

AMERICAN RANDONNEUR



VOLUME 21 • ISSUE #2 SUMMER 2018

Celebrate RUSA's 20th with a ride!



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Week #1 Late February Tour of the Historic Hotels

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

Week #2 Early March First Century Week

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

Week #3 Mid March Chiricahua Challenge

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

Week #4 Mid March Second Century Week

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

Week #5 Late March Mountain Tour Mt. Graham

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

Week #6 Early April Gravel & Road Week

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American Randonneur Magazine

Summer 2018 • Volume 21, Issue #2

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

American Randonneur

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

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COVER—Riders stopped in front of
Clyde Jones' house in Bynum, North Carolina.

PHOTO MARTIN SHIPP

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President's Message: "... And People, Too!"

Like so many of us, I love randonneuring for the prospect of ranging voraciously through the landscape, being challenged by distance, climbing, occasional gnarly terrain, and by nature. After all, that's what the term "randonneuring" means!



But you come to value the connections you make and the bonds you form—riding pals, organizers, volunteers, mentors, upcoming riders to give a nudge to.

So this column is about forming bonds and connections, and friendships formed through randonneuring.

My friend Catherine—pictured below—tells developing randos they should get comfortable riding miles alone. Not all the time, just that however much randonneuring is about camaraderie, there will be those solitary miles. To me that makes a ride with pals—be it a populaire, perm or 1200k—all the brighter.

Jennifer Wise (RUSA #1) and Pierce Gafgen (RUSA#9), organizers of Boston-Montreal-Boston, at PBP'15.

Catherine Shenk (RUSA #3108), JLE on Colorado 600k—Catherine is organizing the Colorado Haute Route this summer.



As an organizer, I'm especially indebted to trusted volunteers, friends I can count on to lead events with enthusiasm, manage overnight controls on the big events with a smile, and generally give back as randos.

One more thing: in our sport, we find events in all corners of the country and the globe. And when we get there, with any luck there are friends we've met and ridden with before, and whom we may only see on those scattered occasions. That's something, too!

Our 20th Anniversary is a time to look back at your connections and

Charlie Henderson (RUSA #6) herding the riders on the Last Chance 1200k.





Paul Foley (RUSA #1471)
leading the Horsetooth Populaire.

Brent Myers (#2129) and Beth Long
(#2145) staffing a secret control on
the Colorado 600k.



Steve Le Goff and Michelle Grainger
(RUSA #5418 and #5417).

the bonds you've formed, whether
you've been randonneuring for years
or just a season.

So if you get to ride a 20th
Anniversary event this August, I hope
you can ride it with friends.

—John Lee Ellis
RUSA President
president@rusa.org



From the Editor

Today I'm not riding. Instead I'm waiting for the finishers of the Cranbury 200km and using this time to write. Next weekend I'll be riding a hilly 300, so I don't feel too badly about being on the sidelines today. Riders will soon begin showing up...hot, tired, maybe a little disoriented, ready for a beer and a slice of pizza. They will sit and tell stories about how the ride went... headwinds along the shore, gratitude for a draft behind a stronger rider, the view from the Mt. Mitchell lookout, and more. They will think about plans for the rest of the summer: who's riding the challenging 600 in June? Who's doing a 1200 later in the summer? Mostly they will be glad to be sitting on something other than a bike seat, relaxing with friends and enjoying the sense that they deserve this moment of relaxed companionship...the day's effort being more than ample payment.

In this issue you will find a list of RUSA anniversary rides being held between August 13 and August 19. You will also find articles about late-season SR series; if you have missed rides in your SR campaign, there are still opportunities to achieve this goal and begin your PBP preparation. Also in this issue, Mike Dayton continues with his series of interviews related to RUSA's history, and Deb Banks provides a brief timeline of key events. I am pleased about the articles by or about newer and younger randonneurs, as this seems a good sign that the next generation is getting involved. Our regular columnists offer food for thought and entertainment. Finally, in addition to celebrating RUSA's twentieth anniversary, some writers are beginning to think about next year's PBP.

May this issue of *American Randonneur* find you in the midst of a summer of fun and safe riding.

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

Welcome to RUSA: The Cult of Infinite Miles

BY JOSHUA HALEY

In 2016, after losing one hundred pounds and getting into shape partly by cycling, I wanted to try harder endurance challenges. I had completed centuries and cross-state bike rides, so RUSA seemed like the next step. I also like shiny medals, and my friend Phil Paisley had become a RUSA member years earlier but wanted a riding buddy. In 2017, I joined RUSA with the goal of completing a brevet series and earning an R12 award. I wanted to push myself physically and mentally.

I did some ride reports during the first half of the year; the rest of this article is based on them.

The First Ride

In November 2016, Phil and I signed up for the Bonneville Desert Ranch, a very remote permanent

created by John Preston. We started at 1:00pm, and after a pretty horrible first half (blood sugar issues, general tiredness), we spent about five hours in the dark but under a full moon, riding along some of the most remote roads I've ever encountered. I stuffed a whole submarine sandwich into my

Camelbak; that sandwich came in handy during the middle of the ride! We finished our first RUSA event in about eleven hours and reveled in the feeling of being legit randonneurs! It is a good thing we brought backup lighting because we both had issues with our primary lights and even lost one tail light. This was our first ride toward an R12 award; we were ready to attempt a brevet series in 2017.

The Central Florida Brevet Series

The January 2017 200km started out quite foggy in the hills of Clermont. We rode with a few other randonneurs for quite a while and saw people at all the stops. Lunch consisted of the tastiest empanada and chicken biscuit I've ever had from a gas station. I did not realize at the beginning of the year just how much convenience store food I would eat in 2017! The roads were pretty bumpy in some places, pushing Phil's wheel out of true so that some emergency repairs were necessary at the last checkpoint. Still, overall it was a great ride.

I remember the February 300km more for the people than the miles. This was the longest ride I'd ever done to date by about fifteen miles. It was also the ride during which I met Susan Gryder, Don Gramling, and Scott Cone. We had a fast start, but I got a flat in the first twenty-five miles. I spent the

Phil fixing spoke Jan 17 200k.

—PHOTO JOSHUA HALEY





Greatest ride snack ever.

—PHOTO JOSHUA HALEY

I rode my first 400km in March through the hills of Clermont. The route was absolutely evil and hit every hill in Clermont multiple times. The first forty or so miles were super fast, and we stayed with the main group, but eventually we needed to drop back. Getting to the first control wasn't too bad, but the day went downhill from there. Phil's bike had a pretty nasty sounding clack, and he was having dehydration issues. I eventually noticed that I had popped a spoke, and the wheel was rubbing the brake. I was also having to wait at turns to make sure Phil didn't miss them when he caught up. Finally, at the end of Turnpike Road at our checkpoint, I used a Kevlar Spoke to fix and re-true the wheel; this worked awesomely and has become part of my repair kit.

Sadly, between that stop and lunch were some nasty hills that caused Phil to bonk. Susan, ever the nurse, tried to make him eat and get in some electrolytes. After a long lunch, though, Phil had to call it quits, and I was on my own. Eventually, I caught up with Susan and Don and stuck with them on and off for the rest of the ride, slow pedaling to the control at mile 161.

better part of the next thirty miles alone or chatting with other friendly randonneurs as I tried to catch up with Phil at the first control at about the 100km point.

From there it was smooth rolling toward the coast, where we experienced our first post card control and met some Canadian randonneurs who were down in Florida on a tour. They came to talk to us because, "We look like we have everything on our bikes, [so] we must be randonneurs." They gave us a great pull, and we had a terrific conversation until our lunch stop at 200km.

After a long lunch we were off down US 1 and into the wind. We picked up a group of people with whom we rode the rest of the way on roads that were familiar from previous inter-coastal

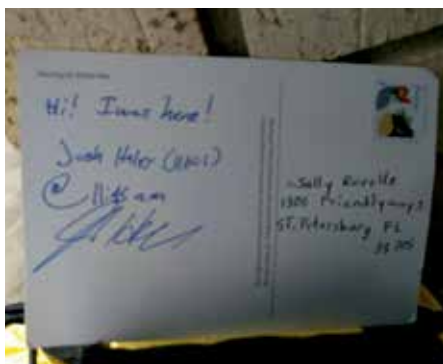
waterway rides. After a brief dinner stop at Subway and Scott having a "mechanical" (a tooth crown fell out!), we finished in the dark. Brevets are great because the accomplishment is in the distance, not the time, and everyone is super friendly and happy to share in the experience rather than trying to beat each other.



Fixing a spoke march 17 400k.

—PHOTO PHILIP PAISLEY

First postcard control.
—PHOTO JOSHUA HALEY



After some coffee I was flying—until the control at mile 186 on top of Sugarloaf, where I started having shin splints and a sore foot. It was Florida “cold” (50s) after the sun set, and going down the steep side of Sugarloaf was terrifying in the dark. We rolled slowly to mile 225. About this time, I started feeling a bit nauseous, and my heart rate started to go down. From the penultimate control we rolled at a decent rate to the finish, where Phil and a very tired Paul were waiting with chili and beer. I’ve been told this is the hardest brevet in Central Florida.

The 600km in April was difficult. Noisy hotel neighbors made the very early morning start a challenge. About ten miles in, we had a flat and had to watch the main group pull away while Phil and I changed a tube in the dark. We encountered randonneurs

sporadically as we made our way across the state to US 1 along the coast. Turning southward, we faced a headwind for about a full 100km, which just sucked the energy out of us. We needed a long rest at the Vero Beach control (a Starbucks, where I had A LOT of caffeine)! Just as we were rolling in, others were rolling out, so while we were in last, we were not very far behind. The next forty miles were Phil’s limit, and at mile 170 he called for a rescue ride. Now I was facing a 100-mile journey on my own as the sun was setting. I told my wife I was good to go and strong, but I was telling Phil to take a nap at the hotel so he could rescue

me later if necessary. I don’t really remember too much of the next one hundred miles: Old Tampa Highway and the Van Fleet Trail were very creepy at night in the pitch black; I had a 15-minute crisis where I lost my cue sheet; and there were interesting sightings at gas station controls in the middle of the night. At 3:00am I rolled back into the hotel for the end of day one, about twenty-three hours and 270 miles after setting out.

The next day was a brutally hot 106 miles up through the Ocala National Forest. Phil was feeling recovered enough that he basically pulled me through the whole day. It was so oppressively hot and sunny that even pouring ice cold water on ourselves only gave temporary relief. Every part of my body was hurting by the end of the ride. My left knee was painful in the morning, and after a few miles favoring my right leg, that knee was hurting as well. By the end of the day, I could maintain only about 9mph. Thirty-eight and a half hours from the start, Phil and I stopped at the last turn, waiting for the light. Humorously, 100 yards from the end, a bird pooped on Phil, adding a high note to what was a pretty grumpy day. Laura Stephens had baked a very lovely cake to celebrate the Super Randonneur (SR) first time accomplishments of a few of us, and they were nice enough to save a slice for me. I was the lanterne rouge of the 600km, but it didn’t matter; I finished the ride and the series. It took a good two months for “randonesia” to set in, and I began to look forward to this year’s series.

Other Notable Rides

The summer in Florida gets dangerously hot, so completing an

600k finish.

—PHOTO UNKNOWN





Phil napping 600k.
—PHOTO JOSHUA HALEY

Phil and I out on a perm 2017.
—PHOTO JOSHUA HALEY



R12 down here includes night rides. Something about riding with little to no traffic, clear skies, and a bright moon makes the experience even better. Paul Rozelle's "Once is Not Enough" night ride out of San Antonio, FL, is my fastest 200km at just under nine hours due to a lack of dillydallying at controls and a very strong group riding Audax style.

My September R12 ride was notable due to Hurricane Irma blowing through and pushing the ride to the 30th. With no way to reschedule again, I rode a very rainy 200km out to the beach with Phil and Jeff Stephens. In October, I accomplished my R12; Phil

and I repeated our first permanent, the very remote Bonneville Desert Ranch route.

Conclusions

This past year has been an experience in figuring out what does and does not work for me for long days and nights on the saddle. Paul Rozelle put together an amazing SR series in Central Florida that really fostered the camaraderie of the riders before, during, and after the rides. I accomplished my goals of an SR and R12 with 4000km of RUSA riding. This year I'm looking forward to the SR series, another R12, a

P12, an ACP 1000km, and the 1600km Pensacola to Key West ride. I've grown accustomed to earning shiny little medals, and I will be pedaling on a better fitting, better equipped bicycle and with stronger legs and more experience. I'm looking into traveling to ride around the country to practice transporting the bike for the next PBP. Most of all, I am looking forward to many miles with the friendly companions, the hallmark of randonneuring. 🚲

20th Anniversary Event: San Francisco Randonneurs

BY ROB HAWKS

In 2008, when RUSA was celebrating its tenth anniversary, the San Francisco Randonneurs decided to calendar a brevet to join that celebration.

In deciding what route to offer, we landed on the idea of listing a route that reached back as far as possible into the history of randonneuring in the Bay Area. As early as 1987 and possibly before, members of the Grizzly Peak Cyclists organized a 200km route that became known as the Russian River 200km brevet. The route begins in northern Marin County and heads first west toward Bodega Bay, and then later north along the Bohemian Highway, finally reaching the river that lends its

name to the event, the Russian River. From the steel bridge crossing at Monte Rio, the route heads west down river toward the coast near Jenner. At the mouth of the Russian River, riders climb a short hill on CA Hwy 1 that offers a dramatic view looking back over the river valley before next presenting dramatic

views to the right of the waves crashing into the sea stacks in the Pacific Ocean. The trip down the coast continues toward Tomales Bay and the western Marin town of Point Reyes Station. If riders haven't stopped for a bowl of clam chowder in Marshall, they likely will stop at the Bovine Bakery in Point Reyes for pastries before heading east through the Nicasio Valley and retracing their route for the final run along Lucas Valley, past Big Rock and the joyful descent toward the finish control. This route is perfect for the upcoming RUSA 20th anniversary this August. 🚲



Wildflowers line the roadside on Russian River Road.

—PHOTO ROB HAWKS

Sunlight and sea stacks along the Pacific coastline in Sonoma County.

—PHOTO JENNY OH HATFIELD



RUSA 20th Anniversary Events: August 2018

In honor of RUSA's 20th anniversary in August, many regions are hosting events following which participants will be able to purchase commemorative medals. All of the anniversary events, except for the 1200s, take place during the week of Monday August 13 to Sunday August 19. 🚲

Note: please check RUSA's website or your regional website for the most current listings as it is possible that events will have been added after the magazine was sent to print.



MN: Twin Cities / Rochester	RM randonnée	8/13/2018	1200
MT: Bozeman	ACP brevet	8/17/2018	600
AK: Anchorage	ACP brevet	8/18/2018	200
CA: San Diego	ACP brevet	8/18/2018	200
CA: San Francisco	ACP brevet	8/18/2018	200
CO: Boulder	ACP brevet	8/18/2018	200
FL: Central	ACP brevet	8/18/2018	200
FL: Southern	ACP brevet	8/18/2018	200
MD: Capital Region	ACP brevet	8/18/2018	200
MO: Kansas City	ACP brevet	8/18/2018	200
NC: Raleigh	ACP brevet	8/18/2018	200
NE: Omaha	ACP brevet	8/18/2018	200
NY: Central/Western	ACP brevet	8/18/2018	200
OR: Portland	ACP brevet	8/18/2018	200
PA: Eastern	ACP brevet	8/18/2018	200
TX: Dallas	ACP brevet	8/18/2018	200
VA: Tidewater	ACP brevet	8/18/2018	200
MA: Boston	ACP brevet	8/18/2018	300
MA: Westfield	ACP brevet	8/18/2018	300
WA: Seattle	ACP brevet	8/18/2018	400
TN: Nashville	RUSA brevet	8/18/2018	200
AL: Birmingham	RUSA populaire	8/18/2018	100
MN: Twin Cities / Rochester	RUSA populaire	8/18/2018	100
NC: Raleigh	RUSA populaire	8/18/2018	100
OR: Portland	RUSA populaire	8/18/2018	100
WA: Seattle	RUSA populaire	8/18/2018	100
GA: Atlanta	RUSA populaire	8/18/2018	109
CA: Davis	RUSA brevet	8/19/2018	200
TX: Dallas	RUSA populaire	8/19/2018	100
CA: Santa Cruz	RM randonnée	8/26/2018	1200
IL: Chicago	RM randonnée	8/30/2018	1200

Anniversary Ride: Raleigh NC

BY ALAN JOHNSON

The North Carolina Randonneurs held their first RUSA anniversary ride in August of 2008, and we have held the ride every year since. Two rides are offered: a 200km brevet and a 100km populaire, and the day ends with a cookout. This year's anniversary ride will be held on August 18th with the 200km brevet starting at 6:00am and the 100km populaire starting at 9:00am so that all of the riders will finish about the same time.

Both rides are scenic and follow the same route for the first twenty-three miles before the 100km goes left towards Bynum while the 200km goes right. The road into Bynum is the old major highway from the 1940's; it is not much

used now as a new highway bypasses it. A lot of artists have moved into Bynum, joining native Clyde Jones, Bynum's most famous artist. He creates folk art critters out of fallen trees and trash but has had his work exhibited in more

than four hundred art museums worldwide. Almost every home in Bynum displays at least one of his critters.

The 200km goes through mostly rolling farmland and past a cow made from an old oil tank and farm equipment. After a control at Snow Camp, riders pass a UFO in the field near the road and a few miles from the turnaround control in Siler City.

The first year we had nine riders for the populaire and thirty-one for the brevet, and these numbers remained typical for several years. In 2012, randonneurs found out that permanents did not count as populaires for the RUSA Cup and the populaire ridership jumped to 1½ times the brevet riders.

Riders and volunteers at first anniversary ride.

—PHOTO ALAN JOHNSON





The rides always end at a picnic shelter with grilled hamburgers and hot dogs, assorted drinks, and good comradeship. Almost everyone hangs around for the whole day and the faster riders welcome the slower riders as they come in. 🚲



A UFO (left) and the front of Clyde Jones' house (top) are sights along the ride.

—PHOTO ALAN JOHNSON

Mike Dayton cooking.

—PHOTO ALAN JOHNSON

Arrowhead 135 2018

BY JIMMY ASPRAS

Every year at the end of January, athletes from around the country and the world come to International Falls, MN, to compete in one of the toughest endurance races in the world, the Arrowhead 135. Racers compete on bike, ski, or foot and have a total of 60 hours to traverse 135 miles of snowmobile trail from International Falls to Tower, MN.

Known as “The Icebox of the Nation,” International Falls has over one hundred days per year with an average high temperature below 32F and an annual average snowfall of over

seventy inches. It is the weather that makes this race both difficult and unpredictable. If racers are lucky, temperatures will be relatively cold, and there will be no precipitation. If they

are unlucky, temperatures will either be really cold (potentially leading to frostbite) or really warm (creating unrideable snow), and there will be snow/rain during the race. This year had a little of everything.

You won't find the Arrowhead on any randonneuring calendar. It's not a brevet, but it embodies the key characteristics: fierce self-reliance and friendly camaraderie on a fixed, long distance route.

Race day

The race started just before sunrise. My Weather Channel app said the temperature outside was -12F with a wind chill of -22F: much colder than I had ever experienced. I bundled up in the warmest clothes I had and headed to the starting line where all of the bikers were congregated. At 7:00am, a deafening salvo of fireworks lit up the predawn sky followed by a race official bellowing, “RELEASE THE HOUNDS!” and we were off.

I was surprised at how slowly I was moving compared to other bikers, but rather than try to match their pace, I followed in their tracks as I knew it would be a long race. The trail was ideal and there was no snow or rain in the forecast, making for a perfect day.

The first thirty-five miles of the ride were flat and uneventful. I took more time than I wanted to at the first checkpoint to fill up on food and

Geared up and ready to go. Racers have to carry a list of survival gear including a -20F sleeping bag, fuel, and reserve food among other things..

—PHOTO UNNAMED VOLUNTEER



Excited to be finished.
PA Randonneurs represent!
—PHOTO UNNAMED VOLUNTEER

water. Checkpoints are great, but they are warm, and the longer you stay, the harder it is to leave. Half an hour later, I was off on the next 35-mile stretch, which was anything but flat, to the halfway point.

Several sections were steep enough to force me off my bike entirely. The ones that I could bike took a lot of exertion. I didn't realize how much I was sweating until it was too late to do anything about it, so I resolved to ride as hard as I could until I reached the cabin at MelGeorge, where I could rest and dry my clothes. It seemed to take forever, and without a reliable way to track distance to the checkpoint, I was going nuts. I remember seeing a sign that said "5 miles to MelGeorge," but it felt more like twenty. It was getting dark, and I was starting to get cold from wet clothes. Survivorman Les Stroud always says, "You sweat, you die." These are words to live and survive by.

I finally reached Elephant Lake, so I knew the cabin was only a short distance off. I was super excited by this point because even though I was a bit chilly, I was riding on top of a frozen lake



with all the stars in the galaxy overhead!

Shortly after I arrived at MelGeorge, the thermometer outside read -25F although the windchill had to be in excess of -30F. Without the clothing I needed and unwilling to try untested gear and have my ride end prematurely, I stayed the night to wait for dry clothes and warmer temperatures.

Ice on any exposed hair is a constant nuisance, but it makes for interesting pictures. Here are varying conditions, including the first experience with eyelash-cicles and a mustache-cicle.

—PHOTOS JIMMY ASPRAS



The Arrowhead Trail is a groomed snowmobile trail. The hardpack this year was ideal for snow biking.

— PHOTO JIMMY ASPRAS



Day 2

The second day of racing was warmer, but I was promised by volunteers and racers that the terrain would be much more difficult. The forecast also indicated three to five inches of snow and 10- to 20-mph winds.

I set off at sunrise with Mike from Minneapolis. We stuck together most of the way to the third checkpoint. When we hit the first large hill after ten miles of flats, I was afraid that the rest of the hills that day would be the same: hike-a-bike. The remaining miles to the third checkpoint were hilly, but despite a steady snowfall, there weren't many more hills that I had to walk. All the years of Pennsylvania rollers had prepared me for this moment. The third checkpoint was a kerosene-heated

teepee staffed by Surly employees. When I got there, I was offered a shot of bourbon and warm water for my water bladder. I took both and set off again, trying not to waste any time.

There was one last climb up Mt Wakemup and then twenty or so

flat miles to the finish. The snow really wasn't a factor on the way to Surly, but the last twenty miles were tough. The perfect trail conditions of the day before were replaced with the unrelenting resistance of fresh powder. This last stretch took another five hours to



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complete: five hours for twenty miles. Even I couldn't believe it.

Final Thoughts

It was a fantastic experience. The biggest issue I had was the internal struggle with myself that came as a result of not knowing how far along the trail I was. I think I'm a bit different from most randonneurs in this regard; I need to know where I am at all times and how far the next turn or the next control is. My advice to anyone attempting this event is to have a reliable GPS unit with the route preprogrammed.

What makes brevets and events like this so amazing are the volunteers and riders. It just couldn't be done without a large group of dedicated volunteers willing to devote their time to make things run smoothly. As for riders, well...we always seem to be a tight-knit community. Sharing the pain, joy, and satisfaction of something as epic as the Arrowhead 135 brings people together in a way that nothing else can.

I would be remiss if I didn't give an honorable mention to my wife, Barbara, who has always been supportive of my riding and feeds the addiction by letting me buy new bikes. 🚲

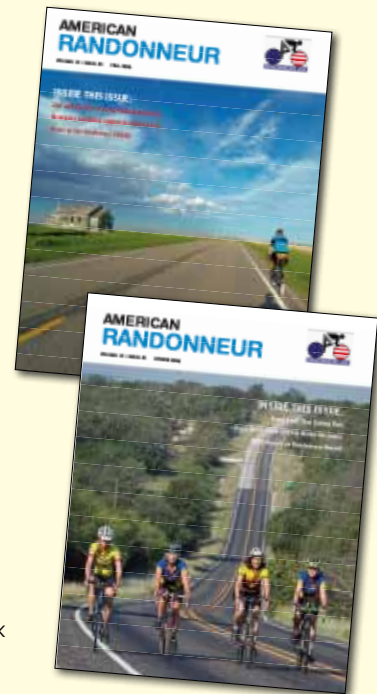
American Randonneur

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.

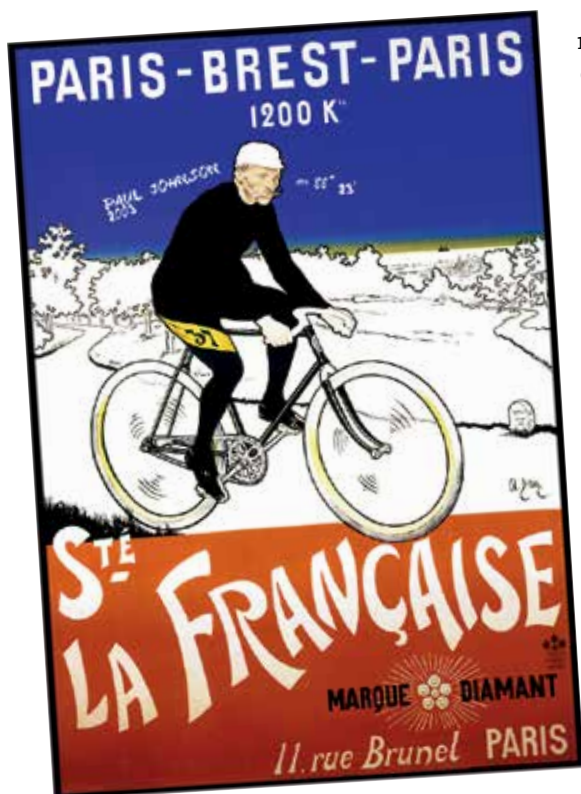
Paid advertising: is available. Please contact Jim Poppy (jpopy55@icloud.com) for details.

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.

While modern editions of the Tour de France and Paris-Brest-Paris (PBP) could not seem more different, these events shared a great deal of common ground when they were founded. In *The First Tour de France*, author Peter Cossins illuminates this shared heritage in ways that help us understand that both of these seminal turn-of-the-century bicycle races were much more like contemporary brevets and ultra-races than the current spectacle watched by millions around the world for three weeks each July. There are twists and turns in this engaging account and randonneurs eager to learn more about the history of PBP in preparation for an attempt in 2019 will find much to enjoy and remember.



Maurice Garin, winner of both the 1901 edition of PBP and the first Tour de France.

Launched in 1891 by newspaper owner Pierre Giffard to stir interest in his publication *Le Petite Journal*, PBP was seen as one of the most extreme physical and athletic challenges of the day. In fact, this 1200-kilometer, single-stage race from Paris to Brest and back utilizing the relatively new and widely popular “safety” bicycle was so extreme, that it was run only once every ten years. In 1903, based on the overwhelming success of both the 1891 and 1901 editions, newspaperman Henri Desgrange took things one step further by introducing an even more epic challenge in

The First Tour de France: Sixty Cyclists and Nineteen Days of Daring on the Road to Paris

BY PETER COSSINS



Nation Books
358 pp.
\$27.00 paper
\$17.99 digital

the form of a 2500-kilometer, multi-stage race he called the Tour de France (TdF) to jump-start interest in his own flailing publication, *L'Auto*.

As one might imagine, there was significant cross-over between the early PBP and the first TdF. Many of the same professionals raced (1901 PBP winner Maurice Garin features prominently in both!) and both events included a *touristes-routiers* class so that amateurs could participate as well. What readers may find more surprising, though, is how much this account of the first TdF reads like a ride report from a contemporary brevet or ultra-race. Unlike today, racers in the first Tour were expected to be entirely self-supported without the assistance of pacemakers common in other races at the time. Riders were also required to sign-in at checkpoints spaced roughly sixty miles apart and forbidden to receive outside support between controls. What's

more, several of the five stages of the inaugural TdF contained well over 450 kilometers each and included extended periods of night riding with late night starts to ensure a mid-day finish for spectators the following day.

Cossins does a fine job situating his story at the dawn of the modern era. He explains how the seismic shifts in the early twentieth century influenced and contributed to cycling in general and the founding of the TdF in particular. We learn how changes in commerce, industry, politics and media as well as perceptions of race, nationality, religion and gender influenced and were in turn influenced by the rise of cycle racing. The narrative structure of Cossins' book works quite well as he alternates between a chronological history, including interesting political and cultural analysis, and a blow-by-blow account of each individual stage. To construct the latter, the author skillfully mines contemporaneous accounts from newspapers and eye-

witnesses to construct a vivid picture that includes the characters, suffering, cheating and ingenuity of these cycling pioneers in a way that makes them seem surprisingly modern.

The First Tour de France is filled with well-researched historical and personal detail, but some readers may be curious to learn a bit more about the technological details of these early races and their connections to modern racing and randonneuring. While the limited lights used for night riding and the single speed bicycles that required wheel changes to modulate gearing are mentioned, Cossins does not go into detail regarding how these challenges were addressed. Also outside of his scope are Desgrange's other cycling interests and accomplishments such as his founding of the Audax Club Parisienne (ACP) in 1904 as the first French randonneuring organization focused on fast touring rather than strict racing. In 1931, when organizers dropped the touristes-routiers category

for PBP, it was ACP that created Paris-Brest-Paris Randonneur, which continues as a one of the most extreme amateur cycling events to this day.

When we embark on epic challenges, we become part of something larger than ourselves. Nowhere in amateur cycling is this more true than on PBP. Despite my careful and deliberate preparations, when I rode in PBP for the first time in 2015, I was surprised by how deeply I felt a part of a magnificent legacy and tradition. The throngs of onlookers and supporters that lined the route from Paris to Brest and offered food and comfort to riders along the way convey the message to participants that they are part of a hallowed national tradition reaching back over one hundred years to the dawn of cycling. While PBP is only a sidebar in this book, both experienced and first-time randonneurs anticipating the 2019 event will learn something valuable and compelling. 🚴

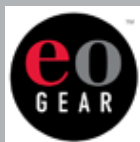
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A Fall Challenge: Stuart's 600km

BY PETE & LYTA DUSEL

PETE DUSEL, RUSA #25, IS THE CENTRAL/WESTERN NY RBA

On September 1, 2018, I'll be hosting "Stuart's 600km" brevet, part of my Fall Reverse Series. By "Reverse Series," I mean I'll be running the brevets in reverse order: 600km first, followed by a 400, a 300, and finally the 200km. This allows for riding shorter rides as the days shorten and the weather worsens. The final 200km is scheduled for October 13, and here on the Canadian border, it would not be unusual to have snow by then. The fall series is intended to help people get a jump on their PBP training which will allow for early PBP application, as well as to offer an option to anybody that missed a spring series brevet.

Stuart's 600km, designed by RUSA member Stuart Stiffey, "borrows" the first 200km from the Lap Of Lake (LOL) 1,000km route and sections of the old International Randonneurs'

(IR) routes. For those of us that rode IR brevets out of Syracuse, NY, this route will bring back many memories.

The route begins in Ontario NY, on the shore of Lake Ontario just

East of Rochester, NY, and on the US/Canadian border. The first 200km follows a section of the "Seaway Trail," a signposted National Scenic Byway, which follows the shores of Lake Erie, Lake Ontario, and the St Lawrence River to the Canadian border. Here and there the route leaves and re-joins the trail to take quieter side roads.

Within the first few miles we pass through the quaint, scenic villages of Pultneyville, and Sodus Point. If timing is with you, you may catch the sunrise over Lake Ontario in Pultneyville. Both of these towns contain picturesque small boat harbors, as well as links to the Underground Railroad and the war of 1812. This section offers mild rollers through farm country of (mostly) apple, cherry and peach orchards.

After Sodus Point, we ride through gently rolling terrain, reminiscent of Brittany. At about 100km, we reach the first control in Oswego, NY, and a selection of lunch stops. Our usual is the Byrne Dairy, offering a 24/7 sub shop, a pizza shop, and the usual mini mart fair. The route is then generally flat as it follows the Lake Ontario shoreline to the second control. On this stretch we go through many small towns and pass many state parks and campgrounds fronting the lakeshore. Including the interesting combination of a small village named Texas, in the town of Mexico.

Joe Voelkel stops for a photo in Oswego.

—PHOTO PETE DUSEL





Paul Bacho and Pete Dusel at the Gristmill control. Lunch, Rando Style!

—PHOTO LYTA DUSEL

For a pleasant break at about 150km, we drop into the quiet shoreline town of Henderson Harbor, home to the Trolley Stop ice cream stand and many lovely vacation homes, including one that has a stream running under it!

At the end of a short in and out stretch, we reach the second control just short of 200km in Chaumont, and an early dinner stop. Chaumont is about 20km from the Canadian border and the start of the Thousand Islands region. Although I always want to go the extra 20km, this is the end of our run with a prevailing tail wind from the west.

After a filling dinner, and for most, a well-deserved short rest, we turn around and head south and a bit east aiming for the Tug Hill plateau. Tug Hill's elevation tops out at about 1,400', which is not much by mountainous standards, but it is about 1,200' higher than Chaumont and Lake Ontario, and directly in line with the prevailing winds. These winds have had nearly three hundred miles—covering the length of Lake Ontario—to pick up moisture that gets dropped here as they climb the hill into cooler air. Like many similar terrain features, it can be raining on one side, and bone dry on

the other, with the transition as sharp as a pencil line across the road. Of course, we climb Tug Hill! This deceiving climb takes place over the forty-five kilometers from Chaumont to the top of the Tug Hill. Sprinkled with small rollers, it isn't a steady climb so the actual altitude gained is much greater. Most of it is flat enough that you don't notice it's a hill, but there is enough of a pitch to make you wonder where your energy went! The last ten miles, however, is a noticeable climb on quiet roads passing through state forests. There are few services on this section, so it is best to stock up in Adams. And what goes up, must come down, so we are rewarded with an equal downhill stretch on the far side.

If you time things properly you will be rewarded with a lovely sunset over the reservoir in Redfield, a nice place to

Paul and Wanda Kingsbury at the Trolley Stop for ice cream.

—PHOTO PETE DUSEL



The sunset in Redfield.

—PHOTO PETE DUSEL

Al Richer approaching the Durhamville Control. What sign?

—PHOTO PETE DUSEL



stop for a minute, enjoy the sunset, pull out your reflective gear and turn on your lights.

Near the bottom of the Tug Hill descent, we reach the third control in Camden and are now solidly in the territory of the old IR routes. From Camden to the next control in Westmoreland we head further downhill, through mild terrain crossing the Erie Canal.

The route has two choices for the overnight, one a bit short at the control in Westmoreland, the other a bit long at the control in Hamilton, the home of Colgate College. On this stretch, we also pass by Hamilton College, in the town of Clinton. A quick look at the profile shows the 40km from Westmoreland to Hamilton as another long gentle uphill. However, it's not all a long slog; for a while we ride beside the remnants of the Chenango Canal, built about 1836. As you might expect, this is a much-appreciated flat stretch! Most decide to postpone the climb till the next day

after a full night's sleep, and then to reach Hamilton before the control closes.

This option will also put you on schedule to reach Hamilton about the time the restaurants open, and to have that substantial breakfast of pancakes, eggs, sausage, etc., that you've been craving. This second major climb is through farm country and the occasional small town.

After Hamilton, we head to the Info control in Durhamville. Along the way we pass through more farm country and the small town of Peterboro, site of a large annual Civil War re-enactment campsite. The spring running of this 600km usually manages to hit that weekend, and it's an interesting spot to stop, watch a few minutes, chat with re-enactors, and prepare for the 15km plunge back to the lower elevations, with the bulk of the descent at -10%. On the way down, we can see about the next forty kilometers of the route stretching out before us. Just before Durhamville, we re-cross the Erie Canal.

Next we hit the shore of Oneida Lake and Sylvan Beach, a recreation town, complete with amusement park.



Old Bikes never die!

—PHOTO LISA NICHOLSON



STUART'S 600KM

Total climb: approx. 12,500'

References: distancerider.net/

Map: ridewithgps.com/routes/8200530

Full size photos, and a few extra:
distancerider.net/gallery/v/Sept2018-600k/

Seaway Trail:
en.wikipedia.org/wiki/Seaway_Trail

40km hop to Wolcott, all on quiet back roads through farm country, and as we near the outbound section of the start, we return to the rolling terrain. Approaching Wolcott, we'll pass through Red Creek, and what looks like a John Deere museum, but it's really a farmer's front yard, with dozens of restored tractors parked around the house.

Wolcott has an assortment of services, and is a usual stop for a quick Root Beer and snack before the final 50km. For those who've ridden the complete Central/Western NY series, Wolcott will seem a familiar friend, and the route from Wolcott to the finish a familiar 50km ride with a few mild rollers, through fruit country, rejoining the outbound route about 25km from the finish. With luck, you'll catch a beautiful sunset in Pultneyville, a beautiful bracket to the sunrise you may have caught at the start. 🚲

It is also lunch time, time to fill up for the 50km run to the next control at the Gristmill Restaurant in Parish. This stretch has virtually no services and just the occasional house. It is mostly forested, and a pleasant ride on a nice day. Parish, and the Gristmill Restaurant, is the last control before the finish. All we need to do now is make the next 120km by the forty-hour cutoff.

From the Gristmill, it's a 30km hop on back roads to Fulton, and another

John Peltier waking up for the run to Hamilton.

—PHOTO LISA NICHOLSON



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



The Clock is Ticking

In my last article I shared a few thoughts on PBP preparation for first time participants. Looking back, it seems presumptuous to have written that article. After all, there are so many people who have done this, and they all have knowledge to share. So, I did something I had thought about doing for previous articles: I sent a note to a collection of riders around the country who have successfully ridden this and other long events asking for any tips or suggestions they might have for those who are contemplating PBP for the first time.

I was thrilled when the responses started *pouring* in. I mean pouring in! So many great tips and suggestions that I have enough material for several more articles. The challenge is presenting this information in an organized way. Since the event is still a year off, I will focus this article on things you can do now that will make a difference later.

Several riders suggested that you modify your riding now to include some speed work. You can use a coach or you can coach yourself, but the idea is to raise your rolling speed. If your average speed is 12.5 mph it will take you sixty hours to ride seven hundred and fifty miles. How hard would it be to raise that average on your brevets to 13.5 mph? A very slight increase in effort, yet you will save 5.5 hours over seven hundred and fifty miles. That could mean that you will finish in 82.5 hours instead of 88. It could

also mean that you won't be freaking out when you break your chain; it could mean that you will get five more hours of sleep during your ride; it could mean you might stop and take a few more pictures along the way or have a comfortable meal at a roadside bistro with some of your new friends. Faster means you have options, and your ride will likely be more satisfying and less of a death march, and it will certainly be much less stressful.

Since we are talking about speed I will include this mention from several riders: think about all the stuff you will be hauling across the French country side. Weight affects speed nowhere more so than when climbing, and if you have not heard, there are a few hills on PBP.

I am not talking about your three spare tubes, your multi-tool, or your leg warmers, I am talking about your bare-naked weight. You can spend

\$5,000 for a new bike that weighs a pound less than your current ride, but really is that the best way to lose weight? If you need to lose some weight (and who doesn't?) NOW is the time to start that effort. Yes, losing weight is hard, but it will be next to impossible if you try a crash diet in the three months before the big ride. Just to test the theory, put ten or twenty pounds of weight plates in your seat bag or panniers the next time you ride a 600km brevet; now how hard does losing weight seem?

I mentioned the value of riding a long brevet in my last article. This was echoed by many of the respondents. You will gain 'overnight' riding experience learning what works and what doesn't. Your butt, hands, and feet will tell you what changes are needed. You will figure out the right clothing combinations and you will learn how to handle sleep deprivation.

There are a few things that conspire against you on PBP: the terrain (lots of up and down), the distance, the weather, and the ticking clock. All of these things will force you into some degree of sleep deprivation. How you deal with this is one of the most important lessons you can learn by riding multiple overnight events in the next year. PBP is not the place to be learning these lessons. 600 km's will introduce you to night riding and sleep deprivation. Multiple overnight rides will remind you of what you forgot on that first overnight ride. You will learn how far you can go before you must sleep. You will learn a few tricks that will help stave off sleepiness and you will also learn how to sleep most

efficiently. I'll talk more about this important subject in my next article, but the take-home lesson is this: learn these lessons now and you will be much more comfortable riding at night.

Long term planning is not only about the ride. You will be riding in France as a guest of the French people and you want to be able to express your gratitude appropriately. Do you speak French? Do you know enough French to get around? Do you know some of the most basic phrases? Are you totally clueless? Now is the time to work on this. The language is a national treasure to the French and your *efforts* to converse in the native tongue will be repaid ten times over. The French appreciate your efforts even, and especially if you are not a francophone. Get a tape, a CD, a DVD or a phone app. Or as I did, take a conversational French class at the local Community College. In preparation for PBP, I read the book The Story of French by Nadeau and Barlow. You won't learn

French, but you will learn the history of the language and a lot of the history of France, and you will gain an appreciation for why the French have such a love for their language. I will gift my copy to the first person who promises to read it cover to cover and will commit to passing it along.

Do you have a current passport? If not, then now is the perfect time to take care of this detail. You won't be allowed into the country without one.

As for equipment, the coming year is the time to try out any new gizmo, gadget, or item of clothing you may be considering using. You want to have all this sorted out, including your nutrition strategy well in advance of the big event.

In the next issues I will share more insights which I have received from the 'expert' class but here are a few things that stand out:

- Ask questions of veterans as most are eager to help. There is

no one right way, so ask the same questions of multiple veterans, and then distill an answer that works for you.

- Remember, this is just a bike ride. Take it exactly as seriously as you need to finish but have some fun on the ride.
- Eat before you are hungry, drink before you are thirsty, and sleep before you are sleepy. This is a good mantra to repeat while riding solo through the night.

Try to do something every day that makes you better prepared for PBP. This could be practicing those key phrases in French, taking a walk around the block, or doing a few stretching or core strengthening exercises. Know your weaknesses and work on them. 🚲

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The Rise of RUSA Grand Randonnées

BY DEB BANKS

If you've been riding brevets for at least a season, sooner or later the topic of conversation circles around to, "Are you going to Paris Brest Paris?" My first PBP, and my first 1200km grand randonnée, was in 2007. "The Great Dance" as PBP is affectionately known, has the largest draw of international riders and is, "the ride to do."

Many randonneurs love riding PBP and plan for it every four years. In the US, we have a handful of people who have ridden it seven or eight times, meaning they participated in PBP before the birth of RUSA. After RUSA was organized, PBP 1999 was on the calendar and 412 Americans went to France, with 306 of them completing the event.

When RUSA began there was one grand randonnée on US soil: Boston Montreal Boston (BMB), organized and run by Jennifer Wise (RUSA #1) and Pierce Gafgen. BMB ran consecutive years except on PBP years so as not to directly compete with PBP; BMB ran a total of fifteen times with Jennifer and Pierce organizing eleven editions.

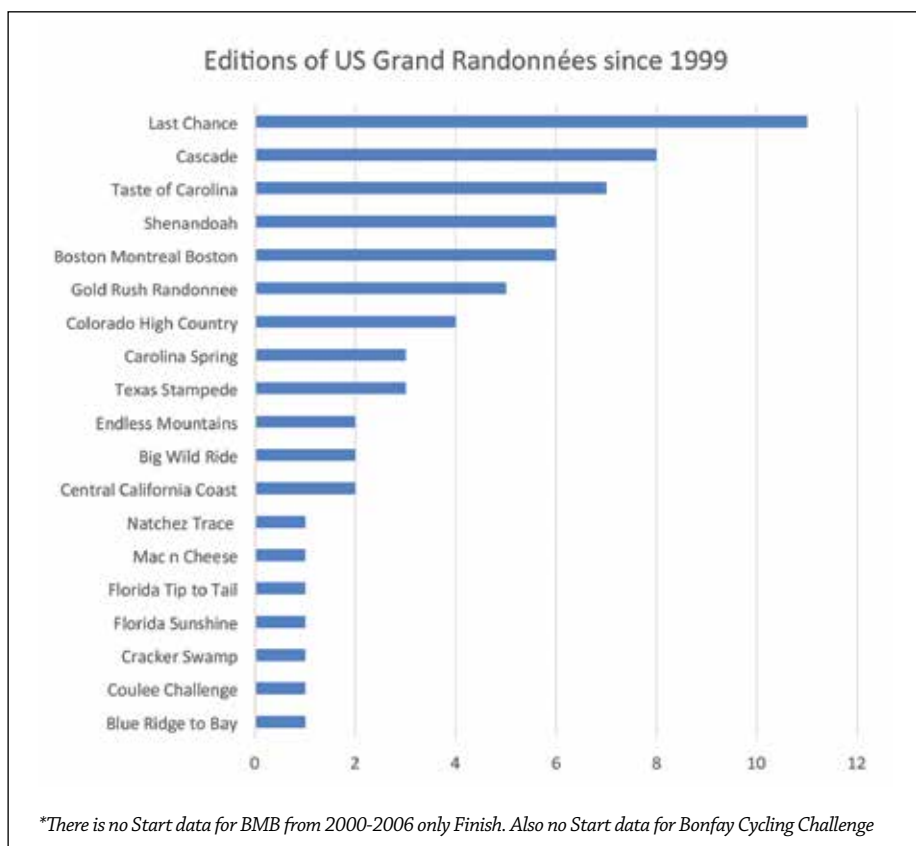
In 2001 two new 1200km events appeared on the RUSA calendar: Last Chance (LC) in Colorado and the Gold Rush Randonnée (GRR) in California. John Lee Ellis, the RBA of the Rocky Mountain Cycling Club and RUSA president, says that the LC was initially inspired by a RAAM training route of a local ultra-cyclist and randonneur, simulating the expanses of terrain crossing the plains. The GRR was conceived by Dan Shadoan and Daryn Dodge of the Davis Bike Club, to have a 1200km on the west coast that would be as well run as PBP. These rides—BMB, LC, and GRR—ran on off-PBP years. It is worth noting is that these three

regions were active in randonneuring prior to the birth of RUSA.

By 2005, Seattle International Randonneurs (another club that existed prior to RUSA) launched the Cascade 1200km, followed by Shenandoah in Virginia in 2008, and then Endless Mountains in Pennsylvania in 2009. In 2011, a PBP year, no fewer than five grand randonnées were available

for riders who didn't make the trip to France. That year, however, the number of riders heading to PBP—435 US riders—far outstripped those completing US grand randonnées. Still, we had reached a tipping point of organizing multiple choices for riders.

As more events have populated the RUSA calendar, it has been important to spread them out across the year. No one wants to ride a 1200km in Alaska in winter, for example, or head to Florida in the middle of the summer. The upshot is that riders who flock to 1200km rides can ride more of them in a year. A number of riders have earned the American Randonneur Challenge award, which is earned by riders who have ridden two or more domestic 1200kms

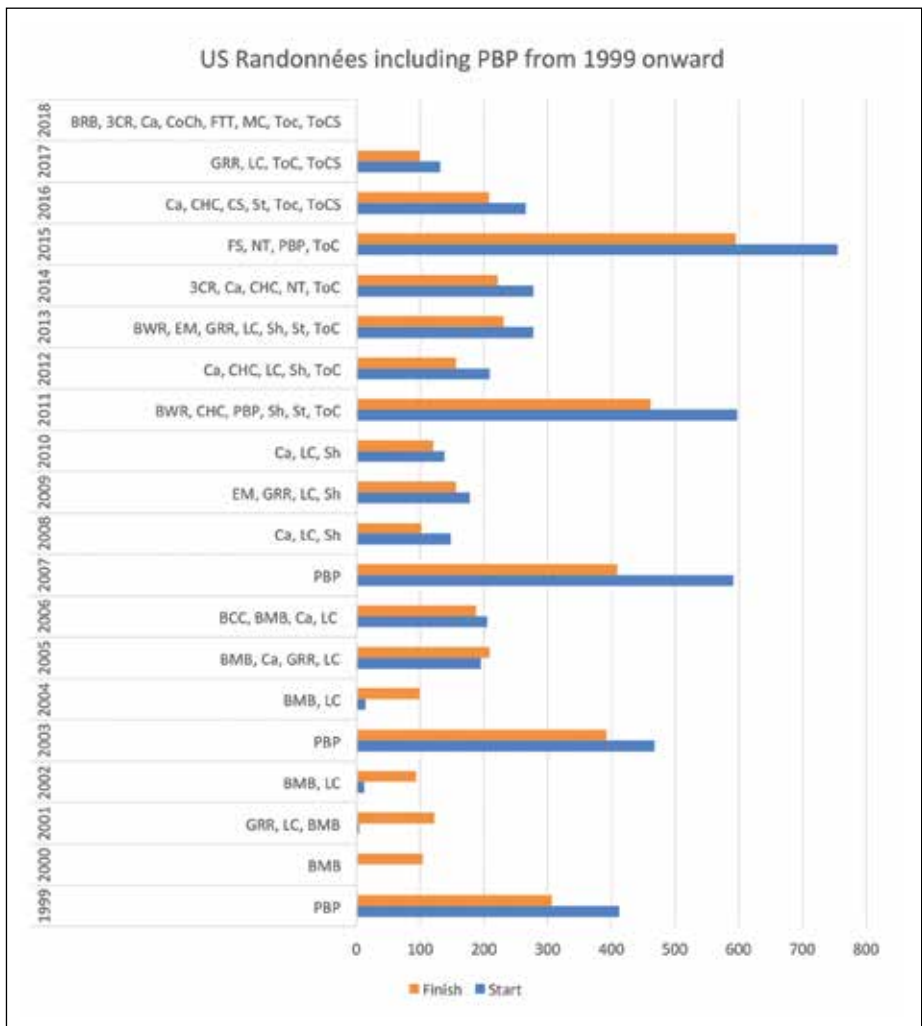
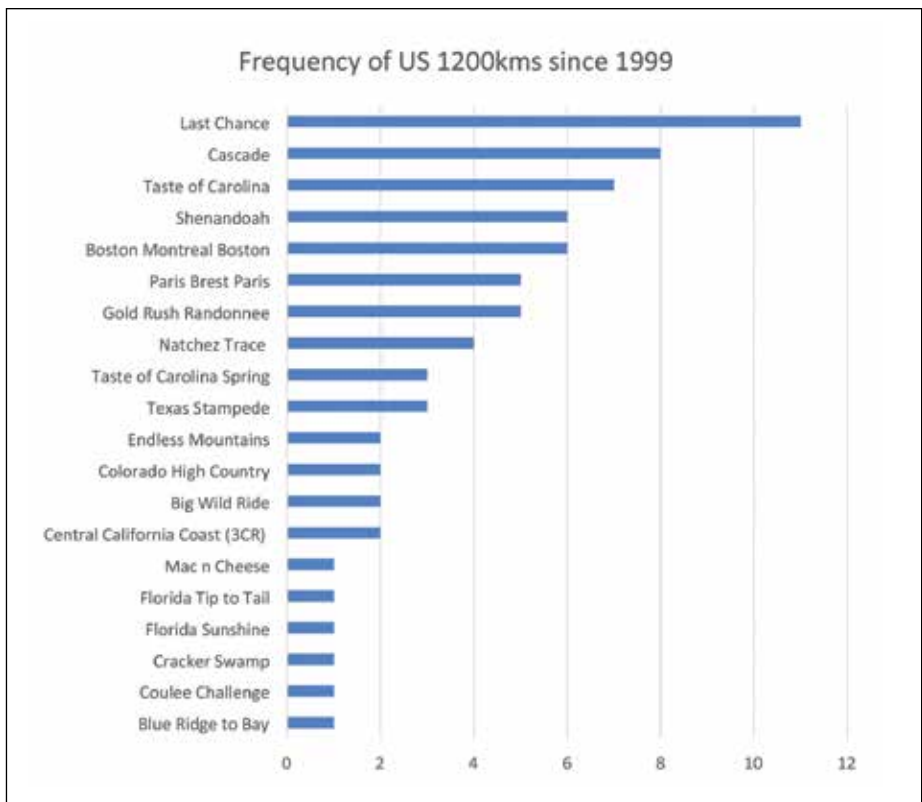


in a year. The increased number of events changes training plans for many.

I ride with a number of people who participated in PBP in 1999 and 2003. While riding, I often hear these friends lamenting, “Back in the old days, we rode our one series prior to PBP and then coasted for the next three years until we needed to qualify again to go to France.” The uptick in all of the choices of brevets and grand randonnées has changed riders’ training and riding habits. Nowadays I hear riders talking about doing multiple series in preparation for one or more 1200km rides through the summer and fall or to be ready for a big ride in early spring.

On tap this year are eight US grand randonnées of 1200 kilometers or longer and four of them are brand new. We now have a plethora of rides across the nation, and the volunteers who conceive of the routes and then work through every detail to bring these opportunities to randonneurs worldwide is nothing short of amazing. And it shows: the numbers of both US participants and international riders has risen over the years. We are a nation rich in rando-experiences, and so, when that conversation rolls around about yearly goals, you are more likely to hear people talking about one of the 1200s on offer across the country. 🚲

LEGEND	
Bonifay Cycling Challenge	BCC
Blue Ridge to Bay	BRB
Coulee Challenge	CoCh
Cracker Swamp	CW
Sunshine 1200 (Florida)	FS
Florida Tip to Tail	FTT
Mac n Cheese	MnC
CA Central Coast Randonnée	3CR
Big Wild Ride (Alaska)	BWR
Colorado High Country	CHC
Endless Mountains	EM
Texas Rando Stampede	TS
Taste of Carolina	ToC
Carolina Spring	ToCS
Natchez Trace	NT
Gold Rush Randonnée	GRR
Boston Montreal Boston	BMB
Shenandoah 1200	Sh
Last Chance	LC
Cascade	Ca



The No Excuses Brevets: Complete Your SR Series This Year

BY DENNIS SMITH

Did you want to ride a Super Randonneur series this year, but couldn't? Your excuse? You still have a chance because the St. Louis September Brevet series provides another opportunity for completing that goal this year.

Things happen, and sometimes you miss that one ride you need to complete the series. Maybe you had a short bout of the flu, or maybe there was extreme weather. Or maybe it was the family. To help you complete your SR series for the year, we set up a few dates in September when you

can pick up those extra rides.

Why St. Louis? It's a beautiful time of the year, and you will not have any excuses for not completing the series.

Let's consider some of the excuses you might try that won't work:

The weather was challenging.

Well, maybe. We do get a few warm

days in September, but the average high temperature is 81 degrees and the average low is 61 degrees. It usually only rains on six days in September, and the winds are generally moderate. September is a great time to ride in St. Louis.

It was too hilly. This is Illinois right across the river from St. Louis, and the courses are flat and on good roads. The residents are friendly and respect cyclists. The courses have been ridden repeatedly and are about as safe as any roads that allow automobiles to use the same roads as bikes.

I got lost. Once again, this could happen, but we have worked hard to prevent you from adding bonus miles to the course. We have accurate cue sheets that we double check before the rides. For the first time this year, we will provide GPS files on our site and we have even created an iPhone app called "Brevets" which will notify you when you reach a checkpoint.

There's nothing for my family or friends to do while I ride. Our rides begin in Edwardsville just east of St. Louis. St. Louis has one of the great zoos in the world, and it's free. There is also the Gateway Arch, which your family can visit while you ride. Your friends could take a tour of the Anheuser Busch Brewery, which includes free refreshments at the conclusion. In fact, a better excuse



Ron Alexander, Brian Gann and Trent Kelsey, the final three finishers in St. Louis last year.

—PHOTO DENNIS SMITH

Riding through the campus of Southern Illinois University-Edwardsville.

—PHOTO DENNIS SMITH

could be, “I didn’t want to miss out on all the fun my family and friends were having.” Moreover, the Hill neighborhood of St. Louis is home to some of the best Italian restaurants in the United States. So while you’re enjoying Perpetuem and energy bars, they will be feasting on great Italian food. Or you could join them before or after the ride.

I Spent too much time taking pictures of the scenery. You won’t be distracted by beautiful ocean or mountain views that will tempt you to stop and take pictures. Sure, we go through Pocahontas, Gretchen Wilson’s home town. And the 400km goes directly past the actual train station in Sparta that was in the movie “In the Heat of the Night,” when Sparta, Illinois, stood in for the fictional Sparta, Mississippi. The Shawnee National Forest is beautiful on the 600km, but mostly the routes



take you through farm country where you can relax and enjoy flat, open roads.

I was abducted by an alien. This might be your best excuse. We pass very close to Highland, Illinois, the location of the famous UFO sightings that formed the basis for Sufjan Stevens’ song “Concerning the UFO Sighting Near Highland, Illinois.”

The long lines at controls slowed me down. Don’t even try this one. This isn’t Paris-Brest-Paris. The friendly folks at the convenience stores will

happily sign your brevets cards and get you moving along down the road.

I had bike problems. Of course, this can happen. But everyone tries to keep you moving. Once I had a mechanical problem that I couldn’t solve. In the time I waited for a friend to pick me up, three residents stopped to see if they could help me. And other riders will try and keep you rolling.

We hope to see you in September for one of our brevets, but leave your excuses at home. 🚲

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New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
12486	Nebhut, Bobby Don	Millbrook	AL	12422	Sarkas, Ioannis	Redwood City	CA	12634	Kerin, Mike R	Bethany	CT
12591	Ward, Brent D	Mobile	AL	12424	Valancius, Vytautas	Redwood City	CA	12615	Maricle, Steven N	Glastonbury	CT
12468	Roseboom, Jesse H	Fayetteville	AR	12494	Sanders, Erin	Richmond	CA	12576	Thomas, John	Hamden	CT
12625	Dowtin, Rob A	Winslow	AR	12412	Mansfield, Matthew	Rocklin	CA	12626	Enright, Robert James	Mansfield Center	CT
12510	Nichol, James A	Goodyear	AZ	12413	Thiers, Michael K	Rocklin	CA	12638	Ely, Richard Paine	Stonington	CT
12368	Hackler, Ken R	Phoenix	AZ	12490	Koons, Jeremy	Roseville	CA	12611	Hanley, Charles S	Washington	DC
12369	Wright, Jeremy Lee	Phoenix	AZ	12565	Trigg, B	Sacramento	CA	12417	Newbold III, Clement B	Clermont	FL
12558	Severino, Oliver M	Yuma	AZ	12367	Lane, Kevin A	San Diego	CA	12359	Pistole, Brooks	Gainesville	FL
12594	Neifer, Roy A	Langley	BC	12392	Sheffler, Clayton Andrew	San Diego	CA	12499	Jensen, Donna M	Mt. Dora	FL
12596	Mudrakoff, Jeff	Port Moody	BC	12402	Farren, Andrew	San Francisco	CA	12397	Stalzer, Evan	Ocala	FL
12473	Honda, Junko	Berkeley	CA	12403	Reed, Julie	San Francisco	CA	12496	Gutierrez, Alex J	Pembroke Pines	FL
12547	Daroy, Maurice J	Brentwood	CA	12427	Phelps, Tyler	San Francisco	CA	12448	Fernandez, Rene	Plantation	FL
12567	Vidkjer, Jens	Calistoga	CA	12442	Buffington, Dylan	San Francisco	CA	12435	Urbanowicz, Joseph P	Atlanta	GA
12385	Buss, Troy	Carlsbad	CA	12459	Gilfether, Patrick	San Francisco	CA	12583	Whytock, Todd	Bremen	GA
12387	White, Berkeley	Cloverdale	CA	12466	Caetano de Jesus, Davi Augusto	San Francisco	CA	12360	Skardon, Graham	Marietta	GA
12534	West, Steve M	Corona	CA	12479	Burnett, Sam	San Francisco	CA	12527	Hillers, Leonard R	Perry	GA
12437	Olin, Gerald R	Coronado	CA	12483	Plax, Jon	San Francisco	CA	12597	Peer, Ted	Ankeny	IA
12400	Yula, Robert S	Costa Mesa	CA	12555	Jankowski, Nolan Sheehan	San Francisco	CA	12546	Brockmann, Kent R	Council Bluffs	IA
12485	Virshup, Gary	Cupertino	CA	12376	Nguyen, Linh V	San Jose	CA	12380	Gabrilson, Gregory B	Davenport	IA
12470	Goebel, Gregory	Cypress	CA	12377	Nguyen, Lehang T	San Jose	CA	12476	Auen, S D	Des Moines	IA
12635	Gilson, Julie L	Fremont	CA	12398	Miller, Patrick Andrew	San Jose	CA	12572	Grelk, Christina	Donnellson	IA
12389	Scaife, David C	Fresno	CA	12445	Phan, Lily	San Jose	CA	12388	Sorensen, Bobby R	Boise	ID
12408	Anabeza, Vill Saddoy	Hayward	CA	12495	Casido, Dennis A	San Jose	CA	12456	Ridge, Angie	Catlin	IL
12502	Knutson, Lejf E	Kingsburg	CA	12621	Sappanos II, Peter Kane	San Jose	CA	12365	Fox II, Phil	Chicago	IL
12477	Fedorov, Maxim	Los Altos	CA	12382	Nierra, Tito C	San Leandro	CA	12453	Linne, Rikki	Fairmount	IL
12532	Porticos, Richard	Los Altos	CA	12472	Lagasca, Jon	San Leandro	CA	12543	Tompkin, Fred J	La Grange Highlands	IL
12623	Ensing, Marco	Los Angeles	CA	12507	Villafior, Mar	San leandro	CA	12578	Baker, Steve Joseph	Oregon	IL
12497	Keane, Raymond Joseph	Mill Valley	CA	12444	Carlile, Scott Michael	San Martin	CA	12618	Schartz, Kathryn S	Lawrence	KS
12505	Resch, Randolph Sebastian	Mill Valley	CA	12498	Pang, June L	Santa Clara	CA	12438	DelNero, Peter	Leawood	KS
12632	Weber, Jon	Moraga	CA	12373	Sullivan, John L	Santa Rosa	CA	12585	Arri, Joe	Leawood	KS
12508	Fujii, Doug	Mountain View	CA	12414	Oliver, Cornelia	Shadow Hills	CA	12533	Lambert, Jacqi I	Manhattan	KS
12426	Quesada, Magni	Newark	CA	12566	Peckham, Rhoda A	Trabuco Canyon	CA	12607	Hashman, Kevin F	Merriam	KS
12613	Dee, Galvin	Newark	CA	12428	Habal, Marc K	Tustin	CA	12630	Mathias, Cody	Olathe	KS
12614	Steele, Jennifer L	Newark	CA	12503	Silva, Linus T	Union City	CA	12455	Gyulafia, George D	Overland Park	KS
12409	Blank, Joshua David	Oakland	CA	12493	Huurman, Albertus P	Visalia	CA	12584	Jackson, Sean	Overland Park	KS
12410	Mousseau, Haley Dawn	Oakland	CA	12541	Sbarra, Willie J	Woodland	CA	12538	Clayton, Brian P	Auburn	MA
12425	Atkins, Michael R	Oakland	CA	12569	Sharp, Jennifer	Boulder	CO	12531	Johnson-DeBaufre, Eric	Belmont	MA
12433	Miranda, Sergio	Oakland	CA	12570	Sharp, Benjamin	Boulder	CO	12601	Rothstein, Andrew	Dover	MA
12457	Zandi, Neda Jasmin	Oakland	CA	12631	Harding, Dustin B	Boulder	CO	12378	Smith, Bradford M	Medford	MA
12458	Swenson, Phillip Karl	Oakland	CA	12393	Wann, Peter	Broomfield	CO	12629	Johnson, Douglas Edward	Medford	MA
12481	Ward, Matthew O	Oakland	CA	12421	Thompson, Sheldon D	Broomfield	CO	12542	Tschofen, Quentin	Somerville	MA
12509	Divock, Jason	Oakland	CA	12608	Valiani, Mario	Centennial	CO	12544	deMelo, James R	Somerville	MA
12361	Knox, Garry	Palo Alto	CA	12599	Egelhoff, Martin Foster	Denver	CO	12363	Stevens, Luke	West Roxbury	MA
12362	Abidari, Mehrdad	Palo Alto	CA	12434	Anderson, Joe	Fort Collins	CO	12443	Brown, Evan R	Millersville	MD
12404	Lehman, Alan L	Palo Alto	CA	12523	McAdam, Christopher L	Littleton	CO	12441	Keith, David	Severna Park	MD
12440	Debost, Alain	Palo Alto	CA	12563	Nourse, Geoffrey	Westminster	CO	12467	Birnbach, Mike	New Gloucester	ME
12430	Roberts, Ken J	Portola Valley	CA	12564	King, Sarah	Westminster	CO	12556	Arciero, Michael	Portland	ME

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
12451	Crain, William	Pownal	ME	12372	Barlow, Line	Summit	NJ	12573	Buchanan, Grant	Livingston	TX
12460	Farber, Phillip	Ann Arbor	MI	12374	Ophel, David John	Summit	NJ	12588	Johnson, Meredith D	Round Rock	TX
12465	Wiesenberger, Juergen	Bloomfield Hills	MI	12371	Whitacre, Robert S	West Allenhurst	NJ	12552	Stone, Andrew G	Salt Lake City	UT
12513	Bazzinett, Timothy	Brighton	MI	12620	Eley, Paul Seward	Las Cruces	NM	12627	Pierson, Joel T	Salt Lake City	UT
12589	Mack, Jan	Dearborn	MI	12521	Stremmel, Hudson	Reno	NV	12500	Costa, Glenn G	South Salt Lake	UT
12590	Demerly, Tom	Dearborn	MI	12432	Cutrer, Forrest B	Bronx	NY	12571	Ament, Kristina L	Alexandria	VA
12610	Pope, Daniel Frank	Flushing	MI	12522	Yotov, Kamen Y	Brooklyn	NY	12487	Klosinski, Mark	Harrisonburg	VA
12602	Walen, Annette	Grand Rapids	MI	12560	Eviner, Cuneyt	Brooklyn	NY	12605	Landis, David	Harrisonburg	VA
12574	Williams, Richard S	Grosse Pointe Woods	MI	12553	McConnach, Randolph S.	Cobleskill	NY	12492	Hagwood, Jim	Suffolk	VA
12517	Carpenter, Ronald Raymond	Harrison Township	MI	12399	Zimmer, Howard	Hewlett	NY	12528	Johnson, Eric D	Westford	VT
12598	Lauren, Emily	Hartland	MI	12577	Hemphill, Stuart	New York	NY	12617	Medina, Anthony M	Bainbridge Island	WA
12379	Baldiga, Luke D.	Leonard	MI	12628	Rocchio, Mario	Rochester	NY	12559	Gardes, Yonnel	Bellevue	WA
12548	Agabashian, Mark	Livonia	MI	12637	Breslawski, Daniel	Rochester	NY	12370	Curtis, Matthew C	Bellingham	WA
12554	Sova, Jeff	Macomb	MI	12624	Calimano Jr, Christopher	Staten Island	NY	12383	Love, Kerri B	Bellingham	WA
12593	Kenyon, Veronica T	Royal Oak	MI	12489	Hoban, John E	Centerville	OH	12384	Bonaparte, Adriane Marie	Bellingham	WA
12636	Loughman, Paul O	Columbia Heights	MN	12390	Bachmann, Alex	Dayton	OH	12447	Groenhout, Benjamin T	Bellingham	WA
12551	Sullivan, Paul J	Minneapolis	MN	12420	Jinnai, Tetsuo	Mason	OH	12474	Kenemer, Brian	Bellingham	WA
12471	Wiederanders, Justin R	Mound	MN	12562	Slay, Ben	Pickerington	OH	12595	Sallows, Anthony	Bellingham	WA
12606	Nimz, Reid David	Richfield	MN	12446	Maurer, Michael	Bend	OR	12366	Danicek, Will	Blaine	WA
12419	Roberg, Daniel	Saint Cloud	MN	12616	Compton, Chris J	Cottage Grove	OR	12539	Strickling, Shannon D	Bonney Lake	WA
12463	Kies, Scott A	Saint Paul	MN	12406	Litt, David G	Portland	OR	12530	Moen, Erik P	Kenmore	WA
12480	Mosimann, Rob	Saint Paul	MN	12464	Brown Jr, Troy P	Portland	OR	12604	Bykovskiy, Andrey A	Kent	WA
12491	Gharst, Justin Michael	Blue Springs	MO	12504	DuBois, Seth	Portland	OR	12450	Meredith, Stephen C	Kirkland	WA
12518	Evans, Ryan M	Kansas City	MO	12633	Campbell, Terry	Portland	OR	12561	Mendoza, Christopher C	Olympia	WA
12575	Allen, Redge	Kansas city	MO	12407	Stine, Darin	Bryn Athyn	PA	12609	Volsen, Ryan	Olympia	WA
12401	Campbell III, R J	Saint Peters	MO	12395	Neibauer, David	Jenkintown	PA	12396	Johnson, Rob	Seattle	WA
12482	Birdsell, Carl Birdsell	St Joseph	MO	12524	Manta, Alexander	Philadelphia	PA	12405	Barbutto, Ester	Seattle	WA
12592	Funke, Don C	Bozeman	MT	12600	Rachell, Zachary L	Philadelphia	PA	12416	Hibler, Bill	Seattle	WA
12488	Bjelland, Leif	Missoula	MT	12478	Felice, Natalie	Philadephia	PA	12431	Stevens, Kelly Morgan	Seattle	WA
12514	Visser, Dirk C	Missoula	MT	12549	Tang, Ian	Providence	RI	12449	Stamerjohn, Jeffrey	Seattle	WA
12469	Kline, Doug	Apex	NC	12579	Gruenwedel, Erik	Travelers Rest	SC	12452	Winslow, Geoffrey E	Seattle	WA
12515	Turner, David B	Asheville	NC	12506	Jones, Cori	Sioux Falls	SD	12454	Thom, Aaron Michael	Seattle	WA
12418	Ferreira, Leonardo F	Cary	NC	12525	Hawkins, Patrick	Arlington	TN	12484	Saunders, Brent Alan	Seattle	WA
12536	Waffa, Bryan J	Cary	NC	12511	Freeman, Steven J	Germantown	TN	12501	Brochet, Stephane	Seattle	WA
12439	Strader, Deanna F	Greensboro	NC	12436	Royer, Joseph E	Memphis	TN	12519	Barcroft, Britt	Seattle	WA
12540	Samuels, Andrew	Lenoir	NC	12516	Kjellin, Andrew	Memphis	TN	12520	Barcroft, Chris	Seattle	WA
12415	Comstock, Michael J	Raleigh	NC	12411	McCollum, William Payton	Nashville	TN	12535	Chandiramani, Nimish	Seattle	WA
12622	Field, Norman L.	Raleigh	NC	12529	Collins, Travis R	Nashville	TN	12537	Lawrence, Ara	Seattle	WA
12462	James, Bridget Ann	Robersonville	NC	12364	Hendrix, Bryce	Austin	TX	12557	Manders, Michael	Seattle	WA
12612	Schwartz, David A	Blairstown	NJ	12391	Frederick-Rothwell, Ian	Austin	TX	12568	Cruce, Gary	Seattle	WA
12603	Zong, Oliver	Edgewater	NJ	12386	Hinojosa Jr, Manuel	Brownsville	TX	12580	Cooney, Michael F	Seattle	WA
12526	Guild, John P	Hoboken	NJ	12512	Cano Jr, Felipe J	Brownsville	TX	12581	Le Gallo, Fabien	Seattle	WA
12429	McQueeney, Michael	Hopelawn	NJ	12550	Roberson, Colin F	Fort Worth	TX	12587	Klies, Paul L	Woodinville	WA
12545	Thies, Jacob P	Jersey City	NJ	12375	Willey, Barry C	Galveston	TX	12394	Bittner, Mark	Hayward	WI
12586	DeAngelis, Joe	Mantua	NJ	12423	Protz, Stephen E	Galveston	TX	12381	Erbes, Elizabeth M	Milwaukee	WI
12475	Smith, Kevin	Piscataway	NJ	12461	Martin, Don J	Garland	TX				
12619	Vergara, Mac	Piscataway	NJ	12582	Lucas, Les C	Groves	TX				

Rando(m) Thoughts BY CHRIS NEWMAN

Flèche and Bone

Seven years ago, during a 200km, a fellow rider and now good friend, Katie R, asked me if I would like to join her flèche team. I had been eying the flèche for a few years but had no team and did not know enough folks at that time to form my own team, so I accepted her offer. I think my enthusiasm surprised her, which should have been a warning sign....

After I agreed to ride with Katie's team, I thought it might be wise to check the flèche rules on the RUSA website to find out exactly what I had gotten myself into. The flèche is a team event held every year around Easter, which ensures that the weather has the potential for extreme variability

in our locale. Flèche rules dictate that each team includes at least three and a maximum of five members although two riders on a tandem count as one team member. For the ride to be certified, at least three team members must complete the ride, so it is recommended to start out with the

maximum number of team members to improve the chance of a successful finish. Katie had participated in this particular event, and she and her teammates had developed a route that had a net negative elevation gain. She was and is very proud of this fact and used it among the selling points when convincing me to join her team.

Our team consisted of two flèche veterans, Katie and Joe F, and two flèche newbies, Nigel G and me. Our friend Janice C was unable to join our team, but she and her wife Jayne still supplied an outstanding send-off breakfast that has become a flèche tradition. The weather report that first year was not promising, but after filling ourselves with pancakes and bacon and loading our bags with Janice's world famous brownies, we headed out into a grey April morning.

The rain started about thirty minutes into the ride. We stopped and outfitted ourselves with our rain gear and pedaled on to Philadelphia, where we planned to stop for lunch. By the time we arrived at Joe's favorite lunch spot, we were well and truly soaked, leaving vast puddles under our chairs which could not have endeared us to management. We consumed warm food and coffee, applied shower caps to bike helmets, and headed back into the deluge, which had become worse while we ate. We hadn't discussed quitting at the diner, but about ten miles and a headwind-enhanced downpour later,

Teams of flèche past.

—PHOTO JAYNE BROWN



Teams of flèche past.
—PHOTO JAYNE BROWN



we stopped to have a serious discussion about continuing this foolishness.

Katie announced her decision to DNF and pointed out that left us with three riders, which was all we needed to officially finish. Thanks Katie! Nigel really wanted to continue, and Joe had never DNFed before, but doing the math, it was unlikely that, given the weather conditions, we could even finish in the allotted time. We reluctantly decided to give up and rode on to Joe's house where we could dry out and call Janice for a ride.

Sitting in Joe's comfy living room, drying out by a lovely fire, and drinking beer, we felt quite justified as we listened to the storm intensify and the lightening begin. Janice had a harrowing drive from her house to pick us up and return us to the start: not an auspicious beginning to my flèche career. Since that initial failure, I have ridden and completed the flèche every year and hope to do so again in a few weeks.

If you have never ridden a flèche, you may want to start planning for 2019. This team event provides a welcome opportunity to ride with a group in a sport that can often be solitary. In addition, this 24-hour, 360km group ride guarantees adventure and can be the source for many future

randonneuring tales. Team members are responsible for developing their point-to-point route, which must then be approved by the RBA hosting the event. Naming the team is an exercise in creativity with a premium placed on "the-sillier-the-better." The past few years have seen Sins of the Flèche, Sinister Nuts, Flèche Eating Rumble Ponies, Fistful Of Xanax, and Les Vieux Clebards participating in the Eastern PA Flèche. This creative energy comes in handy along the ride route when scouting out sleeping locations somewhere around 2am.

My teammates and I have slept on park benches; in train stations, convenience stores, restrooms, and parking lots; and on sidewalks. We have snuck in just before closing at a local bar, where the patrons became convinced we were riding to raise

money for charity. We spent two hours in a diner avoiding the dark and teaching Patrick how to patch a leak, we pedaled through Frenchtown, NJ, belting out "Take Me Home, Country Roads" at full volume, and shared way too many awful puns. *I wanted to wear my camouflage jersey but couldn't find it...*

And even though other events often involve riding at night, there is something absolutely magical about riding through the darkness with your now-silent teammates into the first light of day. Our route crosses a small, metal suspension bridge over the Delaware River just as the sun comes up; the sunlight reflected from the dewy spider webs enveloping the bridge warms my heart every year. When I see Charlotte's webs, I know we have only to eat a warm breakfast and then pedal the twenty miles to the finish, where we will celebrate with all the other teams who have shared this daylong adventure. The flèche is a truly unique experience and one of my favorite events on the RUSA calendar. It's never too early to start thinking about a route, a team, and a name. *It's Only a Flèche Wound, anyone?* 🚲

We hadn't discussed quitting at the diner, but about ten miles and a headwind-enhanced downpour later, we stopped to have a serious discussion about continuing this foolishness.

Introducing...Ian Shopland

BY THEO ROFFE

We wound our way through a maze of red alder saplings, loaded bikes on our shoulders. Across a narrow creek. Up a steep hillside. There wasn't a scrap of pavement in sight. Ian Shopland had warned us that the road was long washed out, but this was far more overgrown than I'd expected. He pointed out a very tiny stump—the only evidence of his route-scouting mission before the 2013 flèche. That year was his second attempt at this route. “[It] pushed our team to the limits both years and linked an incredible series of gravel logging roads with quiet paved farm roads,” Ian remembers.

Over the years, I'd come to think of this as rather typical for one of Ian's flèche routes, but this was my first ride on his team. I was still thinking of roads in a limited sense and hadn't learned to look past “Dead End” signs to ask, “Where does that go?” Four years later, I'd still be following him down gravel roads, wading through a creek, or climbing steep, remote logging roads high above the Washington spring mist. I'd follow him anywhere.

“The flèche is my favorite event,” Ian says. “I enjoy the team riding and creating our own route. It's fun to be able to pick our own level of challenge. I love hearing the stories of all the riders from the last twenty-four hours at the

brunch the next morning. It always amazes me how many different types of adventures each team will have.”

When I first met Ian Shopland, he was in his mid-twenties, like me, but unlike most other randonneurs I'd encountered. With his inviting smile and calm, steady presence, Ian was

immediately welcoming. He introduced himself, listened, shared stories, and invited me to ride with him sometime. Perhaps my favorite picture of Ian is from the 2012 Flèche NW brunch, when Mark Thomas caught him giving friendly advice to Asta Chastain and me. “Grizzled old rando gives advice to young riders,” Mark had teased. “Tell 'em what it was like back in the day, Ian.” And yet, despite Ian's youth, in just a few years of randonneuring he'd already racked up an impressive array of experiences and awards. And he had valuable advice to give a new rider like me.

Ian began riding with the Seattle International Randonneurs (SIR) in 2007, when he was twenty-four years old. He signed up for a 300km that started near his house in Olympia: “I had been doing a number of century rides in the region and some of my coworkers suggested I try a summer 300km. I could hardly move the next day and was amazed that a number



The flèche is my favorite event.

—PHOTO THEO ROFFE



of the riders were going out to ride a 200km. Two months later, I left for a two-month bicycle tour down the Pacific Coast to San Diego. I came back extremely fit and excited to ride more brevets.” He then joined RUSA and SIR and registered to ride the 2008 Cascade 1200km.

In March, this year, a group of friends and I joined Ian on his 120th consecutive monthly ride of 200km or more. If “R120” isn’t impressive enough

for a 34-year-old randonneur, he’s also a PBP ancien, the finisher of nine North American 1200km grand randonnées, and the recipient of a long list of awards including K-Hound, Mondial, Can-Am Challenge, ACP Randonneur 5000, American Randonneur Challenge, RUSA Cup, Ultra Randonneur, Ultra R-12, Coast-to-Coast 1200km, and American Explorer with twenty-four states. When asked what motivates him, Ian says, “I’ll admit it: I love the

The unknown road ahead.

—PHOTO THEO ROFFE

trinkets. I enjoy the satisfaction of completing the checklist to earn the award. I wouldn’t say that I ride just to get an award, but they have encouraged me to take a leap and try a ride that I wouldn’t have done otherwise.”

Striking a more philosophical tone, he adds that the thing that keeps him coming back to randonneuring is “the unknown road ahead.” He continues, “I love the exploration and adventure of a place I haven’t been before. Randonneuring gives me that adventure with its constantly changing courses available all around the world. I also enjoy the physical and emotional challenge.”

So perhaps it’s not surprising that when I asked Ian about his accomplishments, it wasn’t an award, but a ride that stood out: “I was the first rider to complete the Sea to Stars permanent on the big island of Hawaii. It is easy to overlook a 200km permanent, but this one has over 12,400’ of climbing, starting at sea



Grizzled old rando gives advice to young riders.

—PHOTO MARK THOMAS

Pavement ends, adventure begins.

—PHOTO COREY THOMPSON

level and cresting at over 9,100'. It was an incredible experience riding up a volcano through pumice fields and ending with a tropical sunset at the finish."

Ian grew up in Missouri, where he started riding bikes on the MKT Trail, named for the former Missouri-Kansas-Texas Railroad, and the Katy Trail, a 390km trail running east-west across the state. "The Katy Trail provided safe, car free riding, so my parents let me ride alone on the trail in the evenings. All of my rides were out and back on the trail, but I was always curious what lay beyond the turnaround."

That curiosity persisted through the years. Thinking back to his first successful 1200km, the 2009 Last Chance Randonnée, which is essentially an out-and-back in route, Ian describes himself as "constantly itching to get off and explore anything other than the road we had just been on the day before."

These days, Ian is less likely to ride out-and-back routes. "Scenery entices me more than anything else," he says.



"I love a good view. I can appreciate a difficult elevation challenge, but I don't enjoy rides if they are built only to get the most climbing. It is important for a ride to have a good flow to it."

In addition to seeking out scenic routes with flow, Ian has designed a number of his own as permanents, flèche routes, and brevets for the Seattle Randonneurs. Additionally, he recently started volunteering with the RUSA Routes Committee. I asked

him how he got into route planning and he said: "In 2008, I DNF'd my first attempt at a 1200km and needed an adventure to recover emotionally from the 'failure.' I picked a series of permanents in the Midwest to link together to do a kind of rando tour. [I found] permanents [that] join the capitals of neighboring states, so I decided to ride from Des Moines, Iowa, to Jefferson City, Missouri, to Springfield, Illinois, and back to



Volcanic Arc 1000K from Seattle to Eugene.

—PHOTO THEO ROFFE

Des Moines. I had friends and family at each of the points and planned to take a few days to visit in between each leg. These permanents are some of the rare free-route permanents where riders plot their own courses. I spent hours with Google Maps and Google Earth looking at all of the intersections and planning my ride. I wrote my own cue sheets and flew off for an adventure. It felt like being on bike tour again, but with the speed and equipment of randonneuring.”

These route planning skills came in handy getting to R120, as did the abundant ride opportunities in western Washington. “Finding routes was easy because of the huge selection of permanents and brevets in the area. We have three regions relatively close to Olympia (Seattle Randonneurs, Desert River Randonneurs, and Oregon Randonneurs). I started keeping track of the rides I had been on and challenging myself with riding in new areas to avoid boredom.”

Ian’s first official R120 ride was a 300km in March 2008, followed by a Super Randonneur Series. “So, the [first] five months were easy to check off and suddenly I was half way through my first year. I decided to keep training through the winter by riding 200km each month. By next spring it was just a habit.” It’s not all sunshine and mountain views, though. In a region known for its wet weather, Ian says, “Sometimes I described riding a winter 200km in the rain like taking medicine. You hold your nose and swallow hard and you’ll appreciate it later.”

So, what does the future hold for Ian? “My wife, Sierra, and I started randonneuring seriously on our tandem after we got back from a tour down the Pacific Coast in 2016. This year we are going to attempt a full series on tandem. There’s some talk of longer rides, but we’re just taking it one



“I love the exploration and adventure of a place I haven’t been before. Randonneuring gives me that adventure with its constantly changing courses available all around the world.”

distance at a time.” Pushed to discuss some possible goals, Ian says, “I would like to ride a Super Randonnée 600km. Last year forest fires and early snowfall prevented me from starting. I would like to do another state capital tour from Olympia, Washington, to Boise, Idaho, to Salem, Oregon, and back to Olympia. I’m also on the wait list for the Coulee Challenge 1200km this summer.”

And the future of our sport? How does Ian suggest we make randonneuring appealing to young riders? “I think the best thing to do is

personally invite them in. Make sure you are saying hello and introducing yourself. When a young rider shows interest, offer to ride with them for their first ride. Buy them a beer or food after the ride. Fill them with stories of adventure. Give them advice, but don’t start your conversation with, ‘You need to...’ or ‘You should...’ Try, ‘This is how I do it,’ or, ‘I tried that, and it didn’t work for me.’ [Remember that] many young riders are on a budget. Racing is expensive. Randonneuring doesn’t have to be.” 🚲

RUSA Pioneers Still Active: An Interview with Bill Bryant & Lois Springsteen

This is the second in a series of interviews with RUSA pioneers in celebration of RUSA's twentieth anniversary.

Randonneurs USA, celebrating its 20th anniversary this year, was formed to support a burgeoning interest in long distance cycling. Today, the organization oversees a thriving sport, with dozens of regions across the country and hundreds of brevets and permanents.

Bill Bryant and Lois Springsteen, a married couple in Santa Cruz, CA, were active members of the International Randonneurs, RUSA's predecessor organization. Both helped shape RUSA

in its early years. Bill was present at the August 1998 meeting in Boston when RUSA was formed. He and Lois played a crucial role in the fledgling organization by serving as co-secretaries of membership.

Highlights of Bill's and Lois's work within RUSA:

- Lois helped Johnny Bertrand (RUSA #2) launch RUSA's website.
- Bill served as the primary author

of RUSA's handbook, an essential guide for riders new and old.

[Editor's note: new members are sent a handbook when they first sign up.]

- Bill and Lois also worked on a PBP yearbook and wrote many newsletter articles.
- They have remained active in administration, with both serving as vice president and president of RUSA.
- Bill and Lois have both served as RBA in the Santa Cruz area.

RUSA owes a tremendous debt to Bill and Lois, and *American Randonneur* caught up with them to discuss RUSA's early years—and what the next 20 years might hold.

You two were active randonneurs in the riding organization that preceded RUSA. Tell us about those days.

Bill: Yes, before RUSA there was the International Randonneurs (IR). They organized all the US brevets in a PBP year. If Americans wanted to go to PBP they'd send everything to the organizer, and he would send that on to Paris. That avoided language and money transfer problems.

The problem was that the organizer was into PBP but didn't care

Bill about 24 hours into PBP 1983, his first, on the way to Carhaix and pausing for a refueling stop.



Bill and Lois at
PBP 2007 pre-ride check in.

much about brevets in other non-PBP years. However, even in the 1980s and 1990s there was a pent-up demand for the sport. People wanted to ride brevets year-round. Also, Boston-Montreal-Boston (BMB) came along under Jennifer Wise's supervision, and that 1200km was very successful. So people could see there was more than just PBP to this randonneuring stuff.

At the time, there were fifteen to eighteen locations offering brevets in the U.S. Now, I think RUSA has fifty or more locations. Back then randonneuring was a lot smaller, and people had to drive a lot farther to find a brevet series than they do now.

Centuries and double centuries became popular, so the idea of riding your bike two hundred miles had certainly caught on, but brevets were really held every four years. A lot of us wanted to expand that, but the IR organizer fought it a bit. It was a lot of work for him and he just wouldn't have it. The situation came to a head in 1998 when we formed our own organization.

Lois: I think part of the problem was a lack of communication. We got a nice newsletter when its head official did one, but it was hard to predict when we would hear from him. I joined IR in 1990, and immediately I felt like the organization was a bit sketchy. We weren't quite confident that everything was going to go all right in terms of results and communication.

For me, I'd never traveled out of the country, and my goal was to do the centennial PBP, which was in 1991. That was a big deal for me, and I was excited, but at the same time, I wasn't sure if IR would fulfill their promises.

Bill: Also, there were a couple of non-PBP years where no American results went over to Paris. That affected people trying to earn some awards,



like the R-5000. RUSA was formed to address many issues.

It is hard for our new members to remember that in the late 80s and early 90s there was no Internet, and that isolated some riders. Now, through RUSA, as well as online sites, you can connect and chat with randonneurs around the world. Even if there is not another brevet rider in your region, you are in contact with other riders on chat or mail lists.

Lois: You can also find randonneuring language in English now. That really wasn't available in the IR days. One day back then I was poking around the early Internet, and I wondered what would happen if I searched the word "randonneur." I stumbled accidentally on the Randonneurs Mondiaux site that Johnny Bertrand had put together.

At that time I didn't know who Johnny was. I printed all the pages out and said, "Hey, Bill, look at this!" All this randonneuring terminology had been translated into English.

Bill: As a club organizer, you could go to Johnny's site and get a good translation of the ACP rules, which was not available from IR. You could find out you had 13.5 hours for a 200k, not 14 hours, and things like that. So really, in some ways the early days of RUSA were about translation. One of our goals was just to get the word out, in English, about the sport.

Tell us how else RUSA expanded randonneuring in the U.S.

Lois: One of Jennifer's early ideas, when RUSA was born, was coming up with a members' handbook that went

Lois at the finish of PBP in 1991 and a recent photo taken in 2018.



into the rules and provided a wealth of rider “how-to” information, and Bill was one of the principal authors.

Bill: I’m gratified by the kind words new members have about it. It is sort of a goofy sport, when you think about it, and it’s good to get up the steep part of the learning curve, having read about it online or through the newsletter or the handbook. Not everyone has riders in the area that they can learn the ropes from.

More and more, with the spread of the sport and avenues on the Internet, maybe the handbook isn’t needed, but in its early editions it was a pretty useful publication. Rider education has always been a big goal of ours, and thanks to the growth of RUSA, things are easier for the newcomer. We have online membership. And with all the club listings and calendars a new rider knows where to find rides. There are chat lists he or she can be part of.

What were some of the other developments under RUSA?

Bill: There has been a lot of website development, and Lois was active in that in the early days. Also, we helped create popular awards, such as the R-12, the P-12 award, and Charly Miller. I think awards are important to most people. It gives them goals to strive for.

Also, we weren’t the originators, but we now have RUSA brevets and permanents. We have team events. People would be shocked at what the sport offers riders now in 2018 as compared to 1998.

We have embraced many different kinds of rides. For instance, today we have riders that do only the P-12 events, and we have riders that don’t want to ride at night and do only daytime rides. We’re pleased RUSA offers such a wide variety of events that you can do on your bike. RUSA has turned randonneuring into a year-round sport.

Are there ways the sport can be improved?

Bill: We’d like to see more women involved. They have always been a smaller part of the sport. We are not quite sure why more don’t participate. And there is a lot of turnover. Riding your bike a long distance affects family and work. So we see riders come and go a little more quickly than a regular

bike club might see. We’d like to see less turnover. However, as baby boomers age, we might expect to see reduced numbers at brevets.

Lois: The millennials haven’t embraced the sport like the boomers have.

Bill: This is happening around the world. Organizers are talking about this everywhere. So it’s not just an American phenomenon. Maybe the later generations don’t want to spend twenty-four hours on a bicycle. I can’t imagine why they wouldn’t.

How is RUSA poised for our next 20 years?

Bill: We have scaled our procedures, so RUSA could continue to expand. I’m not worried about the organization per se, but I think the long rides go better when there are more people involved to ride with. If it gets back to where just one or two people ride at your speed, that’s not so good. So I hope there is healthy participation twenty years from now, but we will see.

Lois: Technology might change our sport. And Bill is right that our processes are scalable and that we can handle many more riders.

Bill: One thing that has helped our sport is the bicycle GPS unit. Navigation at night makes some people nervous. Now with different GPS units, you see many people relying on them. I don’t think you should solely rely on

Rider education has always been a big goal of ours, and thanks to the growth of RUSA, things are easier for the newcomer.

**The change in lighting has just been phenomenal.
So now with good lighting and good navigation
there's reason to be optimistic about our sport.**

them, but they've helped a lot of riders.

Lois: We've certainly seen the lighting technology change so much over the last twenty years. That will continue to improve. I'd be horrified if I put my old bottom-bracket generator back on and used the lights I used in 1991. But that is how we did it.

Bill: The change in lighting has just been phenomenal. I use my old lights on my commuter bike. Each morning I'm riding to work in the dark and I can't believe I rode 600K with those piece-of-crap lights. It's mind-boggling. So now with good lighting and good navigation there's reason to be optimistic

about our sport. And maybe the battery life on our GPS devices will continue to improve.

Tell us about your favorite ride—and your favorite rider.

Bill: My favorite rider is Lois. When I start complaining she gives me a look and a kick in the ass and tells me to get going. As far as rides, PBP is my personal favorite—I like the route, I like the crowds, and I like all the riders. PBP is still hard to beat.

Lois: I like PBP, too. There are the people and the energy there that make it special. I've done PBP seven times,

so I've ridden with many randonneurs. When I finished it the first time in 1991, I thought, 'Ok, that's it. I'm never doing this again.' But then, I don't know what happened—maybe randonesia. Going forward, we'll see, but I'm going to try and qualify again. [Editor's note: Only seven women worldwide have finished seven or more PBPs.]

Bill and I make a great team. We did PBP in 1999 on a tandem, which was my favorite PBP of all. Even though it was the most challenging, I got to share it with Bill, and there was teamwork required on the tandem. A lot of people say a tandem will either wreck a relationship or make it better. But we've always hit it off. That was the sweetest event for me. 🚲

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RUSA Awards

R-12 Award Recipients

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

Events that count toward the R-12 Award are:

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

RUSA congratulates the latest honorees, listed below.

NAME	CITY, STATE	APPROVED
Beringhele, Dan [2]	Richmond, CA	4/4/2018
Bernardo, Marc [2]	West Windsor, NJ	1/29/2018
Billing, Michael A	Wheaton, IL	1/8/2018
Brandt, George [6]	Glendora, NJ	4/8/2018
Budvytis, Gintautas [9]	Castro Valley, CA	1/17/2018
Bull, Nicholas [12]	Arlington, VA	1/9/2018
Carlson, Drew [5]	Sacramento, CA	1/31/2018
Clayton, J Andrew [4]	Avon Park, FL	2/25/2018
Dawe, Nicholas D	Austin, TX	2/27/2018
DeBoer, Kelly [8]	San Marcos, CA	2/13/2018
Dennin, Mark W [6]	Cooper City, FL	1/16/2018
Driscoll, Dan [14]	Arlington, TX	2/4/2018
Dunlap, Wayne [7]	Austin, TX	4/4/2018
Edwards, Joe [3]	Glenwood, IA	3/6/2018
Ehlman II, Thomas N [3]	Rochester, MN	3/4/2018
Franzen, J Scott [2]	Wernersville, PA	1/14/2018
Gottlieb, Gary P [13]	Aledo, TX	1/7/2018
Haggerty, Tom [7]	San Francisco, CA	3/19/2018
Hall, David D [2]	Fairview, TX	1/16/2018
Hall, Mary E (F) [2]	Dallas, TX	3/28/2018
Hirschbruch, Estevam [3]	Weston, FL	1/22/2018

Ishihara, Mitch [3]	Issaquah, WA	2/19/2018
Klingbeil, Fred [4]	Johnston, IA	3/23/2018
Kratovil, Joe [9]	Hillsborough, NJ	3/28/2018
Lanteigne, Ken [4]	San Angelo, TX	2/18/2018
Lebron, Gil [4]	Perth Amboy, NJ	3/27/2018
Lentz Jr, Herman P [2]	Suffolk, VA	4/12/2018
Levitt, Jonathan [7, 8, 9]	Bronx, NY	3/28/2018
Maglieri, Christopher [5]	Weatogue, CT	2/2/2018
Mak, Brandon P	Princeton Junction, NJ	3/28/2018
Midura, Lawrence A [5]	East Syracuse, NY	3/5/2018
Moore, Keith [2]	Woodinville, WA	2/12/2018
Muoneke, Vincent [10]	Federal Way, WA	4/23/2018
Newman, Christine (F) [8]	Skillman, NJ	2/23/2018
Nicholl, Mary M (F) [2]	Santa Rosa, CA	2/26/2018
Olsen, William [11]	Califon, NJ	2/11/2018
Pacino, Dana A (F) [12]	Aledo, TX	4/16/2018
Povman, Michael D	Sleepy Hollow, NY	3/30/2018
Reagan, William [6]	Egg Harbor City, NJ	2/26/2018
Robinson, Dub-norm [2]	Atlanta, GA	2/5/2018
Ross, Graham A [3]	Portland, OR	2/12/2018
Russell, Bill [2]	Vineyard Haven, MA	1/9/2018
Sammons, Jeff [11]	Brentwood, TN	2/16/2018
Shapiro, Paul G [9]	Princeton Junction, NJ	3/28/2018
Shellow, Jackie S (F)	Hollywood, FL	1/30/2018
Shenk, Catherine (F) [10]	Boulder, CO	3/6/2018
Sherrrod, M (F)	Millersville, MD	3/13/2018
Shopland, Ian [10]	Olympia, WA	2/12/2018
Slocum, Christopher C. [4]	Toms River, NJ	3/25/2018
Smith, Gregory H [3]	Richland Center, WI	3/25/2018
Stevens, William [2]	Volo, IL	1/15/2018
Taylor, James C	Cottage Grove, OR	2/28/2018
Thompson, W David [9]	New Smyrna Beach, FL	2/18/2018
Turek, Michael Gerald [2]	Longmont, CO	2/11/2018
Wali, Michael C [4]	Mount Airy, MD	1/15/2018
Walsh, Hugh Michael [2]	Cincinnati, OH	1/28/2018
Warren, Corinne D (F) [2]	Monument, CO	2/10/2018
Weng, Steve	Princeton, NJ	3/28/2018
Williams, Steven R [3]	Shawnee, KS	1/15/2018
Wright, Pamela (F) [12]	Fort Worth, TX	2/21/2018
Young, Michal [6]	Eugene, OR	3/10/2018

RUSA Awards

P-12 Recipients

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

Events that count toward the P-12 Award are:

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

NAME	CITY, STATE	APPROVED
Akard, Andy	Atlanta, GA	1/22/2018
Alexander, Ron [7]	Overland Park, KS	2/18/2018
Anderson, Iva C	Raleigh, NC	4/15/2018
Bernardo, Marc [2]	West Windsor, NJ	1/30/2018
Clayton, J Andrew [4]	Avon Park, FL	2/25/2018
Ellis, John Lee [5]	Lafayette, CO	2/6/2018
Gann, Brian [2]	Olathe, KS	1/22/2018
Gottlieb, Gary P [6]	Aledo, TX	1/15/2018
Haggerty, Tom [2]	San Francisco, CA	2/27/2018

Hall, David D [2]	Fairview, TX	1/16/2018
Hauptman, Mike [2]	Rochelle, IL	1/22/2018
Ishihara, Mitch [3]	Issaquah, WA	2/19/2018
Klaassen, Spencer [5]	Saint Joseph, MO	4/10/2018
Klingbeil, Fred	Johnston, IA	3/23/2018
Kratovil, Joe [7]	Hillsborough, NJ	1/7/2018
Lentz Jr, Herman P [2]	Suffolk, VA	1/17/2018
Maytorena, Hector Enrique [4]	San Diego, CA	4/15/2018
OConnor, Michael [4]	Durham, NC	3/18/2018
Ogilvie, Raymond [5]	North Plains, OR	1/20/2018
Pacino, Dana A (F)	Aledo, TX	1/15/2018
Ringkvist, Victor C	Ferndale, WA	4/17/2018
Russell, Aaron E.	Austin, TX	4/17/2018
Shipp, Martin [5]	Raleigh, NC	4/15/2018
Smith, Gregory H [3]	Richland Center, WI	3/22/2018
Sonne, Marvin M [2]	Mt Dora, FL	2/12/2018
Sutton, Stuart Keith [4]	Virginia Beach, VA	4/22/2018
Thomas, Mark [6]	Kirkland, WA	4/12/2018
Threlkeld, Bill	Herndon, VA	1/28/2018
Trahan, Jeffery	Destrehan, LA	3/26/2018
Wilson, Frank [2]	Federal Way, WA	1/27/2018

Galaxy Award

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

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

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

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

RUSA congratulates the riders who have earned this prestigious award.

NAME	CITY, STATE	APPROVED
Hazelton, Stephen	Garland, TX	2/24/2018
Horchhoff, Patrick A	River Ridge, LA	2/24/2018

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
Pacino, Dana A (F)	Aledo, TX	4/16/2018

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.

NAME	CITY, STATE	APPROVED
Shenk, Catherine (F)	Boulder, CO	1/22/2018
Shopland, Ian	Olympia, WA	2/12/2018



Mondial Award

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

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

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

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

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

NAME	CITY, STATE	APPROVED
Hutt, Terry	Running Springs, CA	4/4/2018
Kanaby, Gary	Salado, TX	3/10/2018
Phillips, Calista (F)	Frederick, MD	1/13/2018
Tulloh, Robert F	Austin, TX	3/17/2018
Uz, Metin	Palo Alto, CA	3/10/2018
Wali, Michael C	Mount Airy, MD	1/11/2018
Wooldridge, Mark	Sugar Land, TX	1/27/2018

RUSA Awards

RUSA American Explorer Award

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

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

Award criteria:

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

Recognition

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

NAME	CITY, STATE	STATES ADDED	TOTAL STATES	APPROVED
Cone, R Scott	Severna Park, MD	10	20	1/14/2018
Driscoll, Dan	Arlington, TX	1	25	1/7/2018
Edwards, Joe	Glenwood, IA	1	15	3/6/2018
Ellis, John Lee	Lafayette, CO	1	23	2/6/2018
Fournier, Margaret Mary (F)	Redding, CA	10	10	4/10/2018
Kratovil, Joe	Hillsborough, NJ	1	23	2/19/2018
Lebron, Gil	Perth Amboy, NJ	10	10	1/17/2018
McCarthy, Jackie (F)	Springfield, MO	13	13	2/15/2018
Myers, Mike	Baxter Springs, KS	8	51	4/25/2018
Myers, Nancy (F)	Baxter Springs, KS	8	51	4/25/2018
Newman, Christine (F)	Skillman, NJ	1	27	1/9/2018
Rawls, Allen	Morrisville, NC	25	25	3/8/2018
Smith, Paul	Concord, NC	6	23	2/13/2018
Wali, Michael C	Mount Airy, MD	1	15	1/15/2018
Walsh, Hugh Michael	Cincinnati, OH	10	10	1/28/2018
Wright, Pamela (F)	Fort Worth, TX	2	16	1/7/2018



RUSA Awards

RUSA Cup Recipients

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

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

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

NAME	CITY, STATE	APPROVED
Thomas, Mark	Kirkland, WA	4/8/2018

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
Thomas, Mark	Kirkland, WA	3/26/2018

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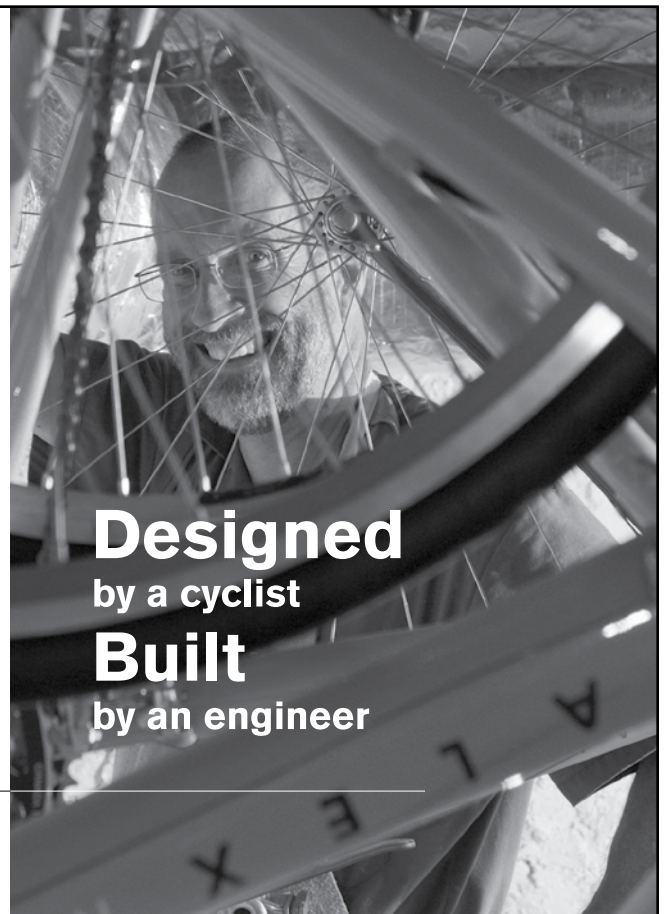
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DUAL BIFOCAL SUNGLASSES - BRINGING TECHNOLOGY INTO FOCUS

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

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



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