrew Mead riding in January weather.

—PHOTO RICK CARPENTER

Riders at the start of the PA Randonneurs December 2017 brevet, temperature 23°F. R to L: James Haddad, George Retseck, Greg Keenan, Michael Povman, Chris Nadovich.

—PHOTO RUDY MAYR



of attire can be seen. It's 23°F and the sun is just rising. Everyone has a good wind-blocking jacket. If you look carefully, you'll notice James Haddad in the red jacket wearing shorts with some sort of wool leggings beneath. I don't know if he shed the leggings during the day, but he had the option. James is from Binghamton, New York, and is probably more acclimated to the cold than the rest of us. To the right of James is George Retseck, a local Pennsylvanian who is baring his calves to the 23°F morning with knickers and lobster mitts. Most riders have caps with ear covering. Some have balaclavas, but others face the wind with little more than a beard for protection.

A wool layer next to your skin is hard to beat. It will keep you warm, even when wet. It's almost impossible to ride a bicycle without generating a little sweat. On one December ride when we misjudged the weather, wet snow began to fall around 9:00am and continued for the rest of the day.

Temperatures remained steady at 33°F for the day. The effect was just like rain. Every rider was soaked to the bone. I wore a wool jersey under a wind blocking shell with a set of fleece-lined polypro tights. My upper body remained comfortably warm all day, but my legs froze. Another advantage of wool is that it can feel cool with a little airflow. Unzip the jacket, open the pit vents and suddenly evaporative cooling kicks in to keep you from overheating.

Lightweight wool jerseys can even be comfortable in the summer, though I'm generally too warm in wool if the temperature is over 75°F. I find a long

sleeve, heavier-weight wool jersey alone to be comfortable between 50 and 65°F. Knee warmers are added below 55°F. For temperatures below 50°F, I'll add a vest like the RUSA Reflective Vest to keep the wind off my core and switch to single layer, lightweight tights. At 45°F I add a wind-blocking GoreTex jacket as an outer layer and step up to heavier tights. My particular jacket has removable sleeves and thus works well for those starts that warm to 50°F. I'll add another layer of wool around 35°F,

Sandals in the snow or foot warmers?

—PHOTOS RICK CARPENTER AND BILL OLSEN



this one a lighter-weight underlayer. I have a pair of fleece-lined, double-layer tights that work well at this temperature (unless they get wet).

Things get serious below 25°F. My lightweight underlayer is replaced by a heavier turtleneck. If it's much below 20°F, I'll add the turtleneck for a total of three layers of wool under my jacket. For my legs I break out the heavy artillery: a set of wool double-layer tights with wind block front panels. I acquired these from Nashbar many years ago and have carefully metered their use for maximum lifespan. I've not seen anything like them in years. The downside to their cold weather prowess is that if the temperatures climb out of the 20s, they become way too hot.

Many riders struggle to keep their hands and feet comfortable. You see lots of chemical warmer packs around. I'll admit to carrying a few on occasion, but have never needed them beyond the brevet that taught me to anticipate such needs. For me, the real secret is



to keep my core warm. Magic gloves and foot coverings do not overcome suffering that comes from being cold at the core.

You will see a mix of five-fingered and lobster gloves on our winter brevets. I find a good set of wool glove liners is essential to hand comfort regardless of the outer glove. Though not for everyone, bar mitts are reported to work very well, allowing the use of a lightweight glove liner to maintain dexterity.

You are likely to see the widest divergence of approaches for keeping feet warm on our brevets. Most riders rely on neoprene covers over their summer shoes. A few dedicated winter types have invested in winter-specific riding shoes, usually switching to SPD clips on their pedals for easier walking. Others switch to flat pedals and use regular winter boots. While seemingly counterintuitive, some riders rely on sandals, heavy wool socks, and some type of wind and waterproof covering. The theory is that the sandals allow the feet to be unconstrained for better blood flow. Some just go with the sandals regardless. I'm not naming any names.

Being follicle(ly)-challenged, I pay particular attention to my head. I ride with a head cover of some sort all the time. I increase coverage of my head as the temperature drops. Ear covering is enough down to around 40°F. Below that I wear a balaclava. Below 30°F it's generally a combination of a wool balaclava and ear warmers. I cover my face and nose when the temperatures are below 25°F. Covering your mouth and nose will prevent frostbite and also allow you to breathe warm, moist air.



Maile Neel coping with the cold.
—PHOTO RICK CARPENTER

George Retseck with bare calves at 23°F.

—PHOTO RUDY MAYR

This trick allowed me to finish one January ride when we struggled against extreme cold and windy conditions the entire day. I haven't resorted to ski goggles so far, but I carry eye drops in the winter to deal with dry eyes.

Add rain or snow to the mix and all bets are off. Clothing that works when dry is often miserable when wet. Keep a pair or two of extra gloves in your bag if precipitation is possible. During one memorable winter brevet, I watched as riders warmed their wet gloves in a convenience store microwave while wet snow fell outside. It was then I noticed a seasoned randonneur removing his gloves from the oven and putting them in his bag for later. He was wearing a spare set of dry gloves he had been carrying, apparently doing the microwave drying exchange all day. I carry a pair of latex gloves in my bag, mainly for keeping my hands clean while dealing with bike repairs, but they work well to keep hands dry under whatever insulation my regular gloves provide.

Hydration is just as important in the winter as it is in the summer. When the temperature is below freezing for the bulk of the day, ordinary plastic water bottles will eventually freeze solid. If the route has sufficient access to convenience stores, you can keep your bottles from freezing (or defrost a frozen one) by refilling them with hot water or coffee. Dunk the bottle head into a hot drink for a few seconds to release a frozen lid. Freeze-proof thermos bottles are also available. A metal bottle won't rattle if you cover it with a sock—the same one you use in the summer for an ice sock! If you like riding with a CamelBak, these can work in the winter if you are careful. Fill the bladder with hot water, wear it under your layers, and enjoy a warm back-heater effect for a couple hours. Just be sure to keep the hose and bite



valve inside your jacket and under your armpit, otherwise these will quickly freeze. An added benefit of this approach is that you will enjoy warm water instead of squandering precious calories to warm that near-freezing water in your bottle.

Food becomes doubly important in the winter. Your body needs energy both to turn the pedals and to keep your core body temperature up. Don't skimp on eating—stoke that metabolic fire! The old rule of “eat before you're hungry,” changes in the winter to “eat before you're cold.” Regardless of food intake, layering and temperature balance remain critical. Long stops in warm restaurants or convenience stores are important for mental and physical replenishment in the winter, but they tend to throw your body temperature regulation out of whack. Often you will need a completely different set of layers after a long stop than you needed when you arrived.

A final, and very serious consideration for winter brevet riding is the consequence of a mishap. Even on

the coldest days, a puncture or minor mechanical can be dealt with simply by applying some rando ingenuity and rule 9: fortitude. On the other hand, a ride-ending mechanical problem in a remote part of the route, or a serious physical injury, can create a potentially life-threatening hypothermia situation when the temperatures are far below freezing. Although you may think you'll never need it, carrying an extra warm parka, or a space blanket bivvy, which could save you, or a fellow rider, from serious discomfort—or worse.

I hope you have gleaned a helpful tidbit from my ramblings. I also invite you to come join the PA Randonneurs for a winter brevet. Most of the regulars have been riding the winter series for several years and are more than happy to share their experiences. Should winter riding not be your cup of iced tea, PA Randonneurs also organizes brevets through the warmer days of Spring, Summer, and Fall. 🚲

Relentless Pursuit of Ks

BY EMILY RANSON

At 27, Emily Ranson is the youngest woman (and a month too old to be the youngest randonneur) to earn the K-Hound award. So *American Randonneur* asked for her perspective on the past year's quest to ride 10,000km of RUSA events.

I don't remember what made me want to K-Hound, but something must have made me decide it was a good idea, so I decided to go for it. I love goals and holding myself accountable, so a K-Hound seemed like a great next

step after my first SR series last year.

The year started off great, with a New Year's Day 200km, but after riding my own 200km a couple of times, I started to get bored. My plan for a 1260-kilometer April failed after I

got a wicked cold and DNFed the flèche and was then off the bike for two weeks.

Looking back at my year, and a frantic two weeks in December to finish, I know how to make my next attempt smoother.

Lessons learned:

- Have more diversity in your own routes to start; once I started the K-Hound quest, I could not afford a weekend working out a new route. I wish I had started the year with two 200s and two or three 100s that I owned and could do whenever I had time.

- Develop relationships with local



Over a weekend, Paul Donaldson, Bill Beck, and I rode from Catonsville to Cumberland and back along the historic National Road to snag 490 km. First time carrying overnight gear on a bike!

—PHOTO BILL BECK

I climbed up to the War Correspondents Memorial at least six times.

—PHOTO BILL BECK

permanent owners so you can ride when time and weather work out; Jack Nicholson and Bill Beck saved me with their easy-to-administer permanents.

- Populaires are key to victory—I frequently grabbed populares before work.

- Don't ride all day in (cold) rain if possible—that DNF flèche wrecked my April, plus I didn't even get credit for those miles! It hurt to ride a 200km and get no credit.

- Extra mileage is great; a 132km ride doesn't feel much harder than a 109km ride, but it gets you to 10,000 kilometers so much faster!

- Remember that you're riding a whole heck of a lot; my bicycle maintenance routine did not keep up with all of the extra mileage, and I ended up riding $\frac{3}{4}$ of a 400km with two gears. Whoops, my bad.

The K-Hound was tough, not just on me, but on my family as well. Midway through my quest, I adopted a young dog and relied on my mom and boyfriend to pick up the slack. Thank goodness my mom was okay with me



leaving the dog with her at 3:00am! My boyfriend rarely complained; he just assumed I was riding and rolled with it.

I've promised both that I am not going to "try" to K-Hound next year,

and I am ignoring the rolled eyes and "Yeah, okay, Emily" responses I'm getting. I swear, I'm not going to try to K-Hound...but I'm getting ready for the DC Randonneurs' Blue Ridge to Bay 1200km at the end of May. Between checking out the route and completing (hopefully!) my first 1200km, I might find myself unable to resist the howl. 🚲



The Snowball Stand on route of Up to New Windsor became a frequent summertime stop. All in all, I rode through New Windsor on various routes 18 times. l to r: Emily Ranson, Clint Provenza, Bill Beck, Scott Cone.

—PHOTO BILL BECK

Christianssands 1200km (Norway)

BY VERNON SMITH

I wasn't successful in registering for LEL, so I went looking for another 1200km for 2017. The inaugural Christianssands 1200km in Norway looked interesting so I emailed the organizer. He said I could still get in. The entry price was about \$42 (USD), payable when you started the event—no show, no pay.

As it turned out, there were only four of us: organizer Bjørn Olav Sviund (Norway), Stein Andre "Kengu" Høgeli (Norway), Jos Verstegen (Holland), and myself (USA). Bjørn Olav had said in emails prior to the event to expect some cool weather and rain, so I modified my equipment. Some firsts for this 1200km included putting fenders on my Serotta Ottrott, wearing a wool base layer, and using a pair of RainLegs chaps—all to keep me warm and dry. I also used GPS for the first time in case I became separated from the other three riders, and I paired it with a Sinewave dynamo-powered USB charger. For more cargo room I traded my trusty Moots Tailgator for an Apidura eleven-liter seat bag. The Christianssands 1200, consisting

of three main loops, all starting and ending in Kristiansand, would be my testing ground. As it turned out, the new equipment worked great and I was glad to have it all with me.

Eastern Loop—590 km

Kengu rode a bit out of his way to pick me up at my hotel, making sure I wouldn't get lost trying to find my way to the start at the University of Agder in Kristiansand. When Bjørn Olav and Jos arrived, we received our brevet cards and were off into the sunshine at the very civilized start time of 8:00am. Thirty minutes later all riders stopped while Kengu fixed his flat, the only one any of us had the entire ride. After that, Kengu and I, having similar climbing styles, pretty much stayed together the rest of the ride, while Bjørn Olav and Jos each basically rode solo, except for the times we all joined together at a checkpoint or

Kengu at a clothing adjustment stop along Lake Byglandsfjord on northern loop.

—PHOTO VERNON SMITH





encountered each other along the route.

We headed east along the coast, which meant going up numerous short climbs and down the other side to gorgeous views of picturesque homes

and cottages along a body of water. Kengu kept telling me they were all sea-level fjords, but it was easy to think you were climbing to higher and higher lakes all the time. It was sunny all day, and sometimes warm.

At one point prior to Langesund, there was a short section of very steep up-hill gravel-road riding, to avoid E-18 thoroughfare riding. Route finding in this area was difficult, especially for me, being a first-time Garmin GPS user. However, we all saw each other at the next control, our last control in the daylight. Fortunately, we all made it to the easternmost checkpoint of Horten (284 km), about 4 minutes before

Vernon at one of the many fjord-side towns encountered on the eastern loop.

—PHOTO VERNON SMITH

midnight when the last grocery store closed up. We got some food and kept going. Nighttime is short on June 1st at 58.5° N latitude, but I found that my LED light would flicker if I was also charging my GPS. I could run the light off the generator, or charge the GPS from the Sinewave USB device, but not both at the same time. This is where my Goal Zero portable charger battery worked great. I could charge the GPS



I was thankful I had full fenders, making it easier to maintain a “cheery” disposition.

Vernon at the Lindesnes Lighthouse on the western loop. No extra points for walking all the way to the top.

—PHOTO STEIN ANDRE HØGELI

with it and run the Schmidt Edelux LED light off my Schmidt hub dynamo.

We rode through the night, and in the morning daylight we had the most sustained climb, up past the Gautefall Skiresort (457 km) to a 600-meter elevation. It was sunny and the warmest portion of the entire 1200, requiring removal of a layer or two of clothing. We finished the Eastern Loop's 590 kilometers at about 8:00 PM. Bjørn Olav, Kengu and I planned to meet-up and start the Western Loop at midnight. This allowed about 2.5 hours of rest, after cleaning up bike and body, and preparing for the next day.

Western Loop—360 km

This loop proceeded west along the coast to the Lindesnes Lighthouse (697 km), the southernmost point of Norway, over to the westernmost checkpoint, Lista Lighthouse (760 km), and back to Kristiansand (950 km) via numerous steep climbs and descents, all in the rain or on wet roads. I was thankful I had full fenders, making it



easier to maintain a “cheery” disposition. But why had I left my newly purchased RainLegs at the hotel? Oh well, heavy-duty grocery store plastic bags stuffed under my arm and leg warmers did

an adequate job. One climb between Farsund and Åpta was especially memorable and set the stage for the rest of the day. Since bicycles were not allowed in many tunnels, we had the pleasure of taking the road over the top. What a fantastic climb, through dense tree foliage up to the reservoirs and lakes at the top. If I interpreted the GPS correctly that little climb was 200 meters or more at about a 17-20% grade, maybe more. No one told me I might want more than 34 x 25 gearing! Kengu and I finished the loop in the dark with rain. What a great Western Loop!



The entire Christianssands 1200K starting field minus Vernon (Jos, Bjørn Olav, Kengu are shown).

—PHOTO VERNON SMITH

Northern Loop—250 km

We knew that Bjørn Olav planned on departing about 6:00am, but Kengu and I met at the Esso station checkpoint at 8:30am. We felt good with almost a full night's sleep. We hoped to catch Bjørn Olav, but that wasn't likely with our tendency to enjoy longer meals. The Northern Loop climbs up onto a higher rolling plateau, first along the east side, then the west side, of the 34-kilometer long and narrow Lake Byglandsfjord, with Ose being the northernmost checkpoint of the loop and the randonné.

It started raining early on. I had knee warmers and leg warmers on under my RainLegs. It all worked very well. The first checkpoint of the loop was at Engesland (1,005 km). We bought food and when we presented our card for a time stamp, the clerk told us we were at Vatnestraum, not Engesland. We leisurely ate our chips sitting in the little wooden bus stop, but after we started riding again, we did the math and checked the time. Oops! We picked up the pace and made it to the Engesland checkpoint with only four minutes to spare!

Soon thereafter we learned via a text from Bjørn Olav that Jos had DNFed after the Western Loop, the weather and terrain having taken its toll. The rain stopped for us in the afternoon. We rode up the eastern side of Lake Byglandsfjord, had our sardine sandwiches at Ose (1,089 km), then down the rolling and deserted road on the west side of the lake. We felt good, and we had some very fast sections in the last sixty kilometers after the penultimate checkpoint at Evje (1,143 km). We pulled into the final checkpoint in Kristiansand just ten minutes after Bjørn Olav. Kengu and I finished at 10:25pm with an 87:25 time. I was able to claim the distinction of being the top foreign finisher in this awesome 1200. But remember—It's not a race. 🚲

American Randonneur

CALL FOR SUBMISSIONS

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

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

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

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

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

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

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

Paid advertising: is available. Please contact Jim Poppy (jpopy55@icloud.com) for details.

Submission deadlines:

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

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



Central Florida 1000km: May 4-7, 2018

BY PAUL ROZELLE

If you're looking for an early-season 1000km on quiet country lanes through gently rolling terrain on a clover-leaf route that allows you return to your hotel room each night, then the Tour de Central Florida 1000km is for you.

Recognizing that there are no easy 1000km rides, this event is designed with the newer randonneur in mind. Maybe this is your first time attempting this distance, or maybe you're a grizzled veteran looking for an early-season tune-up ride, or maybe you want to get some miles in in a new place with friendly folks and good eats. Whatever the case, our 1000km aims to please by keeping things simple and fun: the logistics are easy, the terrain

is not vertiginous, the weather is generally dry and not too hot in early May, and there is plenty of food. Here's what's on tap.

The ride starts and ends in Tavares, Florida, which is about an hour north of the Orlando airport. The first day travels due north, through the Ocala National Forest to Gainesville, home of the University of Florida, where it turns around and heads back. You'll pedal through forest and swamps and pass

by cattle and horse ranches. You might even get lucky and smell some late-season orange blossoms at the start. Wildlife sightings are guaranteed: birds (hawks, sandhill cranes, egrets, herons, and even eagles if you look closely); nocturnal critters including coyotes and armadillos; and if you get lucky, you'll see bears and alligators (including in the lake behind the hotel, where I've seen gators and bobcats). On Day One the route consistently rolls, but it has no climbs of any significance.

Day Two takes you to the beach, heading north and east through more rolling countryside before entering the St. John's watershed and, ultimately, reaching the coast between Ormond Beach and Flagler Beach for some great vistas of the Atlantic. My favorite part of the route is on this day where you'll pass through Tomoka State Park. Truly stunning tidal marshes await you there. This is the easiest day; other than a bit of roll near the start and finish, the rest of this day is just flat, flat, flat. Of course, if the wind blows (there's nothing to knock it down; long stretches are exposed) you might just curse me for suggesting that this is a day of easy riding.

The last day will remind you that there are hills in Florida. We'll head generally West to the town of San Antonio, which is best known for



1000K Atlantic vista.

—PHOTO ED BENNETT



Trilby Road.
—PHOTO PAUL ROZELLE

its Rattlesnake Festival (you'll have to come back in October). There are a few flat sections, but you'll do some climbing to earn your finish. There are a number of really excellent rolling sections and a few individual climbs that will get your attention.

What we cannot provide in hills, we make up for by feeding you well at the overnight stop when you return each day. Prepare for a feast. No one

leaves our rides hungry! The familiar 400/300/300 format for 1000km events will help ensure that most of your riding takes place in daylight and that you'll get some sleep after a good meal before starting off fresh the next morning.

Like the inaugural Cracker Swamp 1200km in 2016, this is another loop-style route based out of Tavares, but it's a totally different ride on totally

different roads. In fact, this route, run in 2014, was a "test run" of the idea behind the Cracker Swamp. We wondered if people would want to do a loop-style long brevet? The answer was a resounding Yes! Thirty-four riders from fifteen states rode the event, held in October, and gave the format, the roads, and the post-ride selection of single malts rave reviews. Hence, the Cracker Swamp was born, but the route was fundamentally changed. Same great idea: totally different roads. And yes, the scotch will await you at the finish!

So, if your plans in 2018 include a 1000km, perhaps you'll decide to give this one a go. Further information and registration can be found on our website, floridarandonneurs.com/wordpress/. See you in the Swamp! 🚲

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RUSA Member Profile BY MIKE DAYTON

Mark Thomas

Randonneuring is all about milestones. RUSA dutifully records riders' annual SR series, their yearly mileage and their completion of events for a RUSA cup.

RUSA also honors riders who have completed four 1200kms. But fifty 1200kms? There is simply no award for a number that is practically out of reach for most riders. Nevertheless, we are delighted to report that randonneur Mark Thomas, RUSA #64, recently completed his 50th grand randonnee.

Thomas' passion for 1200kms has taken him around the globe. Along the way he has formed scores of international friendships, and as RUSA's past president has served as an ambassador for our organization.

He sat down for a Q&A session

with several riders—John Ende, Rick Blacker and Mike Dayton—who have shared miles and conversation with him on some of those longer rides. Following is the interview.

Before you started randonneuring, what kind of cycling did you do?

I was kind of a couch potato, but I took up bike riding again when I moved out to Seattle in 1995. In 1996, I did a 200-mile ride from Seattle to Portland over two days. In 1997, I did that ride in one day. In 1998, I was looking for another challenge, so I signed up for

a ride called RAMROD, which is a pretty serious 160-mile ride around Mt. Rainier, with lots of climbing. When I was looking into that, I discovered a club called Seattle International Randonneurs. They had a 200km ride in April that sounded absolutely crazy. But I'd been doing a little riding that spring, and I thought I'd give it a try. At the after-party at someone's house, other riders said, "Hey, you're new. Why don't you come out for the 300?" That didn't sound very smart, but the next thing you know I'm riding the 300. Same thing happened. We finished on a ferry and people asked if I was doing the 400, and boom, I did it and then the 600. I did all that again the following year and then went to PBP.

So PBP was your first 1200?

Yes, my first 1200 was Paris-Brest-Paris in 1999, and it was an awesome experience. I'll go back to PBP for the rest of my life, provided I can still ride my bike that far.

Besides PBP, what have been your favorite events?

Besides PBP, I'd say the Great Southern Randonnée in Australia, which I've been to four times. They have a great club down there and spectacular scenery. I had a great experience on a ride from Belgium to France [Herentals-Cosne-sur-Loire-Herentals]. I've done



Mark Thomas at London
Edinburgh London (LEL) in 2017.

—PHOTO YUTTHANA BLACK SUBKHET

Riders at Ronde Aliénor d'Aquitaine (RAA) in 2014. (l-r: Rick Blacker, John Ende, Mark Thomas, Mike Dayton.)

—PHOTO JOE PLATZNER

three pretty terrific rides in Korea. That's an interesting and different place to ride a bike.

You've done some rides in countries—for example, Taiwan, Korea, Japan—where you don't know the language and where you may not be familiar with the culture's customs. How do you deal with those challenges?

[laughs]: That's what made Australia difficult, too—I couldn't understand their language. Yes, it's interesting to deal with a very different culture or language. On those events it's good to make friends with a local rider and ride with them. But as a rule, there are a lot of plusses to riding in the Far East. For example, you can easily support yourself because convenience stores are open 24 hours and have a wide range of food. If you're GPS savvy, you can solve the route issues, even where you can't read the road signs to navigate.

What is the most 1200-kilometer rides that you've done in a year?

This year (2017) I've done nine, and I'm signed up for a tenth. (Editor's note: After this interview, Thomas finished his tenth event, the Sydney-Melbourne Alpine 1200, in Australia.)

Have you DNFed on any 1200s?

Yeah, I DNFed once, on the Great Southern Randonnée, in Australia in 2001. There were sixteen riders on that event. We were heading west after doing a 200km loop out of the start. We headed west right into a storm. There were headwinds of around 100km an hour, and there was rain. I finally got to the overnight control and hopped in a bunk. I didn't sleep for four hours. The next morning I headed out about ten miles and I said, "This



isn't going to work," so I turned around and went back. I was the seventh rider to DNF. But everybody who continued on made it. When I thought about it later I realized I was just about ready to turn out of the wind. And I really, really, really wish I hadn't quit. The next time they ran it, I was injured and could not go, but in 2008 I went and finished. The one thing I learned from it was that my personality is not very well suited to DNFing. So that is the only 1200 I've DNFed.

What are your favorite rando distances?

I have two favorite distances. One is the 1200km. I really like the challenge of a 1200km, and the experience. I get myself psyched up for a 1200km. The other favorite is a 100km. I really like going out for a four-to-seven-hour ride with my friends, all in the daylight, with coffee at the start, a nice meal in the middle, and a beer at the end. That sounds like a wonderful day to me.

Have you done any events that are longer than 1200km?

Yes. I've ridden the 1400km London-Edinburgh-London twice. The

first time I rode it I thought to myself, "Another 200 kilometers longer, so that'll add ten hours to my PBP time." I thought I'd finish it in 95 hours. It turns out it took me 108. On that event I learned how much slower you go towards the end of those long rides. Also I've ridden two 1600km rides in Italy. Both of those were quite challenging. They both had 20,000 meters of climbing. The one I did this year is probably the hardest long ride I've done. It was a combination of the hard course and the fact that it was hot.

Speaking of weather conditions, what are the biggest weather challenges for you on these events?

For me it's the heat, or anything that affects my temperature regulation. There's cold and wet, too, but I train for that simply by riding my bike in Seattle. As for hot weather, I've learned that there are little things I can do to make it better. I might rest in the hotter part of the day in the shade and ride more at night. I concentrate on replenishing liquids and electrolytes. On the ride in Italy this year, I drank a lot of Coke with salt in it and I ate a lot of ice cream. Some riders find it harder to eat

Riders relax on a curb during HCH in 2013. (l-r: Mike Dayton, Mark Thomas, Rick Blacker, John Ende and French rider Serge Maraquin.

— PHOTO ALAIN CARON

when they get hot and it's hard to ride 1200km or longer without calories. So you have to figure how to slow down enough and get enough calories in you to keep going.

How do you deal with a tired mind or body during a 1200km event? And what do you do when your butt gets sore?

There are a bunch of little tricks. It's important to recognize on a 1200 that there is an up and a down to how you feel. When some riders first do a long ride, they may start to feel worse physically or mentally after a few hundred kilometers. And the only thing they can imagine is that, for the next nine hundred kilometers, it's going to get worse and worse and worse. I've learned there is in fact a cycle to that: you feel worse, you feel better, you feel worse, you feel better. As for the little tricks, take caffeine if you're sleepy. But avoid caffeine if you'll be at the next sleep controle in, say, two hours. There are tricks you can use if your butt gets sore. For instance, you can move around on the bike to change positions. But the most important thing is to recognize that it's not a one-way track. Things don't continue to get worse and you can work your way through those low moments. My advice to people who really want to finish: don't quit unless you absolutely have to. And by that I mean don't quit unless you're out of time or you're completely disabled. Other than that, try riding through things. Try taking a nap. Try eating more. I have an SIR friend, Ron Himschoot, who says never DNF until you've had an apple fritter. There's a certain truth to that. A lot of times what is making you feel worse is no more complicated than being low on calories or low blood sugar. If you



address that, you have a fighting chance of making it to the next controle.

Besides getting yourself in bike shape, what else helps you get ready for a 1200km?

I am a preparer. By the time the ride starts, I've been over the route sheet and the GPS files. One of the things that is hard to recover from is a long off-course detour. It's difficult because it costs you time and it's also demoralizing. So I try very hard not to get lost. I review the route ahead of time, I create my own GPS from the route sheet and the GPS file so that I've kinda figured out where things don't really make sense. I have multiple sources of navigational advice when I'm on the ride. I have a phone that has three different versions of the route: one in a mapping program, one in Google maps, and one in the Ride with GPS app. And I have the cue sheet. Although I prefer not to navigate from a cue sheet, I know how. The redundancy on the ride hasn't come into play that often, but I'd say the work ahead of time with the GPS files and the cue sheet has come into play. I've often told ride organizers that I don't know what happens at, say,

kilometer 234. The cue sheet says left, but the map looks like I go straight. With the organizer's help, I can sort this out before I go, not on the course when tired.

On 1200s do you prefer to ride by yourself or with someone?

The answer is yes. If you were to add up all my kilometers on 1200s, you'd probably find I've ridden half by myself and half with other people. It really helps to be comfortable by yourself, because it becomes quite complicated to ride 1200s with other people. You tend not to be in synch, because of your physical condition, your attitude, and your desire to stop or not stop. If you're confident riding by yourself, you'll have flexibility. If you need to lag behind the group you've been riding with, you can do that. If you need to go ahead of them, you can do that.

On the last PBP, you earned a Charly Miller award for finishing or completing PBP in 56 hours and 40 minutes or less. What sort of preparation did you do to get ready for that challenge?

I'm not a superfast rider. I don't think of myself as someone who would

ride a Charly Miller time. I don't have the skills to just go out there like a Scott Dixon or Chris Ragsdale and accomplish that on sheer skills. So, my attempt was intensely planned. I wrote a blog post about what I specifically did to earn that honor. It involved lots of things, but basically I prepared like crazy. I was trying to get in the best shape I could possibly be in, and to be as rested as I possibly could be when I got there. So, I hired a coach to train me. I outfitted my bike optimally. I arranged support. I had to get my stop time down, and I did that. It turned out that I stopped fewer than five hours total on the whole ride. I had to get my speed up to the point where I could at least average twenty-five kilometers an hour. That doesn't sound all that fast for a short ride, but it's incredibly fast for 1200 kilometers, at least for me.

At the next PBP, we understand you want to do an Adrian Hands Society time of at least 88:55. Do you still plan to do that?

I'm very confident I have the skills for that. I've done PBP five times, and I've traditionally been an 85-hour rider.

Making Adrian Hands will mean I get to eat more ice cream.

What are some of your best post-ride celebrations?

As my friends know, I really enjoy having a beer after a ride. I'd have to say that the finish of the Herentals ride was one of the best. We finished near a pub that may have had the world's longest Belgian beer menu. And one of my favorite post-ride memories was after the Great Southern in 2008. I heard a fellow rider call home and tell her husband the ride was over and, yes, it was great, but she wouldn't be home right away. She said she had to first sit around and talk about how great we were. I loved that description. So for me, the best post-ride celebrations offer the opportunity to enjoy the company of friends, a good beer, and the chance to talk about how great we are.

Have you had any difficult mechanicals that tested your time limit?

I just haven't had any debilitating problems. I often carry a spare tire with me. I try pretty hard to have a bike in

the best shape it can be in. For instance, I don't start a 1200 with used tires. I change my cables and housings once a year. I do a lot of things to make it more likely my bike will make it through. But I will say that my record of so few DNFs is attributed largely to luck. It would be so easy to DNF because of the weather and so on. I would say I've been lucky.

If you were to talk to some randonneurs about to do their first 1200km, what bit of advice would you give them?

I'd tell them a couple things. Obviously, riding your bike a lot at long distances is a good idea. But I think the skills that really matter have more to do with managing your time when you aren't on the bike during a ride. What really takes up the time is what you do at a controle. So I would practice learning what I can eat and in what kind of establishment, and I'd focus on getting in and out quickly. I would learn how to get myself settled for a night of sleep – and sleep as much as possible in that time. Those are the skills that are almost as important as riding a bike. The difference between riding a bike at an average of 12 mph to 14 mph is not nearly as important as the difference between spending one hour at a controle or two hours—repeated by the twenty controles on the ride.

Now that you've hit fifty 1200s, what is your next randonneuring target?

I have a goal to have 60 by 60—to have ridden sixty 1200s by the time I hit that age. I'm 57 now, and I'm cautiously optimistic that I can make that happen. 🚲

Mark Thomas on the road in Korea during the Grand Randonnée 2017.

—PHOTO JASON HAM



Colorado Haute Route Six-Pack

BY JOHN LEE ELLIS

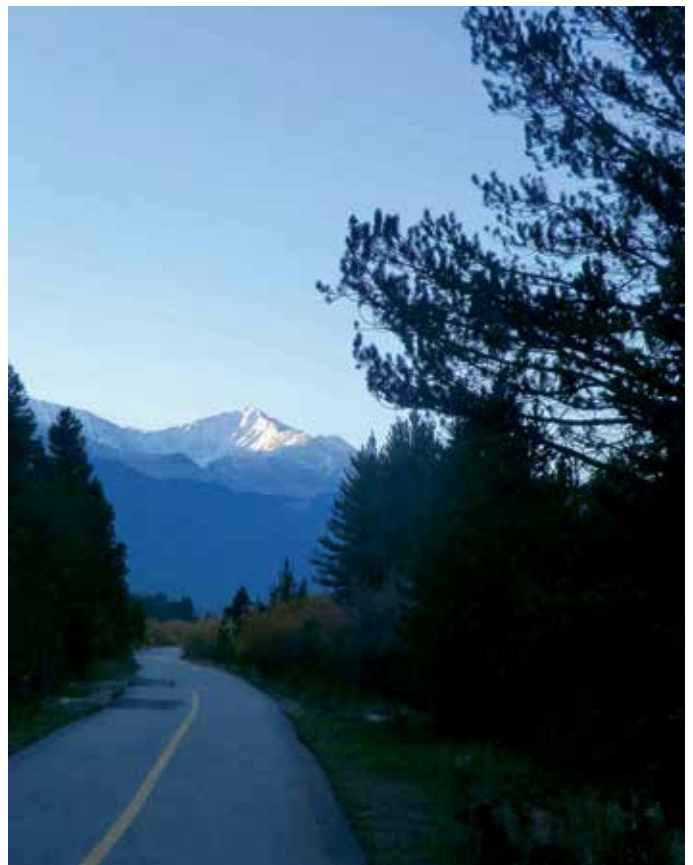
WITH ASSISTANCE FROM
CATHERINE SHENK (EVENT ORGANIZER)

The Six-Pack, July 12-17, covers the epic Haute Route 1200km route through the heart of the Colorado Rockies in six 200km point-to-point brevets. With the Six-Pack, you can experience the entire course in daylight, sleep lots, and get credit! (100km options available.)

Rider limit is 25, because of motel sizes and National Park Service regulations. We will provide bagdrops, overnight lodging, and limited on-course monitoring. Information and registration at www.rmccrides.com/brevet2018-haute-route.htm. Come join us for a memorable mountain adventure! 🚲

Vail Pass Path—part of the Haute Route.

—PHOTO JOHN LEE ELLIS



2017 K-Hound Re-Cap

BY DAN DRISCOLL

About 150 RUSA members rode 5,000 or more kilometers in 2017. From this group, fifty members went on to double the kilometers to earn K-Hound status. Eleven K-Hounds were females (22%), and seven used one or more foreign 1,200km events to bolster their RUSA kilometers. If you add up all the kilometers the K-Hounds rode in 2017, they would have gone around the world about fifteen times.

Drew Carlson earns “The 2017 Adrian Hounds Award” by crossing the 10,000km line on the last day of the year with a 200km brevet. Although not last over the line, Calista Phillips rode about 5,000km of RUSA events in the last couple of months of the year to ensure her spot in the klub.

One of the most impressive statistics of 2017 is the eleven first-time K-Hounds (22% of the total), three of whom are females. It is refreshing to see new names on the list; it is great to see the ol’ dogs taking time to mentor new klub members. We look forward to meeting up with additional new K-Hounds on the Rando Road soon.

If you’d like to enjoy a few K-Hound photos and stories, feel free to join the “K-Hound” Facebook page. 🚲

K-Hounds are found most everywhere there are RUSA members.

- California had 11 K-Hounds: San Francisco 4, San Diego 4, Davis 2, PCH 1.
- Texas had 10 K-Hounds, 7 of whom were Lone Stars.
- Washington State had 7 K-Hounds; all were SIR members.
- New Jersey and DC Randos each had 3.
- The other sixteen K-Hounds are scattered across the map from coast to coast and from the Gulf to the Great Lakes.

RUSA Awards

R-12 Award Recipients

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

Events that count toward the R-12 Award are:

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

RUSA congratulates the latest honorees, listed below.

APPROVED	NAME	CITY, STATE
12/23/2017	Adams, Chip [10]	Severna Park, MD
10/12/2017	Ameen, Sol [7]	Mount Shasta, CA
11/27/2017	Batek, Jon	Batavia, IL
11/12/2017	Behning, Mark C	Sacramento, CA
12/21/2017	Bennett, Edward M [5]	Geneva, FL
12/16/2017	Benoit, Diane M (F)	Morrison, CO
1/4/2018	Berka, Becky (F) [9]	Carmichael, CA
11/11/2017	Bigler, Wallace J [6]	Houston, TX
12/5/2017	Bingham, Bob [8]	Graham, NC
10/9/2017	Blakely, Sierra (F) [2]	Olympia, WA
12/31/2017	Boltz, H Edward [7]	Fulton, NY
12/6/2017	Brougher, Michele S (F) [8]	St Louis Park, MN
12/6/2017	Chalfant, Michael L [2]	San Francisco, CA
11/6/2017	Chin-Vanderslice, Nancy (F) [3]	Sacramento, CA
11/1/2017	Dal Gallo, Linda A (F) [6]	Mt Shasta, CA
12/18/2017	Dusel, Peter W [7]	Ontario, NY
11/26/2017	Duvall, Gardner M [7]	Baltimore, MD
12/21/2017	Feinberg, Brian K [2]	Cupertino, CA
12/19/2017	Findley, Scott A	Boca Raton, FL
12/17/2017	Foley, Mary (F)	New Egypt, NJ
11/10/2017	Foley, Paul A [4]	Golden, CO
11/26/2017	Furnari, Theresa A (F) [8]	Baltimore, MD
10/31/2017	Gates, Keith W [5]	Olathe, KS
1/3/2018	Gramling Jr, Don W [2]	Jacksonville, FL

1/4/2018	Gramling Jr, Don W [3]	Jacksonville, FL
1/4/2018	Gramling Jr, Don W [4]	Jacksonville, FL
12/19/2017	Gritsus, Vadim [2]	Paramus, NJ
10/19/2017	Haley, Joshua J	Oviedo, FL
12/10/2017	Huber, Kerin (F) [7]	Pasadena, CA
10/16/2017	Isaza, Rodolfo	Plantation, FL
12/9/2017	Jackson, David	Elgin, OK
11/6/2017	Johnson, Alan S. [3]	Phoenix, AZ
11/15/2017	Jordan, Betty Jean (F) [4]	Monticello, GA
11/16/2017	Kanaby, Gary [3]	Salado, TX
12/14/2017	Kindl, Cindy (F)	Dallas, TX
12/17/2017	Klaassen, Spencer [12]	Saint Joseph, MO
1/2/2018	Kline, Greg [6]	Newport Beach, CA
10/16/2017	Konrad, Adam [2]	Chicago, IL
11/14/2017	Laine, Erin (F) [4]	Nine Mile Point, LA
12/6/2017	Lippincott, Jeff	Princeton, NJ
12/10/2017	Macy, Kelly (F)	Davis, CA
10/29/2017	Marklein, B Richard [2]	Dunwoody, GA
12/3/2017	Mathews, Craig [10]	The Woodlands, TX
12/30/2017	Mathias Jr, John Paul	Olathe, KS
12/17/2017	Maytorena, Hector Enrique [4]	San Diego, CA
11/3/2017	McCaw, Richard Grant [9]	San Jose, CA
12/26/2017	Metcalfe, Mark [11]	Duncanville, TX
10/10/2017	Mullet, Kathy (F) [3]	Corvallis, OR
10/10/2017	Mullet, Ron [3]	Corvallis, OR
12/14/2017	Ni, Julie Hua (F) [4]	Gold River, CA
1/2/2018	Nicholson, Jack [6]	Arnold, MD
11/2/2017	Olsen, Keith [4]	San Diego, CA
12/17/2017	Oslin, Kit D (F) [2]	Blaine, MN
12/29/2017	Pearch, John [8]	Olympia, WA
12/17/2017	Peskett, Roger [6]	Tucson, AZ
10/18/2017	Ranson, Emily (F) [2]	Ellicott City, MD
11/25/2017	Richardson, Daniel B	Pleasant Garden, NC
12/5/2017	Roy, Matt	Arlington, MA
12/8/2017	Schaaf, Daniel A [9]	Rowlett, TX
11/20/2017	Schenkel, Mark S [3]	Orlando, FL
12/21/2017	Selby, Ron [3]	Zionsville, IN
11/5/2017	Sutton, Stuart Keith [9]	Virginia Beach, VA
1/3/2018	Thomas, Mark [11]	Kirkland, WA
10/13/2017	Uz, Metin [5]	Palo Alto, CA
11/6/2017	Vanderslice, Bill [3]	Sacramento, CA
10/10/2017	Vargas, Luis [7]	Davie, FL
11/9/2017	Ward, Kenneth [4]	Kent, WA
12/29/2017	Webster, Christopher Michael [4]	Beaverton, OR
12/12/2017	Wozniak, Anthony [2]	Carol Stream, IL
11/22/2017	Zenter, John [6]	Hanover, MD

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
Akbarian, Hamid	Laurel, MD	12/7/2017
Bigler, Wallace J	Houston, TX	10/15/2017
Dembinski, Jan Peter	Woodstock, VT	10/11/2017
Harris, Guy	Asbury, NJ	12/22/2017
Olsen, William	Califon, NJ	12/21/2017
Smith, Paul	Concord, NC	12/11/2017
Thompson, W David	New Smyrna Beach, FL	12/2/2017



RUSA Coast-to-Coast Award

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

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

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

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

APPROVED	NAME	CITY, STATE
10/26/2017	Russell, Bill	Vineyard Haven, MA
12/2/2017	Thompson, W David	New Smyrna Beach, FL

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
Behning, Mark C	Sacramento, CA	11/13/2017
Dixon, Emma (F)	Sunnyvale, CA	10/9/2017
Dixon, Jonathan	Sunnyvale, CA	10/9/2017
Driscoll, Dan	Arlington, TX	10/29/2017
Green, Bill	Nevada City, CA	10/19/2017
Lippincott, Jeff	Princeton, NJ	11/4/2017
Newberry, Jeff	Austin, TX	11/20/2017

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	APPROVED
Adams, Charles J	Midland, TX	12/26/2017
Beauchamp, Christina (F)	Morrisville, NC	12/28/2017
Diehn, Dan	Black River Falls, WI	12/19/2017
Donaldson, Paul H	Richmond, VA	11/30/2017
Fambles, Millison D	Olympia, WA	12/26/2017
Fournier, Charles Joseph	Redding, CA	10/7/2017
Jackson, David	Elgin, OK	12/3/2017
Kanaby, Gary	Salado, TX	11/11/2017
Klaassen, Spencer	Saint Joseph, MO	12/19/2017
Lippincott, Jeff	Princeton, NJ	11/4/2017
McLerran, Doug	Warrenville, IL	10/30/2017
Metcalfe, Mark	Duncanville, TX	12/26/2017
Muoneke, Vincent	Federal Way, WA	11/4/2017
Rawls, Allen	Morrisville, NC	10/9/2017
Readinger, Chris	Alexandria, VA	11/27/2017
Reeder, W Thomas	Alexandria, VA	11/1/2017
Shapiro, Paul G	Princeton Junction, NJ	12/3/2017
Smith, Gregory H	Richland Center, WI	10/15/2017
Tamas, Tibor	Fort Worth, TX	12/1/2017
Van Der Wiele, Cynthia F (F)	Durham, NC	12/7/2017

Can-Am Challenge

The Can-Am Challenge recognizes riders who complete a Canadian Grand Randonnée and a US Grand Randonnée in the same year.

NAME	US	CANADA
Akbarian, Hamid	Taste of Carolina	Granite Anvil
Bernhardt, Luis	Gold Rush Randonnée/Taste of Carolina	Granite Anvil
Donaldson, Paul	Carolina Spring	Granite Anvil

NAME	US	CANADA
Graham, Larry	Taste of Carolina	Granite Anvil
Haddad, James	Carolina Spring	Granite Anvil
Munekata, Toshihisa	Gold Rush Randonnée	Granite Anvil
Olsen, Bill	Carolina Spring/Last Chance	Granite Anvil
Slocum, Chris	Carolina Spring/Taste of Carolina	Granite Anvil
Sturgill, Mike	Carolina Spring	Granite Anvil

RUSA Awards

Ultra R-12 Award

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

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

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

APPROVED	NAME	CITY, STATE
Adams, Chip	Severna Park, MD	12/23/2017
Mathews, Craig	The Woodlands, TX	12/3/2017



ACP Randonneur 5000

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

To qualify, the randonneur must complete:

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

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

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

APPROVED	NAME	CITY, STATE
11/21/2017	Ross, Graham A	Portland, OR
10/16/2017	Turek, Michael Gerald	Longmont, CO

Galaxy Award

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

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

The qualifying distance for this award is based on all events on RUSA's calendar (ACP brevets and Flèches, RUSA brevets, populaires, arrows and darts), RUSA permanents, and 1200km events held in the United

States after 1999. Foreign events (including PBP) are not counted.

RUSA congratulates the riders who have earned this prestigious award.

APPROVED	NAME	CITY, STATE
Berka, Becky (F)	Carmichael, CA	1/11/2018
Blacker, Rick	Olympia, WA	1/13/2018
Fenske, Charlie	Arlington, TX	11/25/2017

RUSA Awards

P-12 Recipients

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

Events that count toward the P-12 Award are:

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

APPROVED	NAME	CITY, STATE
12/2/2017	Austin, Jerry [8]	Arlington, TX
11/6/2017	Bachman, Gregory W	Loves Park, IL
12/21/2017	Bennett, Edward M [2]	Geneva, FL
1/4/2018	Berka, Becky (F) [5]	Carmichael, CA
11/22/2017	Bingham, Bob [5]	Graham, NC
12/11/2017	Blanchette, Alan R [3]	North Brunswick, NJ
11/13/2017	Brittle, Scott [4]	Sunnyvale, CA
12/26/2017	Fambles, Millison D [3]	Olympia, WA
1/5/2018	Fleming, Neil	Atlanta, GA
12/17/2017	Foley, Mary (F)	New Egypt, NJ
1/4/2018	Gramling Jr, Don W	Jacksonville, FL
10/9/2017	Gridley, Ross [5]	Pickerington, OH
11/19/2017	Hazel, Geoff [3]	Bellevue, WA
10/29/2017	Hewitt, Rudy [4]	Wheaton, MD

1/5/2018	Kindl, Cindy (F)	Dallas, TX
12/5/2017	Kingsbury III, Paul I [3]	Elmira, NY
10/16/2017	Klasman, Kevin	Nashua, NH
11/9/2017	Knutson, Ken [5]	Tracy, CA
12/23/2017	Lakwete, Angela (F) [2]	Auburn, AL
10/25/2017	Long, Ronald	Woodinville, WA
12/10/2017	McCarthy, Jackie (F)	Springfield, MO
12/10/2017	McKee, Richard H.	Hillsborough, NJ
11/4/2017	Muoneke, Vincent [7]	Federal Way, WA
12/30/2017	Newman, Christine (F) [7]	Skillman, NJ
11/13/2017	Ni, Julie Hua (F)	Gold River, CA
10/6/2017	Olsen, Keith [4]	San Diego, CA
12/12/2017	Pearch, John [5]	Olympia, WA
11/23/2017	Perera, Shan [7]	Seattle, WA
12/20/2017	Reeder, W Thomas [6]	Alexandria, VA
10/10/2017	Russell, John	Santa Rosa, CA
12/3/2017	Shapiro, Paul G [4]	Princeton Junction, NJ
12/3/2017	Shapiro, Paul G [5]	Princeton Junction, NJ
12/3/2017	Shapiro, Paul G [6]	Princeton Junction, NJ
12/4/2017	Spence, Mary K (F)	Tampa, FL
10/11/2017	Staats, David N [5]	Columbus, OH
12/18/2017	Stolz, Sarah (F)	Seattle, WA
12/4/2017	Taylor, Scott A [3]	Austin, TX
12/19/2017	Van Der Wiele, Cynthia F (F)	Durham, NC
10/18/2017	Vincent, John [3]	Rochester, WA
12/16/2017	Wolff, Lonnie	Cedar City, UT



RUSA Awards

2017 K-Hound Awards

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

- All events on RUSA's calendar.
- All RUSA permanents, including RUSA sanctioned Super Randonnée permanents.
- Paris-Brest-Paris and foreign RM-sanctioned events of 1200km or more. Documentation must be submitted for any foreign event not included in RUSA's database.

RUSA congratulates our 2017 K-Hound recipients.

NAME	CLUB	DISTANCE
ACUFF, Jan (F) [5]	SeattleRandonneurs	10141
AKBARIAN, Hamid [2]	Greater Appalachian Ultracycling	10778
BECK, William A [5]	DC Randonneurs	11577
BENNETT, Edward M [3]	Winter Springs Cycling	11688
BERKA, Becky (F) [5]	San Francisco Randonneurs	17825
BINGHAM, Bob [3]	Randonneurs USA	10164
BROWN, Joe A	Berks County Bicycle Club	10078
CARLSON, Drew [4]	San Francisco Randonneurs	10068
DANOVSKY, David	San Diego Randonneurs	10004
DEBOER, Kelly [6]	San Diego Randonneurs	21746
DRISCOLL, Dan [11]	Lone Star Randonneurs	11862
ELLIS, John Lee [8]	Rocky Mountain Cycling Club	14160
FOLEY, Mary [F]	New Jersey Randonneurs	11789
GOTTLIEB, Gary P [10]	Lone Star Randonneurs	19122
HADDAD, James	Pennsylvania Randonneurs	10006
HAZELTON, Stephen [7]	Lone Star Randonneurs	10246
HORCHOFF, Patrick A [6]	Crescent City Randonneurs	10125
HUBER, Kerin (F) [6]	Pacific Coast Highway Randonneurs	11672
JACKSON, David	Oklahoma Randonneurs	10623

JOHNSON, Alan S. [2]	Northern Arizona Randonneurs	11502
JOHNSON, Ken [6]	Davis Bike Club	20322
KANABY, Gary [2]	Hill Country Randonneurs	10683
KIMBALL, Hugh [6]	Seattle International Randonneurs	10100
KLAASSEN, Spencer [7]	Audax Kansas City	10282
KRATOVIL, Joe [7]	New Jersey Randonneurs	10885
KUSTERS, Marion [3]	Winter Springs Cycling	10372
LENTZ JR, Herman P	Randonneurs USA	14144
LUDVIKSSON, Audunn [5]	Seattle International Randonneurs	10034
MAGLIERI, Christopher	Eastern Bloc Cycling Club	10544
MCALISTER, Grant [2]	Seattle International Randonneurs	10020
MUONEKE, Vincent [9]	Seattle International Randonneurs	10007
NEWBERRY, Jeff [4]	Hill Country Randonneurs	15481
NI, Julie Hua (F)	Davis Bike Club	10157
OLSEN, Keith [2]	San Diego Randonneurs	11515
OLSEN, William [5]	Western Jersey Wheelmen	10169
PACINO, Dana A [8]	Lone Star Randonneurs	18912
PHILLIPS, Calista [3]	DC Randonneurs	10064
PRATT, Chris	Houston Randonneurs	11632
RANSON, Emily (F)	DC Randonneurs	10131
ROSS, Roy M [4]	San Francisco Randonneurs	10483
SHAPIRO, Paul G [5]	New Jersey Randonneurs	11905
SHAW, Mike [2]	San Diego Randonneurs	12736
SMITH, Gregory H [2]	Driftless Randonneurs	12766
SWARTS, Geoff [10]	Seattle International Randonneurs	10222
TAMAS, Tibor [2]	Lone Star Randonneurs	10033
THOMAS, Mark [10]	Seattle International Randonneurs	17603
THOMPSON, W David [6]	Central Florida Randonneurs	12948
TYER, Vickie (F) [10]	Lone Star Randonneurs	10187
UZ, Metin	San Francisco Randonneurs	10387
WRIGHT, Pamela (F) [11]	Lone Star Randonneurs	10242



RUSA Awards

Mondial Award

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

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

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

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

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

APPROVED	NAME	CITY, STATE
12/3/2017	Geisert, Rodney D	Columbia, MO
11/4/2017	McCaw, Richard Grant	San Jose, CA
11/28/2017	Olsen, Keith	San Diego, CA
10/14/2017	Torres, Bob	Carlstadt, NJ
12/31/2017	Van Der Wiele, Cynthia F (F)	Durham, NC

RUSA American Randonneur Challenge

The American Randonneur Challenge (ARC) is a special award given by Randonneurs USA to any RUSA member who successfully completes in the same season two or more Randonneur Mondiaux 1200-kilometer or longer grand randonnées held in the United States. The ARC award can be earned only by riding the event as a 1200k; riders entered to do it as a 1000k + 200k may not claim the award.

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

NAME	CITY, STATE	APPROVED
Muoneke, Vincent	Federal Way, WA	11/4/2017
Olsen, William	Califon, NJ	12/21/2017
Slocum, Christopher C.	Toms River, NJ	10/12/2017
Uz, Metin	Palo Alto, CA	10/13/2017



Something New for Permanents!

Electronic Proof of Passage Option for Perms

We’ve added the option to use electronic devices (GPS devices or digital cameras, for example) to validate controls on RUSA Permanent rides, with the agreement of rider and route owner.

Important conditions apply.

See the RUSA Announcements page for details on rules and contact information for questions.

RUSA Events

REGION	RBA NAME	RUSA EVENTS
AK: Anchorage	Burnley WILLIS	04/21 (100 km) 04/28 (100 km) 06/30 (100 km) 07/28 (100 km) 07/28 (200 km) 09/08 (100 km) 09/22 (100 km)
AL: Birmingham	Bruce HERBITTER	03/31 (100 km) 08/18 (100 km) 11/03 (100 km) 12/08 (100 km)
AZ: Phoenix	Mike STURGILL	01/06 (100 km) 04/07 (100 km)
CA: Davis	Debra BANKS	01/01 (100 km) 08/19 (200 km) 09/01 (200 km) 10/06 (dart populaire) 10/06 (dart) 10/27 (100 km) 10/27 (200 km) 10/27 (300 km) 12/31 (100 km) 12/31 (200 km)
CA: Fresno	Lori CHERRY	11/03 (139 km)
CA: Los Angeles	Greg JONES	05/19 (dart populaire) 10/28 (200 km)
CA: San Diego	David DANOVSKY	01/06 (100 km) 02/03 (100 km) 03/04 (100 km) 04/01 (100 km) 05/06 (100 km) 06/02 (100 km) 07/01 (100 km) 08/04 (100 km) 09/01 (100 km) 10/06 (100 km) 10/14 (200 km) 11/03 (100 km) 11/17 (dart populaire) 12/02 (100 km) 12/08 (300 km)
CA: San Francisco	Rob HAWKS	01/21 (120 km) 06/02 (dart populaire) 06/02 (dart) 08/05 (103 km) 08/05 (112 km) 10/20 (200 km) 11/03 (202 km) 12/01 (205 km)
CO: Boulder	John Lee ELLIS	07/14 (215 km) 07/15 (200 km) 07/16 (236 km) 07/17 (200 km) 07/18 (200 km) 07/19 (200 km) 11/03 (200 km) 12/01 (200 km)
FL: Central	Paul ROZELLE	06/02 (100 km)
GA: Atlanta	Kevin KAISER	11/03 (200 km) 12/08 (200 km)
IA: Central	Greg COURTNEY	04/14 (110 km) 05/12 (110 km) 06/02 (110 km)
IL: Chicago	Michele BROUGHER	09/30 (100 km) 10/06 (400 km)
IN: Indianapolis	William WATTS	04/07 (100 km)
MA: Boston	Jake KASSEN	01/07 (100 km) 02/04 (100 km) 03/04 (100 km) 04/07 (100 km) 05/19 (dart populaire) 05/19 (dart)
MA: Westfield	Don PODOLSKI	03/18 (100 km) 10/07 (100 km) 10/07 (170 km)
MD: Capital Region	Nicholas BULL	01/20 (100 km) 10/27 (200 km) 11/10 (200 km) 12/08 (200 km)
MI: Detroit	Tom DUSKY	04/07 (116 km)
MN: Twin Cities / Rochester	Rob WELSH	04/14 (100 km) 04/21 (119 km) 05/19 (100 km) 06/09 (150 km) 06/16 (100 km) 07/29 (106 km) 08/25 (123 km) 09/15 (100 km) 09/22 (125 km) 10/13 (125 km)
MO: Kansas City	Spencer KLAASSEN	01/01 (104 km) 01/01 (202 km) 09/09 (100 km)
MT: Bozeman	Jason KARP	07/04 (100 km)
NC: Asheville	Luke HELLER	02/17 (101 km) 03/17 (127 km) 03/31 (104 km) 04/28 (125 km) 04/28 (200 km) 05/12 (110 km) 06/09 (115 km) 07/07 (111 km) 08/04 (dart populaire) 09/01 (101 km) 10/27 (100 km) 12/22 (200 km)
NC: Raleigh	Alan JOHNSON	08/18 (100 km)
NJ: NYC and Princeton	Joe KRATOVIL	07/21 (dart)
NY: Long Island	Steve YESKO	04/28 (120 km)
OR: Portland	Susan FRANCE	03/17 (100 km) 08/18 (100 km) 09/08 (103 km) 11/03 (104 km)
PA: Eastern	Andrew MEAD	01/06 (200 km) 02/03 (200 km) 10/20 (150 km) 10/20 (200 km) 11/10 (200 km) 12/01 (200 km)

REGION	RBA NAME	RUSA EVENTS
PA: Pittsburgh	David LAMPE	03/17 (100 km)
TN: Nashville	Jeff SAMMONS	01/13 (100 km) 02/17 (100 km) 08/18 (200 km) 10/20 (200 km) 11/24 (100 km) 11/24 (200 km)
TX: Austin	Wayne DUNLAP	09/29 (200 km) 10/13 (300 km) 11/03 (400 km) 12/01 (600 km) 12/08 (200 km)
TX: Brownsville	Richard CAVIN	01/13 (100 km) 01/27 (100 km) 02/24 (100 km) 03/17 (100 km) 04/14 (100 km) 05/19 (100 km)
TX: Dallas	Dan DRISCOLL	01/01 (100 km) 01/20 (217 km) 02/17 (100 km) 03/10 (325 km) 03/31 (217 km) 04/14 (206 km) 04/14 (317 km) 05/12 (162 km) 05/12 (255 km) 05/19 (dart populaire) 05/26 (211 km) 05/26 (308 km) 06/30 (362 km) 09/01 (362 km) 10/27 (217 km) 10/27 (300 km) 11/10 (400 km) 11/17 (100 km) 11/17 (300 km) 11/24 (100 km) 11/24 (210 km) 12/01 (200 km) 12/15 (211 km)
TX: Houston	Wallace BIGLER	01/06 (100 km) 01/27 (100 km) 05/19 (200 km) 07/14 (200 km) 07/14 (300 km) 08/11 (200 km) 09/15 (100 km) 10/13 (200 km) 11/17 (200 km) 11/17 (400 km) 12/08 (200 km)
TX: West Texas	Charles ADAMS	09/14 (100 km)
UT: Salt Lake City	Richard STUM	03/17 (103 km) 04/21 (104 km)
VA: Tidewater	Keith SUTTON	01/01 (100 km)
WA: Seattle	Theo ROFFE	03/03 (100 km) 04/13 (100 km) 07/14 (100 km) 08/18 (100 km) 12/21 (200 km)
WI: Southwest	Greg SMITH	07/21 (dart populaire) 07/22 (100 km)

CLEARANCE SALE!

RUSA SOUVENIRS

ONLINE STORE

www.rusa.org



Going, going, gone!

ACP Events

Nebraska (NE)	927005	Spencer KLAASSEN	sklaassen@ponyexpress.net	4/7/	8/18/	4/21/	5/19/	9/22/	6-Oct-	5/31/		
New Jersey (NJ)	930029	Joe KRATOVL	joekratovl@comcast.net	4/14/	4/28/	5/12/	5/19/	6/2/	6-Oct-	6/30/		
New York (NY)	932030	Peter DUSEL	pdusel@sprinmail.com	3/25/	4/22/	4/29/	5/26/	9/1/	6-Oct-	6/23/	9/1/	5/18/
	932005	Steve YESKO	syeko@yahoo.com	6/9/	8/18/	13-Oct-	7/14/	8/4/				
Ohio (OH)	932034	John J. CECERLUR	john.j.cecerlur@adkulltracycycling.com	3/25/	3/25/	4/29/	4/29/	5/19/	6/9/			
Ohio (OH)	938012	David RODERICK	roderickdavid@scgloabal.net	3/24/	3/24/	4/21/	4/21/	5/19/	6/9/			
Oklahoma (OK)	938006	Michael SCHMIT	meschmit6@gmail.com	2/3/	3/3/	6/2/	6/2/	7/27/	9/21/			
Oregon (OR)	937003	Michal YOUNG	michal.young@gmail.com	3/9/	4/7/	5/12/	4/28/	5/12/	6/2/			
Oregon (OR)	937020	Susan FRANCE	susan.m.france@gmail.com	6/2/	8/18/	9/8/						
	938017	Andrew MEAD	admead@gmail.com	6-Oct-	3/24/	6/9/	4/14/	5/5/	5/19/			4/20/
Pennsylvania (PA)	938016	David LAMPE	lampe@comcast.net	3/24/	7/7/	8/18/	9/8/	4/21/				
Puerto Rico (PR)	952003	Jan KRAEMER	jkraemer@gmail.com	1/13/	4/21/	9/22/	6/9/	2/24/	3/24/			
South Dakota (SD)	947005	Bruce JONES	brucejones@gmail.com	4/21/	9/22/	6/23/	6/23/	7/14/	4/28/			
Tennessee (TN)	942046	Jeff SAMMONS	jsammons@bellsouth.net	1/13/	2/3/	2/17/	3/3/	3/17/	4/7/	9/13/		
	943025	Wayne DUNLAP	wgdunlap@aol.com	4/28/	3/3/	3/17/	4/7/					
Texas (TX)	943005	Richard CAVIN	rcv5830@gmail.com	1/13/	1/27/	2/24/	1/13/	1/27/	2/24/			
	943026	Dan DRISCOLL	dansmark@lash.net	9/29/	3/17/	4/14/	5/19/	3/17/	5/19/			
	943030	Wallace BIGLER	wbigler@aol.com	1/1/	2/17/	3/10/	1/20/	9/22/	3/10/	5/26/	6/30/	3/30/
Utah (UT)	943003	Charles ADAMS	cladams@ee-partners.com	9/1/	9/3/	9/29/	9/29/	9/29/	5/26/	9/15/	9/11/	
Virginia (VA)	946008	Richard STUM	richard@eogear.com	1/6/	1/27/	2/17/	1/27/	2/17/	6/16/	4/21/	13-Oct-	
	946018	Hamid AKBARIAN	info@bicyclingforever.com	9/15/	4/21/	6/16/	9/15/					
	946002	Keith SUTTON	ksuttonmd@cox.net	1/20/	2/17/	9/14/	2/17/	3/24/	6/9/	4/21/		
Washington (WA)	947018	Theo ROFFE	randothea@gmail.com	3/17/	3/24/	7/21/	3/31/	4/7/	8/4/	5/5/	8/18/	7/27/
	947004	Norman CARR	normcar@gmail.com	5/19/	4/21/	5/5/	5/12/	6/9/	6/23/	9/8/	9/14/	4/20/
Wisconsin (WI)	949007	Greg SMITH	drifflessrandos@gmail.com	6/9/	13-Oct-	6/23/						

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

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

Memberships run from January through December.

Renew online at:

www.rusa.org/cgi-bin/memberrenew_GF.pl



RBA Directory

REGION & WEBSITE	RBA NAME & E-MAIL	RBA MAILING ADDRESS	RBA PHONE(S)
AK: Anchorage www.denalirandonneurs.org/	Burnley WILLIS ipsorando@gmail.com	2919 Breezewood Drive Anchorage AK 99517	907-382-0969
AL: Birmingham www.mgmbikeclub.org/AlabamaRando	Bruce HERBITTER Fullylugged@yahoo.com	1967 Chancellor Ridge Rd Prattville AL 36066	334-531-3468
AZ: Northern sites.google.com/site/northernarizonarandonneurs/	John INGOLD nazrandos@gmail.com	880 N. Inland Shores Drive Flagstaff AZ 86004	928-310-8096
AZ: Phoenix www.azbrevet.com	Mike STURGILL mikesturgill@cox.net	3501 E. Morrow Dr. Phoenix AZ 85050	602-702-2132
AZ: Tucson pactour.com/seazbrevets.html	Susan NOTORANGELO Notorangelo@pactour.com	PO Box 303 Sharon WI 53585	262-736-2453 612-804-9970
CA: Davis davisbikeclub.org	Debra BANKS Banksdebra@gmail.com	PO Box 19191 Sacramento CA 95819	720-933-1252
CA: Fresno fresnocycling.com/FCC-Brevet-Series	Lori CHERRY LCherry@aol.com	1426 N. Echo Fresno CA 93728	559-906-1491 559-299-0391 fax
CA: Humboldt redwoodcoastmountainbikeassociation.org/	Eric LARSEN cirenesral@gmail.com	12 Meadow Way Fairfax CA 94930	510-326-5259 510-326-5259
CA: Los Angeles www.pchrandos.com	Greg JONES gsjco@pacbell.net	4465 Cedarglen Ct Moorpark CA 93021	805-523-2774 805-523-2774 fax
CA: San Diego www.sdrandos.com	David DANOVSKY ddanovsky@gmail.com	8985 Calliandra Road San Diego CA 92126	410-570-8271 410-570-8271
CA: San Francisco sfrandonneurs.org/	Rob HAWKS rob.hawks@gmail.com	5630 Santa Cruz Ave. Richmond CA 94804	510-619-6509
CA: San Luis Obispo slorandonneur.org/	Vickie BACKMAN slorandonneur@gmail.com	1108 Poppy Ln San Luis Obispo CA 93401	805-550-1181
CA: Santa Cruz www.santacruzrandonneurs.org	Bill BRYANT bill@bryant-springsteen.net	226 West Avenue Santa Cruz CA 95060	831-425-2939
CA: Santa Rosa santarosarandos.org/	Ryan THOMPSON SaRoRBA@gmail.com	1910 Camino del Prado Santa Rosa CA 95403	707-408-2824 707-408-2824
CO: Boulder www.rmccrides.com/brevets.htm	John Lee ELLIS jellisx7@gmail.com	3936 Dale Drive Lafayette CO 80026	303-579-5866 303-579-5866
FL: Central floridarandonneurs.com/wordpress	Paul ROZELLE prozelle@gmail.com	1300 Friendly Way St. Petersburg FL 33705	727-498-8048 614-565-3483
FL: Gainesville gainesvillecyclingclub.org/	Jim WILSON brevet@gccfla.org	620 NW 27th Way Gainesville FL 32607	352-373-0023
FL: Southern southfloridarandonneurs.info/	John PRESTON john@johnandjuliet.com	6751 NW 9th St. Plantation FL 33317	954-444-0910
GA: Atlanta www.audaxatlanta.com	Kevin KAISER kkaiser23@comcast.net	1223 Hardy Pointe Dr Evans GA 30809	706-860-8785
IA: Central iowarandonneurs.net/	Greg COURTNEY iowarando@gmail.com	1916 Meadowlane Ave Ames IA 50010	515-233-3280 515-450-7901
IL: Chicago www.glrando.org/	Michele BROUGHER murgaster@gmail.com	3924 N. Golf Drive Buckeye AZ 85396	952-215-1503

RBA Directory

REGION & WEBSITE	RBA NAME & E-MAIL	RBA MAILING ADDRESS	RBA PHONE(S)
IL: Quad Cities www.qcrando.org/	Michael FOX mikeyfoxman@gmail.com	1316 Columbia Court Davenport IA 52804	319-266-5230
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RBA Directory

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