

# AMERICAN RANDONNEUR



VOLUME 25 • ISSUE #1 SPRING 2022

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**2021 American Randonneur Award— SARAH BERGSTROM**

**My COVID R-12 in 12 States (plus DC) — JUSTIN G. CASTILLO**



# *Edelux* II



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## American Randonneur Magazine

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**COVER**— John and Ann Jurczynski on their tandem during the Coulee Challenge 2018. This year's Coulee Challenge will be in mid-August.

PHOTO DEB FORD

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# President's Message

## Changing of the Guard

I would like to thank our outgoing Board members—Deb Banks and John Lee Ellis. Both have been on the Board for six years (John Lee completed more board stints before that). Both have been great to work with, and I'll miss seeing them on our monthly Zoom calls. However, change is good and needed in any dynamic organization—Charlie Martin and Vincent Muoneke have taken their places, bringing a fresh perspective. Your 2022 Board: Charlie Martin, Vincent Muoneke, Dan Driscoll, Rob Hawks, Dawn Piech, Tim Sullivan, and me. We are looking forward to a good year for RUSA.

## 2021 Financial Report

The last financial report published in *American Randonneur* was in 2019, before we got caught up in the lawsuit and were advised by our legal team to not publish financials. We are very happy to get back on track.

During the lawsuit, the drain on our cash reserves was significant. We had significant legal expenses and, due to the pandemic, reduced income. Reduced riding opportunities and slowing membership renewals also hit us hard.

We took steps to carefully manage our cash reserves:

- We skipped printing one edition of *AR*, a very difficult decision.
- We changed insurers twice. The first change was simply to secure insurance; the second to a company that allowed us more pay-as-you-go vs a lump sum at the beginning of the insurance year.
- We let RUSA store inventory drop to minimum levels.
- We scrutinized every single expenditure, however small. Where normally our monthly board meetings do not spend much time on a report from the treasurer, during this time a discussion of cash flow planning was de rigueur.
- We made other changes to regularly used vendors, e.g. moving away from Mailchimp for mass emails and Zoom for our Board, Web and other meetings. We'll continue to tweak those expenses as necessary.

A summary of our 2021 financials is as follows. There are two key notes:

1) Legal Fees Reimbursement: the \$15,454 in 2021 is shown as income, as reimbursement exceeded expense. From 2019 through 2021, our net legal expense was \$83,520.20.

2) Many members pay dues in advance. Our total bank + PayPal of \$134,624 includes \$41,610 for 2022 membership dues and \$41,220 for 2023 and beyond.

## FINANCIAL REPORT 2021

### FEES AND DONATIONS

Advertising	5,674
Donations	401
Commissions & Interest	2,688
Membership Dues	104,270
Ride and Perm Fees	49,260
Net Legal Fees	15,454
PayPal Fees	-4,734

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**Net Fees and Donations** **173,013**

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### RUSA STORE

Revenue	21,827
Inventory	-9,920
Shipping and PayPal	-3,982

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**Net Store Profit** **7,926**

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### EXPENDITURES

ACP fees	10,169
Insurance	23,914
American Randonneur	40,759
Website, Admin & Tax	3,029

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**Total Expenditures** **77,871**

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**Net Operating Revenue** **103,068**

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### ASSETS

2022 Membership Dues	41,610
2023+ Membership Dues	41,220
Cash Reserve	51,794
Store Inventory	16,328

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**Net Assets** **150,952**

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—Dave Thompson  
**RUSA President**  
president@rusa.org

# From the Editor



Paul Hollywood distracts me with bread making tips while I pedal.

—PHOTO JAYNE BROWN

more stories and ideas to share with readers in future issues of AR this year.

If you're new to PBP, however, another way to familiarize yourself with the event is to peruse back issues of the magazine on the RUSA website. The winter issues post-PBP 2015 and 2019 have riders' reports; additionally, a search through some issues immediately preceding a PBP event will sometimes turn up articles offering specific useful tips and information. And you will find yearbooks from earlier editions of PBP on the RUSA website.

In this issue, writers dream of and tell stories about a host of different events. However, whether the rider is facing an SR600, a 200km in bad weather, or a 100km to move closer to K-Hound status, there is a shared desire to push at the limits of what is comfortable. You will read about riders challenging themselves to ride farther and climb higher. In this pre-PBP year, whether you are currently contemplating the big event or not, why not set a new goal for yourself. There are so many RUSA awards available...surely there is one that you can challenge yourself to achieve. Then, when you do start or complete that goal, I hope you will write about it and send an article in to the magazine.

Looking forward to a safe and adventurous 2022.

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

Welcome to the 2022 randonneuring season! For those of us who live in colder and darker climates, eking out a 100km or 200km in January or February can be quite the adventure some years, and March is the proper start to our season. If you live in Florida, Texas, or California, well...sometimes some of us are jealous, but we also enjoy the feeling of being tough enough (or stubborn enough) to complete a ride in January or February.

The older I get, however, the more winter hours I spend indoors on the trainer. Partly that is for safety since slipping and falling on snow or ice is no longer just inconvenient or embarrassing; from experience I know that broken bones and surgery result in long periods off the bike and that is way less fun than riding indoors while

watching episodes of the *Great British Baking Show*. I am learning that it is possible to put in some serious miles on the trainer if I keep in mind the rides I might want to do a bit later in the year. I know I need to ride now if I'm going to have any chance of being ready for long rides in a couple months.

In this pre-PBP year, expect some articles intended to help Paris-Brest-Paris aspirants prepare for next year's big event. Yes, it is important to plan and train for PBP this year if you want to ride it next year. We are fortunate to have experienced PBP riders willing to share stories of their successes and failures as well as tips on various issues related to the ride. And if you have a PBP story you have not told (*in writing*), or maybe some tips for a successful PBP, please contact me. I would like to gather

# Ghana Tour 2021

BY BILL BRYANT, RUSA #7

On paper, it sounded easy. An average of about 45 miles and 2,200 feet of climbing per day, with the longest day being about 65 miles. A 50/50 mix of dirt roads and pavement, hotels at night, sag support to carry our gear during the day, and English widely spoken. Fun! Ghana's proximity to the equator was the one thing that made me wonder if I was up to the trip.

Besides doing a fair bit of cycling several times in Hawaii over 40 years ago, I've never been to steamy tropical locales, much less sub-Saharan Africa. And the tour would be starting in early December so any of my heat tolerance from summer would be long gone.

Still, the tour sounded interesting, and Lois and I have done a number

of PAC Tour trips over the years and enjoy their style. Tour Leader Lon Haldeman kept us apprised of all the necessary pre-travel requirements, such as getting visas and various jungle vaccines. Before we knew it, we were in Accra, the capital of Ghana. We met the 15 other tour participants from the US, plus our seven Ghanaian tour helpers. Along with assisting us during the tour, they would take turns cycling with us, too. Among the 16 Americans, it turned out that 13 of us were past or present RUSA members; among the 13, eight had collectively finished 28 Paris-Brest-Paris events. Randonneur or not, there was a good team spirit within the group, and we frequently rode together as we explored the Volta region in southeast Ghana. As things turned out, having "randonneur tenacity" was a good thing. Between the unrelenting heat and high humidity, and the rough roads, the trip was quite a lot harder than we had imagined.

Three past RUSA presidents—#8, #7, and #64—at the high school lunch stop.

—PHOTO MARK THOMAS

We were all riding older bikes that we would donate to the cycling club in Ghana which was helping PAC Tour organize the trip. For me, that meant one last ride on my 1987 Fisher mountain bike. After its off-road days were done, I commuted on it for over 25 years. For this trip I put on drop handlebars and bar-end gear shifters; I couldn't imagine doing a 100km ride in its normal configuration since my hands go numb after an hour or so. It was a good improvement and my hands were fine, while others with straight mtb handlebars seemed to suffer quite a lot. All in all, I was happy for my old mountain bike's tank-like sturdiness; most of the roads we cycled were very rough, sometimes dangerously so. More often than not, the paved roads were the worst; festooned with deep potholes or interrupted by long stretches





of dirt or soft sand, it would have been a really rough ride on a regular road bike. Some of the dirt roads were fairly smooth and with wide tires the cycling was enjoyable. Other times, however, passing cars and trucks kicked up a lot of dust and we would pause our pedaling to let the dust settle. Ghana doesn't

have a lot of government money to repair roads and heavy monsoon rains often cause a lot of damage.

Our tour started with seven days of cycling; we had to complete a lot of hard climbing on the first two days, all while acclimating to the heat and humidity. Ouch. Happily, our tour

Lois Springsteen cycling past a typical roadside food stand.

—PHOTO MARK THOMAS

The group's gear van also provided cool water and food about every 20 miles. With the high temperatures and humidity, it was always a welcome sight.

—PHOTO CHARLIE THOMAS





helpers had the baggage van parked with cold drinks and water about every 90 minutes and we managed. Normally a long climb rewards the tired cyclist with a long descent, but here we often had to deal with terrible potholes or missing pavement that kept us from enjoying the downhill.

Reaching our day's destination was always a relief since the hotels had air conditioning to help us recover. PAC Tour also had a variety of afternoon and evening activities or lectures to help us learn more about Ghana's culture and traditions, music, politics, art, and religions. One day we arrived at a large town which was packed with the funeral of a regional tribal leader and some of us got cleaned up and returned to participate in the memorial services. (Our tour guides had to quickly buy red shirts for our funeral participants as it

is expected in Ghana that everyone at the funeral would wear red to honor the recently departed leader.)

Ernest Hemingway once wrote, "It is by riding a bicycle that you learn the contours of a country best, since you have to sweat up the hills and can coast down them." And so it was for us cycling through Ghana. Much of the route was through rolling savannahs or jungle forests, and we frequently passed through villages and towns, and the occasional city. Every day we got to see how Ghanaians live their lives.

Many of them live in grinding poverty, inhabiting small shacks without running water or electricity, and toiling at various jobs or farms along the roadside. Many of them were friendly, or at least curious about our group. I got the impression they didn't see many outsiders in their part of the world. Quite often we cycled past school children walking to or from school and got a lot of smiles or cheers. Occasionally a few kids would run to keep up for a few yards, or to beat this old guy to the top of the next hill. Adults often

One of our Ghanaian guides was also a high school French teacher. We visited his school and enjoyed lunch with the students and faculty. After the tour was done, we all decided to pay for the cost of renovating their school's dining hall and the students will soon be able to enjoy eating meals indoors on rainy days.

—PHOTO CHARLIE THOMAS





One day the group encountered a large funeral for a regional tribal chief. Wearing red was part of showing respect to the departed.

—PHOTO LOIS SPRINGSTEEN

seemed more reserved, but we never felt unsafe or unwelcome. Well, except once for me. Per normal, I was riding slowly through a village, taking in the sights, and a group of schoolboys gave me some yells, or requests to give them my bike. One little guy, perhaps only six or seven years old, had a less friendly visage and angrily called out, “Devil! Devil! You white devil!” His pals gave him a strange look and stepped a little farther away from him. I just shrugged and smiled and cycled onward. It was the only time I felt unwelcome in Ghana during the trip.

Along with the people we met or encountered, and the scenery, the overriding memory from Ghana has to be the roads, or more specifically, sharing the roads. Whether on motorbikes, cars,

trucks, busses, or tractors, everyone is traveling at different speeds and frequently overtaking each other. There are few, if any, centerlines painted on the roads, and if there are, the center line is generally ignored. Ghanaian drivers use all of the road and road shoulder to pass, often three abreast, sometimes four, and all going in the same direction with only a few inches of clearance between them. We certainly enjoyed cycling on tranquil country roads, but in busier areas our attention was constantly on the road, looking forward to see what was developing with oncoming traffic, or looking back in our mirrors to see what would soon be overtaking us. Mix in dodging—or at least trying to survive—nasty potholes or tall speed bumps, and the bicycle rider needs to be constantly attentive to ever-changing conditions with other road users. We didn’t experience any hostile drivers like we get in the US, but we were frequently on edge while riding.

Along with the cycling itinerary, there was some hiking and visiting historic sites when the riding was over. We had an enjoyable “end of term” feeling with our new Ghanaian friends and bid them farewell as we made our way to the airport to fly home. On the last day, tour leader Frank shared an observation with us. When he and his team met us on the first day, he was somewhat surprised by our ages—we Americans were mostly in our 50s, 60s, and 70s. The Ghanaian tour helpers all thought we’d be inside the van after a few miles ridden on the first day, But lo and behold, we kept riding day after day and they were more than a little surprised by this. Remember that “randonneur tenacity” I mentioned? 🚲

In addition to cycling, the group did some hiking. Here we/they are atop Mt. Afadjato, the highest peak in Ghana, and western Africa for that matter.

—PHOTO CHARLIE THOMAS



# WE ASKED AND OUR READERS SHARED THEIR **FAVORITE BREVETS**

## **IAN FREDERICK-ROTHWELL** **Mueller Double Century**

The Mueller Double Century is 324km and 11,448 ft of climbing. This was my first 300km brevet, and it's a sweet memory riding into the end control, exhausted and elated. I've ridden it three more times since then—at least once per year—and it never disappoints: a beautiful ride and a sublime challenge. Riding it as an ACP brevet—with a 20-hour time limit—adds to the difficulty but also the satisfaction of a successful finish.



Amy Russell and Ian Frederick-Rothwell (above) descending Crabapple Road into Kendalia, TX.

—PHOTO JEFF NEWBERRY



(Above) Fixing a broken spoke on my first 400km at the top of Turnpike Road (2017). It was a welcome break from the hills as the route is set up to punish people who think Florida is completely flat.

—PHOTO PHILIP PAISLEY

Ian Frederick-Rothwell (left), at one of many low water crossings, Little Blanco River.

—PHOTO JEFF NEWBERRY

## **JOSHUA HALEY** **Route 555**

In Central Florida, I would have to pick route 555. It's an evil and hilly route hugging the Lake Wales Ridge and basically only exists to punish the hubris of those who come to Florida for an "easy flat" 400km. It is the route where I was first out after midnight to finish, and every time it's a challenge.





Turn around with apples obligatoire. Mike T, Paul Foley, Karl Sanchez, Ben Sigmund, Chris Alstrin and Laura Anderson.

—PHOTO JOE HOFEDITZ

## MIKE TUREK

### Apple Cider Sally

We use this for our winter solstice ride. We created ACS, also known as “the cider” or “sallysaurus” as a fun antidote to the “always racing” culture RMCC possesses even on populaires. It starts in Louisville, CO, traveling through Lyons, Longmont and Erie. Many folks have taken advantage of the route as a fast permanent, but it is best ridden audax.

(Like many RMCC rides it starts at heart of the tragic Marshall fire. On our next ride we’ll honor the first responders who did so much to save lives Dec 30, 2021.)

It has low elevation, stops for coffee, beer, or spirits on our way to or from Apple Valley Road—all essential audax ingredients. It also passes my house where we’ve served ramen, chips, and hotdogs (wholesome rando food). It then proceeds to Erie where we’ve usually stopped at Old Mine Cidery.

Unfortunately, on our last Sally we lounged extensively and then needed to skip the cidery and hammer into the Louisville final control just under the 7-hour limit. Apple Cider Sally became a race after all.

Spirit Hound opened just in time for emergency rehydration. Paul Foley, Dustin Harding, Mike Turek, Pascal Ledru.

—PHOTO PAUL FOLEY



Pace line pulling up from Saguaro Lake.

—PHOTO MIKE STURGILL



## BRIAN MCGUIRE

### Saguaro Lake 200km

This journey through the Sonoran Desert goes by the gorgeous Saguaro Lake. Set in the Salt River Canyon, you are surrounded by 1500-foot walls of rock of various red & brown hues, of many shapes and textures, and desert plants including the mighty saguaro, mesquite trees, and creosote bushes. The great views are accompanied by the usually crisp January weather, meaning cold temperatures with warm sun that turns the rider into a lizard-like, sun-seeking human! Much of the road surface has been recently redone, so the pedaling is smooth. The 200km brevet is a figure eight pattern with lunch at the midpoint. The second loop begins with a gradual ascent out of the Phoenix basin. Once at the top, turning east, you see the impressive view of the 7,600-foot Mazatzal mountains thirty miles away. Then your gaze returns to your route and you smile, realizing you have a straight 9-mile descent toward the Verde River Valley. The large lots/houses that are carved into the desert flora and fauna zoom by. Then, the “victory lap” of eight pristine miles of desert back to home.

Early morning view of saguaros and snow in the Superstition Mountains.

—PHOTO MIKE STURGILL



I'd like to come clean at the beginning here; I do not generally enjoy riding my bicycle off-road. There, I said it. Perhaps it's my equipment, maybe it's my range of experience, but while I do share a passion for "riding off the beaten path" with members of the Rough-Stuff Fellowship, I prefer to do so while enjoying the buttery feeling generated by the smooth pavement beneath my wheels.

Regardless of your preferred riding surface, though, these two collections of archival photographs taken in the second half of the 20th century are sure to entertain and inspire.

Long before "bikepacking" and "gravel grinding," came the Rough-Stuff Fellowship (RSF). Founded in northern England in 1955, the RSF has provided a home for generations of cyclists devoted to exploring the rural countryside across Great Britain and beyond. These two volumes represent unique time capsules. They are not histories in a strict sense, as there is very little narrative and no real analysis that places these riders and their adventures into context or that seeks to explain the developments of this style of riding in Britain and beyond. Instead, we are treated to a treasure trove of primary sources—photographs and the occasional newsletter reprint—to interpret for ourselves the evidence left behind by members of the world's oldest off-road cycling club.

The photos in these two volumes are remarkable, and the overall quality of the images, as well as the range and diversity of subjects, is noteworthy. The books are similar but reflect significant differences and it seems to me that the editor really hits his stride in volume two. Hudson explains in the introduction of *Further Adventures* that the publication of the first book opened the floodgates as club members



## The Rough-Stuff Fellowship Archive

EDITED BY MARK HUDSON

Isola Press, 208 pages, 2019

## Further Adventures in Rough Stuff

EDITED BY MARK HUDSON

Isola Press, 208 pages, 2021



Riders at Loch Eck.

—ALL PHOTOS @RSFARCHIVE

High-Speed Descender—  
Tiny, Caer Caradoc, England, 1977.

dove into their attics in search of old photographs. We are told that the RSF archive jumped from 25,000 items in 2019 to well over 70,000 in 2021. In addition, the editor's decision to supplement the photos with ride reports from the RSF newsletter in volume two goes a long way toward rounding out the stories that the photos alone can only partially tell.

While all riders in these photos appear to be white, we see women and men of all ages represented. Another feature that grabs one's attention is the vast number of photographs that include people walking or carrying their bikes rather than riding them. It seems that while [mountain] "pass storming" was a popular activity among the Rough-Stuff crowd, many of these hills were not traversed by roads or trails of any kind, so the only way over them was to push or carry one's bike to the other side. If hike-a-bike segments were common, so too were stops along the way at the remarkable stone "bothies," or huts, found across remote areas of northern England and Scotland that continue to provide free shelter to adventurers in need.

These books shine a bright light on the not-so-distant cycling past that helps us to better understand the roots of our dynamic sport. While the popular bikepacking and gravel grinding movements have led to the explosion of equipment and gear to support off-road riding in recent years, these books remind us that little beyond a simple bicycle and the desire for adventure is truly necessary. That said, technological innovations since the mid-twentieth century have likely made it a lot more *comfortable* to set off on these "rough-stuff" adventures and, who knows, with wider tires and shock absorbers, there may have been a lot less carrying and a lot more riding.



As randonneurs, many of us are drawn to riding off the beaten path, whatever the road surfaces, and these two new books are bound to provide hours of enjoyment. There is something magical about riding in Britain that the photographers capture in these images. Having completed London-Edinburgh-London in 2009, the subjects of many of these photos seem familiar to me and provide inspiration as I train for a return to that extraordinary event this coming August. At the time of this writing, both volumes ship from the UK, yet the publisher reports that they will be available soon for purchase in the US from VeloOrange. Be sure to get your copies today. 🚲



Crossing a Fence at Loch Beoraid, Scotland.

Llandrillo Weekend, Wales, August 2000.



# The Older I Get, The Better I Was?

BY MATT STRASSBERG

There is a saying, “The older I get, the better I was.” Most sports scientists agree that peak athletic performance occurs between the ages of 21 and 35. At 62, I reluctantly acknowledge that I’m past my athletic prime. Having ridden my fastest PBP in 2019, just shy of turning 60, I thought riding was my fountain of youth and that as long as I kept riding, I could ride at the same level for several more years!

---

After age 35, however, we experience a decline in our exercise capacity due to reduced cardio-respiratory function and loss of muscle mass. For explosive power activities such as sprinting that use fast twitch muscles, your physical power peaks in your twenties, plateaus in your thirties, and drops precipitously beginning in your forties. That’s not a problem for many randonneurs like me who never had many fast twitch muscles to begin with.

Long distance cycling and other endurance sports predominantly rely on aerobic capacity and utilize slow twitch muscles which are designed to support prolonged submaximal exercise activities. Both aerobic capacity and slow twitch muscles decline at much slower rates than fast twitch muscles. As your maximum heart rate declines, your maximum oxygen uptake (VO<sub>2</sub>max) capacity also declines by about 10% per decade,

although continued training can slow that decline through middle age.<sup>1</sup>

The moderate decline of aerobic capacity and slow twitch muscles as we age means that athletes can maintain high levels of endurance for many years. It is also less of a problem in randonneuring because it takes far more than endurance to ride a 1200km. To paraphrase the sagacious Yogi Berra, it’s “90% mental and the other half is physical.” While Yogi may have been talking about baseball, the same principles apply to randonneuring because mental toughness is as critical as fitness.

Numerous studies document how mental toughness increases with age as we are exposed to significant life events.<sup>2</sup> Similarly, an athlete’s level of mental toughness increases with age and years of sporting experience.<sup>3</sup> Studies also document that individuals who scored higher on mental toughness assessments were more likely to

last longer on physical endurance tests than those with lower mental toughness assessments.<sup>4</sup>

If mental toughness increases through life and sporting experience and endurance slowly and gradually declines, I wondered whether there is a chronological sweet spot for optimal randonneuring. In most sports, professional athletes start thinking about retirement by their mid-thirties, if not earlier. (Tom Brady is the exception that proves the rule.) While we are not professional athletes, most randonneurs weren’t introduced to the sport until they were past their peak athletic performance. Over 85 percent of riders at the 2019 PBP were between the ages of 40 and 69. And the 50-59 age bracket was by far the largest group.

The DNF rates for the 2019 PBP were between 25%-27% for age brackets 18-29, 30-39, 40-49, and 50-59. DNF rates increased to 33% for 60-69 and dramatically increased to 55% for the 70-79 group. Although meaningful statistical analysis may be difficult, a reasonable hypothesis is that riders between 40 and 60 can rely on their long-lasting endurance, experience and mental toughness to maintain finishing rates comparable to younger riders still in their prime. That still leaves the question as to whether there is an optimal age for randonneuring.

Many randonneurs may have wistfully thought about what might have been if only they had discovered randonneuring earlier—when they were faster. A minor league baseball

coach once commented that the late pitching legend, Tom Seaver, had the mind of a 35-year-old in the body of a 22-year-old. Perhaps similarly, the ideal randonneur would have the power and aerobic capacity of a 22-year-old and the mental toughness of someone twice or three times that age.

Pinpointing the optimal age is challenging because riding a 1200km involves both art and science. The science component, as indicated above, states that peak athletic performance occurs in your twenties to mid-thirties. But in endurance sports where years of training are necessary to reach your peak, the optimal age range is likely in your low thirties. Any physiological decline, however, is relatively small over the next decade and remember that Chris Horner won the Vuelta a Espana in 2013 just before turning 42.

The art component is harder to quantify but as Yogi Berra knew, experience, strategy, and mental toughness are equally as important as the physiological factors. Current road cycling world champion Julian Alaphilippe recently said, "There is a huge psychological dimension that comes into play to go even further, to exceed your own limits... It's the head that makes the difference."

These intangibles develop with age and as a result, the optimal age range for riding long distance events is likely between 35 and 45. Riders

younger than 35 will still be at their peak athletic performance and may not need to dig as deeply into their mental toughness to complete a 1200km. Riders over 45 who are past their peak athletic performance can rely on their experience and hard-earned deep reservoir of mental toughness. Once you reach your mid-sixties, the curve of the physiological decline steepens and the old saying, "The older I get, the better I was," may be more pertinent.

Thankfully, the best age to ride long distance events is the age you are because that's the beauty of randonneuring. The goal is to finish and enjoy the ride along with the camaraderie of the randonneuring community. 🚲

<sup>1</sup> "Rate and Mechanism of Maximal Oxygen Consumption Decline with Aging Implications for Exercise Training" Steven A. Hawkins and Robert A. Wiswell *Sports Med* 2003.

<sup>2</sup> *Journal of Managerial Psychology* Vol. 24 No. 5, 2009 pp. 428-437.

<sup>3</sup> Nicholls, & Polman, Remco & Levy, Andrew & Backhouse, Susan. (2009). "Mental Toughness in Sport: Achievement Level, Gender, Age, Experience, and Sport Type Differences. Personality and Individual Differences." *Personality and Individual Differences*, 47(1), 73-75.

<sup>4</sup> "Mental Toughness Latent Profiles in Endurance Athletes," Joanna S. Zeiger, Robert S. Zeiger *PLoS One*. 2018; 13(2): e0193071. Published online 2018 Feb 23.

## Attention Members

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

### Update your address online at:

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

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

Memberships run from January through December.

### Renew online at:

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Do you listen to music while you ride?  
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Do you have a pre-ride mantra or ritual  
that helps you prepare for a ride?



Do you have a trick for getting enough  
rest before a ride? What is it?

Send your answers, including a brief explanation,  
to [editor@rusa.org](mailto:editor@rusa.org) by **March 25, 2022**.

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## Cibola Quest

With 11,000 meters of climbing advertised for the Cibola Quest Super Randonnee 600, I expected difficult sections. The stretch from the second day's turnaround to its planned sleep stop, however, was the least of my worries: 50km, a mere 100m of ascent, and 2000m(!) of net downhill.

But there I was at the top of Mount Graham, 2800m above sea level, as the sun was setting, in a world of hurt. A symphony of small issues, dumb mistakes, and exhausting climbs had reached a crescendo. I was out of energy, electrolyte-depleted, and cold. Riding buddies Bob and Bill sensed my distress—I also explained how I was feeling—and sprang into action to help me layer up and take on some calories. The ensuing descent on the lousy pavement of Mount Graham in the dark was a grim exercise. Not the easy run to the motel that I had envisioned. I suppose, though, that if everything always turned out as planned, these randonneur rides wouldn't be the adventures that I love.

### Preparation

The Cibola Quest in Arizona sounded intriguing—the description noted that much of “the route follows the Coronado Trail, named for the

Spanish conquistador who might, or might not, have traveled this way in his fruitless quest for the mythical Seven Cities of Gold (“Cibola”).”

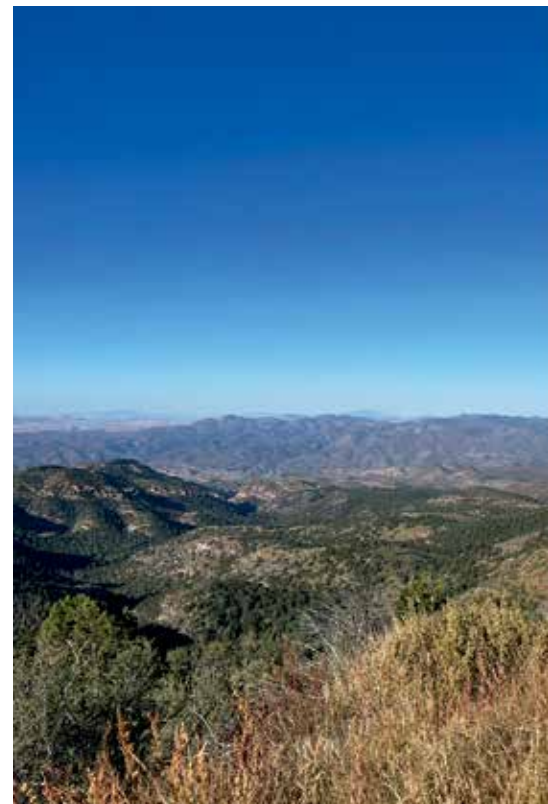
I floated the idea past my summer SR600 partners and contacted Roger Peskett, the route owner, with a question about places to sleep. He confirmed my suggested ride itinerary and sent a report from Alan Johnson, the only prior finisher. And then, to our delight, he agreed to join us. So, the gang was set: Bob Brudvik, Bill Dussler, Roger Peskett, and I would give this one a go.

With the 60-hour time limit, an SR600 can work as three manageable rides back-to-back. However, on the

Cibola Quest, sleep options were a little less than ideal, with sleep stops likely at 300km and 460km. We would sleep in Clifton, which was also the start point, after a 300km out-and-back first day and then in Safford after a 160km second day.

Clifton even offered interesting lodging choices, and we were intrigued by the restored Clifton Hotel, built in 1890 and on the National Register of Historic Places. To cement the deal, the website contained pictures of the hotel bar and in one of the pictures, the TV was clearly showing the Tour de France. Bicycle people! A quick phone call to owner Karen secured us a base

A simple route with a daunting elevation profile.







The restored 19th century Clifton Hotel was our base of operations.

—PHOTO CLIFTON HOTEL

of operations for the ride: night before, first night, and night after.

Looking at the route and reading Alan's report highlighted that the availability of services would be a major challenge on the ride. No outside support is allowed under the SR600 rules, but it is permissible to cache some supplies in advance. Looking at the route on RideWithGPS, we saw that on day one, the first available services would be 115km into the route after 3600 meters of climbing. (Yes, that's right: 12,000 feet in first 70 miles!)

We took a cue from Alan and decided to cache some water along this section. Luckily for us, Bill was planning to drive from Seattle to the start and would be heading to Clifton on that road. Bob and I were flying to Phoenix and renting a car. Our route to Clifton would pass our motel in Safford, so we could stash some stuff there as well.

The four of us met up at the Clifton Hotel on the afternoon of Wednesday, October 13th and got settled. Clifton, a historic mining town from the 19th century, finds itself now in various stages of disrepair and restoration and is situated at the doorstep of a giant current copper mining operation in nearby Morenci. The town of Morenci seems completely devoid of any charm or appeal whatsoever, but it does have a grocery store to which we headed in search of some supplies. We also met Karen and Matt, the hotel's owners, who were quite interested in our planned adventures. We hurried off to bed, given the planned early start at 5:00am.

#### DAY 1 — Clifton-Alpine-Clifton

Our start was not early enough as Bob, Roger, and I pulled right smack into the middle of morning rush hour to a shift change at the Morenci mine.

Bob Brudvik surveys the view from high in the White Mountains of Arizona.

—PHOTO MARK THOMAS

Control at top of Mount Graham.

—PHOTO BILL DUSSLER



To our great disappointment (and his), Bill woke up feeling poorly and decided that he could not start the ride. He'd rest up instead and see whether he could at least join us for the last half of the ride. The rest of us followed a parade of vans, cars, and trucks heading right up to the mine. We had more than an hour and a half of riding before we cleared the mine at the north.

The sheer size of the Morenci mine boggles the mind. The scale of operations to extract a couple of hundred metric tons of copper each day from a hundred million tons of rock is undoubtedly impressive, but it's as ugly as sin—a giant festering man-made boil on the earth.

Once clear of the mine, however, the next section was spectacular, with beautiful long climbs and virtually no traffic. The Coronado Trail (US191) through the White Mountains certainly merits its designation as a National Scenic Byway. Expansive views, interesting rock formations, and high forests (and a stop at our water cache) led us to the highest point of the entire



Sign of the devil?  
—PHOTOS MARK THOMAS

ride at about 2850m. A short bit of descent led to the Hannagan Meadow Lodge, the first services (and first running water) of the ride. We had spent more than eight hours to get through the first 115 kilometers, but any thought of a quick, efficient stop was suspended by the realization that we were hungry. Bob and I sat down in the restaurant and ordered lunch, joined soon by Roger, who had stopped near the summit to stretch out his back.

Life at the Hannagan Meadow Lodge appears to be leisurely, to say the least, so we had plenty of time to rest up, eat, and take stock of our progress on the day's out-and-back route. Ahead of us lay 35 kilometers to the town of Alpine and 35km back, a section that promised to be much less climb-y than what we had done, but far from flat. We fully expected that section to take us another four hours, so it would be close to dark by the time we returned



to the lodge for the trip back down to Clifton. It didn't escape my notice that although we were nearly 2000m above our start point, we had accumulated around 1400m of downhill along the way that would be climbing on the return. The reality dawned that we were in for a long, cold night.

While waiting for and eating our lunch, we chatted with a couple of motorcycle riders. They were happy to give us a preview of our route and compare notes on scenic riding roads all over the western US. They also shared with us a multitude of facts about the

geology and history of the area, some of which may even have been true. My favorite bit was that US191 used to be US666, but the authorities grew tired of the Devil and his friends stealing the 666 highway signs. One of our motorbike friends admitted to having one in his basement. One also festooned the wall of the Lodge.

The route to Alpine bumped along up and down but trended down. Recreational traffic picked up a bit, but remained relatively sparse, and the high forest riding remained enjoyable. In Alpine, we took pictures of our bikes (with the SR600 frame plates attached) at the control in front of the Alpine District Ranger Station and headed over to the town store to fuel up for the return.

Roger had rolled into town a short bit after us, clearly suffering with his balky back. Concluding that he was too unstable on the bike to complete the Cibola Quest successfully and safely, he decided to continue back to the lodge with us and to stay there for the night before returning to his car in the morning. Bob and I were sorry that the group would dwindle to two, but we couldn't fault the wisdom of his decision. Safety first.

A couple of hours later at around sunset, we returned to the Hannagan Meadow Lodge. Roger secured himself a room for the night. Bob and I again abandoned any plan of a quick stop, this time in favor of hot coffee, warmed apple pie, and vanilla ice cream served to us at the table closest to the gloriously warm wood stove. The idea of a big dinner and a warm place to sleep enticed us and we were precariously close to succumbing. It would almost certainly

Last big descent back to the Coronado trail.  
—PHOTO MARK THOMAS



have meant a DNF, however. To get the next day done, hours of pre-dawn riding would be required in temperatures even lower than faced us now.

With virtually all our clothing donned, we reluctantly left the warmth of the lodge to be greeted by the near-freezing (1C) night. As it turned out, the reduction in elevation affected the temperature substantially, and it got warmer as we returned. But not by much. Under a waxing moon and a sky filled with stars, the route back to the mine offered a certain cold beauty, but any notion of bombing the downhills to make up time ran into the reality of sharp switchbacks, dark corners, lousy pavement, and fear of wildlife collisions. By the time we got back to the Clifton Hotel, the clock read ten past two in the morning. We made a plan to set out by 8:30am and after a hot shower and a hasty dinner of Ensure Plus, we were dead asleep.

## DAY 2—Clifton-Mount Graham-Safford

The sight of Bill recovered from whatever had felled him the day before, and the news that he could likely join us for the remainder of the ride, lifted our spirits in the morning. The 1900m climb from Safford up Mount Graham loomed large in the elevation profile as well as in my thoughts of Day 2, but a fair amount of riding lay ahead first. The route showed 70km to Safford and another 15 to the base of the main part of the climb. Again, the relative paucity of services dominated logistical challenges for the day. The only store in the first 70km before Safford would be at Three Way at the 15km mark, too early to be of much use.

Just past Three Way, US191 crosses the Gila River and begins a 420-meter climb familiar from many visits to PAC Tour's Desert Camp Mountain Tour week. I've probably climbed that hill seven or more times, and I felt pretty good on this morning up that hill. Unfortunately, Susan Notorangelo and her lunch trailer and merry bunch of helpers were nowhere to be seen at



the top this time, so we headed on to Safford in search of sustenance.

Facing the prospect of having to ride some of Mount Graham in the dark (it was nearly noon by the time we reached Safford), we opted for a convenience store stop. I didn't realize it in the moment, but the heat of the day was taking its frog-in-a-pot toll on me. My clothes were covered with salt, my thinking was not at its clearest, and my appetite was suppressed. In retrospect, I think this is where the symphony of problems began. I didn't eat enough and likely paid insufficient attention to electrolyte depletion. During the less-than-15km stretch up a very slight grade from our Safford stop to the Mount Graham turnoff, I started to notice that I was suffering a bit. Heat has never been my friend. It was only 30C here and would only reach 35C before it started to cool, but that was enough for me.

I have always found the Mount Graham climb to be challenging and beautiful at the same time. This time was no exception, but definitely more challenging than usual. But Bill and Bob are two of the best friends that a suffering randonneur could want. They made frequent stops to let me catch up and would extend those stops

Mule Creek, NM (pop. 134)  
has a post office?

—PHOTO MARK THOMAS

to allow me to climb a little farther up the hill before they'd pass me again. And wait again.

It got cold fast as we approached the top of the climb and the end of the day. My more able-brained companions stopped to add clothes as the temperatures declined to single digits. I figured that I'd just take care of it all at the turnaround / top of climb and didn't even bother to don gloves. Dumb idea: by the time I met up with the boys at the top, my fingers were numb and my hands virtually non-functional. Here, I made a good decision. I told my friends that I was in trouble and asked for help. As noted before, they sprang into action.

We reached the motel in Safford at 8:30pm. It had taken a full twelve hours for me to cover the day's 165km. In a sign that my decision-making faculties had returned (in a rando sort of way), I ordered pizza, sparing us another night of Ensure-for-dinner.

Although the last day would theoretically be easier, it was a similar distance, so we figured the safe thing



Happy finishers back in Clifton.

—PHOTO BILL DUSSLER

to do was to assume another twelve hours. With a cutoff of 5:00pm the next day, we targeted a 4:00am departure.

**DAY 3—Safford-Mule Creek (NM)-Clifton**

At 4:00am, we headed out, unsure what the day would bring. In a somewhat unanticipated development, it brought a bountiful harvest of awesome!

As we thought of it, the route consisted of four stages: a 55-kilometer ride from the motel to the intersection at Three Way, 40 kilometers to the last turnaround at Mule Creek, 40 kilometers back to Three Way, and then 15 kilometers to the finish.

The first stage included a 570m-climb to the top of the prior day's no-lunch-stop hill. Not having studied it closely, we did not anticipate the gentleness of the upward grade and the sheer joy of the early morning climb. The fast descent back to the Gila River and the store at Three Way was also lots of fun.

Out to the turnaround, there would be an 800-meter climb followed by some up-and-down roads taking us into New Mexico and to the hamlet of Mule Creek. It was 8:00am by the time we headed out for the last major climb. I won't say that the climb was easy, but the scenery was beautiful and you could

see the road winding spectacularly up to the top. The road into New Mexico was also beautiful and soon we were in Mule Creek.

We expected to find a post office building and a water spigot. We had no luck with the water, but the tiny post office was readily apparent: much more apparent than any reason for its existence.

With an increasing sense of panic, I started to calculate how comfortable we were with the ride's overall time limit. Despite how nice the big climb

from Three Way had felt, it was already noon. It had taken four hours to get here. To be safe, I assumed four more hours to get back. That would leave us with just an hour to cover the last 15 kilometers. Doable, certainly, but not a lot of margin for error.

Suddenly, I remembered. We hadn't just crossed a state boundary, we had also crossed a time zone boundary. Although it was noon in New Mexico, it was only 11:00am back at the finish line in Clifton, Arizona. My GPS and my phone had quietly updated themselves to New Mexico time while I had been enjoying the ride. It had only taken three hours to get here. Suddenly two more hours of margin!

As we relaxed, a nice woman appeared from a nearby house, asked if we needed any help, and then proceeded to search the underbrush behind the post office for the hose. Soon, we were off with more water in our bottles and less anxiety in our heads.

In an hour or so, we were back at the top and could see the upcoming descent looping and switchbacking off into the distance—a wonderful, fun exclamation point to the ride. Slowed only by photo stops, we returned to the store, seeking cold drinks and shelter from the heat this time. From there we sprinted (inasmuch as our tired legs would allow) back to Clifton. Final control picture at the train station (57:10 elapsed) was followed quickly by a celebratory beer at the hotel. Karen, the owner, wouldn't take payment for the beer and confided that she'd been following our tracker for the past three days.

It was good to be done. 🚲



At last, gold was found.

—PHOTOS MARK THOMAS

# 2021 American Randonneur Award

## JAKE KASSEN

BY SARAH BERGSTROM

I had briefly met Jake before, but the first time we really talked was when we were volunteers at the overnight control of a 600km in 2014. As we waited, half awake, for riders to pull in, our conversation rambled over many subjects, but kept coming back to one single driving philosophy.

Jake Kassen wants to make randonneuring better.

Better routes, better tools, better communication, better procedures; he's never satisfied with good enough. If there's anything he can do to smooth out the potholes of putting on events, he's on it. Anyone who's ever ridden with, volunteered with, or just sat around the finish of an event with Jake knows this; he's always brainstorming ideas and bouncing them off his fellow riders and organizers—and then doing the harder part: turning those ideas into reality.

Let me quote Jake himself: "Not many cyclists understand how difficult it can be to design a RUSA approved route, let alone know the time and effort it takes to organize the support needed to pull one off." Jake said this when he was just taking over as RBA, and he followed it up with six years of tirelessly putting in that time and effort as Boston RBA. He designed new routes for every distance, riding countless miles to scout new gems of roads and catch problems before they could become problems. He fundamentally changed the style of route design in our region: every turn, every road is looked at to give riders

the best experience possible. He's also shepherded lots of new route designers and ride organizers through the process—myself included—encouraging us and helping us make our events the best they can be.

His contributions to his fellow RBAs and the RUSA national organization are just as noteworthy; he has served as RBA liaison and leveraged his professional skills to design a bunch of tools. There's the Card-O-Matic tool, which makes creating all the paperwork for an event or permanent a breeze. There's the search-by-location for events and permanents to help riders connect with events across multiple regions. Additionally, he designed and maintains the code behind the Rando Scout award.

Please join me, the New England Randonneurs, all RBAs, the RUSA Board and Awards Committee, and everyone involved with RUSA in thanking Jake for his tireless work over the years and congratulating him on being this year's American Randonneur Award winner. 🚴



Congratulations to Jake Kassen, 2021 American Randonneur of the Year!

# My COVID R-12 in 12 States (plus DC)

BY JUSTIN G. CASTILLO

Some randonneuring challenges are more elusive than others. There always seemed to be a scheduling conflict that prevented me from riding certain signature events, such as the DC Randonneurs' fast Flatbread 200 on the first Saturday of November. And it took seven years before I finally knocked out a flèche.

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The R-12 loomed as the biggest unclimbed mountain of all. An R-12 is wide open with no fixed start date. Worse, it's not one ride but twelve. For me, starting a string of twelve consecutive monthly 200km+ rides was daunting, and not knowing if I could finish made it easier not to start. Pushing the start date to the next month, usually in the name of waiting for perfect conditions (more daylight, less ice, warmer temperatures), was easy.

Then came COVID, which cleared many conflicts and offered me a project, a task to look forward to every month during the pandemic. During my year-long journey down the road of the R-12, I re-connected with old randonneuring friends, made new ones, and developed a renewed appreciation both for the history of our

country and the richness of the cycling opportunities in the USA. I also learned how the revised permanent program and Ride with GPS (RWGPS) have opened new routes and opportunities. There's never been a better time to be a randonneur.

I decided to face the issue of shorter days and colder weather head on by starting my R-12 journey in October 2021, joining six other members of the Rocky Mountain Cycling Club (RMCC) on an out-and-back ride from Frisco to Gypsum, CO. It was a beautiful early fall day, and there was still plenty of magnificent fall color in the stands of aspen on the west side of Vail Pass. Temperature management was a challenge with near-freezing temperatures in the morning, heat during the afternoon, and cold again after sunset. There were

other complications as well; it had been two years since my last brevet. I was out of practice about fueling myself and packing gear. It was also my first brevet on my new (to me) Rivendell Roadeo, which resulted in some fit issues and a stop for chamois crème. (I ended up riding three different bikes during my R-12.) The route was also backloaded with climbing; about 6000 of the 7500 feet of climbing were on the return leg, culminating with a steepish climb up the west side of Vail Pass. Between darkness falling and a sore butt, the day's experiences were enough to make me reconsider the R-12 project even before I'd finished my first ride.



Trying to stay ahead of the rain on the return leg of the True Story 200k with the Indiana Randonneurs.

—PHOTO JUSTIN CASTILLO

Early morning fog clears as we ride the Flatbread in November 2020. Pictured: Teresa Funari, Gardner Duvall, Justin Castillo and Kelly Smith. —PHOTO MARY GERSEMA

Another reason why I took so long to launch my R-12 was the question, “How will I ever find 12 brevets to ride?” I’m not a big fan of repeating routes, yet initially this seemed inevitable on an R-12. While chatting in the parking lot before the start of the first ride in my series, I had mentioned to RMCC’s Paul Foley that I’d earn my American Explorer with this brevet in Colorado, which was my tenth state. Paul graciously mentioned this in his ride report. (He was too modest to say that his tally is approaching 40 states.)

After “randonesia” erased the unpleasant memories from that inaugural ride, I had an epiphany: why not riff on the American Explorer and try an R-12 through at least twelve states? With this new goal a host of riding opportunities opened up. Ultimately, I managed to bag twelve



states and the District of Columbia with no repeat routes.

Recent enhancements to the RUSA permanent program gave my project a major tailwind. Not so long ago, riding a permanent required contacting the route owner at least a week in advance, scheduling a date for the brevet, sending in payment (usually about \$5), and getting or making a brevet card. It worked, but it wasn’t very flexible, and last-minute changes were almost impossible. Now, RUSA—for one low annual fee of \$25 per year—makes signing up for permanents fast and flexible, including same-day registration. Because it uses RWGPS, riding the route and providing proof of passage is effortless.

There’s an even more exciting but less visible aspect of RUSA’s new permanent program: the number of routes is rising rapidly. Some classic routes are being re-entered into the system while new routes are popping up all the time. The list of permanents changes frequently, so it pays to check the site frequently for updates.

Creating new routes is also easier than ever, which is good news if you don’t have easily accessible brevets or want to turn a favorite route into a permanent. RWGPS allows you to create new routes, and you can use



Reach out to the local club before riding a permanent in unfamiliar territory. It can help prevent surprises like this.

—PHOTO JUSTIN CASTILLO



Flatbread fog.  
—PHOTO MARY GERSEMA



RUSA's RWGPS account to finalize them.

Three of the most scenic permanents I rode were not even online when I started my R-12 project:

**Up and Down the River (RUSA 4097)**—an out and back along the Ohio River that is packed with attractions, including sites from the movie *Rain Man*. It also features St. Anne Convent in Melbourne, KY; Ulysses Grant's birthplace in Point Pleasant, OH; a ford near Maysville, KY, where bison crossed the Ohio River; and Ripley, OH, the home of John Rankin, a prominent conductor on the Underground Railroad.

**Anything you Want (RUSA 4118)**—featuring sites from the song *Alice's Restaurant*, WEB DuBois' birthplace, and a covered bridge on the return leg.

**Silverton to Philly (RUSA 4126)**—20% gravel route from NJ's pine barrens across the Delaware River in Trenton, down along the D&R canal towpath to Philly and back. I recommend stopping at Mama's Pizza around mile 80.

My R-12 also included several classic routes, and I finally knocked out the Flatbread. Cool temperatures and fog made for great photo opportunities

for DC Randonneurs' tandem team of stoker/photographer Mary Gersema and captain Ed Felker. Ed and Mary also pulled a group of us home on the return leg, which helped me to attain a PR 200km.

Another classic was the Gettysburg Gallop brevet from Rockville, MD, to Gettysburg. Heading from Maryland into Pennsylvania, the ride follows the same route that General George Meade's army took. Moments after





Crossing the Ohio River into Kentucky with Jim Koegel on the Up and Down the River 200.

—PHOTO JUSTIN CASTILLO

turning left to enter the battlefield, the route passes the monument to the 20th Maine, which, under the command of Colonel Joshua Chamberlain, repulsed the rebel attack on Little Round Top, possibly saving the day and the war for the United States.

Serendipity is a staple of randonneuring. As one rider remarked at the start of a 600km, “Let’s see what the road gives us today.” The final ride in my R-12, the Old Rag 200, was an example of things just coming together. First, although I hadn’t planned it that way, it fell on the 100th anniversary of the first 200km. Roger Hillas of the DC Randonneurs noted another interesting fact: the Old Rag brevet dates to the earliest days of RUSA and is, in fact, RUSA route 1. Despite a late start, I managed to catch up with a group of riders and had a great time chatting with Jack Nicholson about the AAA permanent, which I rode in January. Jack designed this as his go-to Annapolis hometown brevet.

Randonneuring is a mix of the solitary and the social. My rides ultimately were evenly divided between solo and group events. Despite COVID, group rides during my R-12 provided a great chance to connect with old friends with the DC Randonneurs and to make new ones with other clubs. I owe thanks to many people, including:

DC Randonneurs’ **Roger Hillas**, who accompanied me on my only repeat brevet—a route he designed, called Coffee Quest—and shared insights into the permanent rules (e.g., under Article 7, “Between checkpoints,

Colorful bike-themed sculpture in Mercer County NJ on the Silverton-to-Philly 200k just before the Delaware River crossing.

—PHOTO JUSTIN CASTILLO



the rider can follow the official route, or ride alternative routes, so long as they are legal and safe”). Armed with this knowledge, I took a detour onto the C&O canal towpath on the return leg because I had a funny feeling about traffic on the way home. That added ten miles to the trip but made for a peaceful return along the Potomac. Hearing the roar of the Potomac at Great Falls in the dark was an eerie experience.

**RMCC’s John Lee Ellis**, who kept me apprised of conditions after a heavy March snow put the start of the Kersey Kick into question. The route paralleled the front range of Colorado from the Boulder area north into Weld County. Just a few days after the storm dropped over a foot of snow in parts of eastern Colorado, the ride went off without a hitch. Because I was busy with other tasks, I missed JLE’s last-minute route update, which meant that I rode through some washboard-like road conditions that gave me a taste of the pavé at Paris-Roubaix!

**Bill Watts**, who welcomed me to the ranks of the Indiana Randonneurs in March, when I rode the True Story. The ride started at the iconic Major Taylor velodrome at Marian University, and Bill introduced himself and offered me a cue sheet that he’d printed just in case. The route took the five of us along White River through downtown Indianapolis and to points south, including Bean Blossom, IN, home of Bill Monroe’s bluegrass festival since 1952. The Indiana Randonneurs rode audax style, stopping along the way for a well-timed lunch at Hard Truth Distilling Company that fortified us to deal with a rainstorm that had been stalking us all day. The storm was fierce for about an hour after lunch, and Greasy Creek washed over the road. Cold runoff soaked my feet (I found my shoe covers a few weeks later) and brought back memories of the misery of PBP in 2007.

**Jim Koegel** of the Ohio Randonneurs, who guided me up and

Another informative sign.  
—PHOTO DAN PANNELL

Lots of history on the Lady and  
the Barons 200k in Maryland.  
—PHOTO JUSTIN CASTILLO



down the Ohio River in May. He identified points of interest along the way, starting in Newport, KY, where he noted the Hofbräuhaus restaurant, which serves authentic German food and beer (must stop by there next time). On the return leg I felt as if I was overheating around mile 82, and fatigue and slowing speed started to reinforce each other. Jim wisely counseled taking a 30-minute break in the shade to cool off. “Every brevet has its low point,” he observed.

Randonneuring, to quote novelist Maggie Shipstead referencing a different context, is “a one-way ticket to exactly where you started.” Or, as Amelia Earhart observed, “Adventure is worthwhile in itself.” Every brevet is an adventure; there are risks, and

the outcome is never certain. The joy of brevets comes from overcoming challenges and savoring the gifts the road gives us on any day. That could be everything from biking in formation with a hawk for a few moments to a vista of the Bay Bridge over Chesapeake Bay from a distance on a misty January morning.

Twelve months and 2425 kilometers later, my R-12 ended in a parking lot in Warrenton, VA. I’d ridden on three different bikes and suffered only three flats. The biggest discovery for me wasn’t about myself (even after the R-12, I still struggle to pack more efficiently, waste less time at controls, and avoid over-hydrating) but about fellow randonneurs. The amount of time, dedication, and love that they spend on this sport is astounding. It’s also inspirational; looking through the results on the RUSA site, I was impressed by the number of riders I’d met with multiple R-12s (often in the double digits). I was also heartened to realize that randonneuring is for the young at heart; two of the strongest people I rode with were in

their seventies, and they showed no signs of slowing!

If you’re seeking a challenge, consider an R-12. Despite the challenges of COVID, the new RUSA permanents program can, in conjunction with regularly scheduled brevets, make attaining this goal easier and more enjoyable than ever. If an R-12 is not on your agenda, check out the RUSA permanent site from time to time for new routes. They’re filled with history and scenery. Who knew that you could ride a route called the Bridges of Parke County that passes 10 historic covered bridges in central Indiana?

One final note: if you’re going to ride a permanent outside your home area, reach out to the local club. On at least two occasions people had valuable information about road closures and construction projects that helped me avoid delays or disaster. One route I was planning to ride was impassable because of landslides, and detours were not an option. I would not have known that without local guidance. 🚲

# Bou<sup>é</sup> bicycle clothing

*Cycling Clothing Designed for  
Long Lasting Comfort*

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## If At First....

One of my favorite RUSA awards is the American Explorer Award. The official RUSA explanation is on the website:

*By definition, a randonné is a long ramble in the countryside. 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.*

Prior to the pandemic, this award had provided the impetus and excuse to bring or rent a bike on vacations and business trips so I could add another state to my list and a magnet to the board. I doubt I would have tackled the Hana Highway by bike if it hadn't been for the availability of the Hana Hiatus 200km. I think of that ride as my most epic permanent, and it is a source of pride to count Hawaii among the states I have explored. I live in New Jersey, and I have not ridden in Connecticut or Rhode Island, but I have ridden in Hawaii....

My total number of states, plus the "honorable mention" of DC, had

stalled at 28. Eighteen months of no vacations and virtual conferences had prevented me from traveling anywhere new. But this past September I had plans to attend my first in-person business meeting in Cincinnati, a short 9-hour, "bring my bike along," drive from New Jersey. Cincinnati also has the distinction of being just across the Ohio River from Kentucky. Ohio and Kentucky would be two new states, and there was a permanent that straddled the state line. The stars were aligning nicely to get me in the "30 state club," an elite group which exists only in my mind.

There were a few details to work out, the timing of the ride being

the biggest challenge. I would arrive in Cincinnati on Friday evening, and obligations on Saturday and Sunday afternoon left only Sunday morning as a viable option. I would need to get up early and start at sunrise to finish before the start of the afternoon work barbecue.

I had a little bit of trouble finding the starting location, but once found I quickly readied my bike and pedaled off into a warm and cloudy morning. I hadn't really researched the route very well except to notice that it was a loop, and I would cross the Ohio river twice: once at the start and once halfway through on the return. I had noticed that my initial crossing just a few miles into the route would be across the Purple People Bridge, a half-mile pedestrian bridge connecting Cincinnati to Newport, KY. If you check out the

But what about my event?

—PHOTOS CHRIS NEWMAN





bridge's website, you will notice that you can rent it out for private events, which is exactly what someone had done on that cloudy September morning. I am not one to let a "Bridge Closed" sign get in my way, but I stared long and hard at that closed gate and realized there was no way I was getting myself and my bike around, over, or under it.

Time for plan B: cross the river with the cars and trucks on the shoulder of Interstate 471, the bridge I had just ridden under. Twenty unproductive minutes later, common sense (and the inability to find an entrance to the highway) kicked in, and I decided it was not worth the risk of getting squished by one of many tractor trailers speeding along above me. With the new permanent rules, I realized I could just ride down the Ohio side of the river, cross into Kentucky, visit the control, turn around and ride back.

One reason to read the ride description more thoroughly and check out the map and cue sheet prior to clipping in is that sometimes the route designer has something special located along the route, something unique that you might not otherwise encounter or explore. This was one such route, but I didn't realize it until it was too late.

As I pedaled along the river in weather that was deteriorating slightly, I passed another bridge with a decidedly unfriendly sign prohibiting pedestrians, bikes, and other slow-moving vehicles. I was starting to get a

bit concerned about timing and so I finally stopped to check out the distance to the river crossing. It was then, a few hours and miles into this adventure that I realized that the crossing was not a bridge but a ferry, the Augusta Ferry, to be exact. This ferry has been in operation since 1798 and is one of the oldest ferry services on the Ohio River. How cool! Except that I would have to take the ferry twice, and although I could either ride for free or for \$5—I wasn't driving or walking so was not sure where I fit in fare-wise—the website did not list a schedule or a time estimate for the crossing. My prospects for finishing the ride in time were starting to look grim. I reluctantly turned around and headed back to my hotel, my double-state plans dead along the side of the mighty Ohio River.

I was also counting on that ride to be my September P-12. I would head for home on September 30, and I had full days of meetings until then. Researching the permanent website, I found a 100km that started just a few miles off the highway I would be driving through Ohio. It was a flat route that I should be able to finish in five hours or less, so I would get home at a decent hour as long as I started my day before sunrise. One state is better than no state!

Everything went as planned: I rose early and found the start and a parking lot where I was pretty sure I wouldn't

This route was truly lovely.

This pedestrian bridge is open!



be towed. The weather was perfect, and most of the route was on a lovely "Thursday morning deserted" bike path with the remainder meandering through quiet farm country. I finished in 4 ½ hours and had fortuitously parked next to a unique restaurant where I was able to order a delicious takeout lunch and buy a few local beers to bring home.

I hadn't achieved admission into the mystical "30 state club," but I had enjoyed a lovely ride in a new locale, the very essence of the American Explorer award! 🚲



A bad omen.

# 2021 Heart of Texas Randonneurs' Annual Dart Populaire

BY GARY KANABY

We held our annual dart populaire in 2021, and, as usual, there was a nice turnout. The ride was important to many riders as it is a requirement for the new Rouleur award. Four Texas clubs were represented: Lone Star, Houston, Hill Country, and the host club: Heart of Texas (HoT) Randonneurs. Although there were four teams before the ride, a few-no shows had our ride host Peter Nagel making some changes and consolidating the group into 3 teams, each with one woman rider.”

Peter had created six routes, each covering about 120km, and each team rode a different route. They are all a bit hilly with beautiful scenery and mostly on small roads without much traffic. Since the season had been warm and rainy, there was also still a lot of greenery.

We all started at the Rentsch Brewery Georgetown, TX, at 8:00am. The weather was cold, but we knew it would warm up as the day progressed. In October we can have freezing temperatures in the morning and warm afternoons.

After a group photo, we headed north toward Salado, my hometown. My team had signed up early for the ride so that we could pick this route because the first control is a coffeeshop we all like. They have tables outside, making it a good place for coffee and bagels. My wife Pam met us and took my extra clothes. The temperature was warming up, and the day was just glorious. It was nice to shed jacket and knee and arm warmers and to lighten the load. After a nice break we said goodbye to Pam and started toward Florence. Once we had crossed I-35, the terrain got hilly, and we had some nice climbs. It was on one of these climbs that I remembered I had put my car keys in the zipper pocket of my jacket. However, Pam now had my jacket and keys, and we live about 25 miles from the start. Everyone started to tease me as they wanted to be there when I called Pam to let her know I needed her to bring the keys back to the finish. It would be more than a fifty-mile round trip on the bike to pick them up myself....or fifty miles for her in the car.

Florence has a nice store with good restrooms and an opportunity to get drinks and food. Then, we continued to Andice, arriving about thirty minutes early for our six-hour stop. Peter's team was already there, and Jeff's group arrived soon after. Andice is a favorite stop for cyclists because of the Andice



Amy's team in Andice.

—PHOTO GARY KANABY



At the end at the brewery!

—PHOTO GARY KANABY

Amy and Gary with Fred coming up the hill.

—PHOTO GARY KANABY



General Store, which claims to have the best burgers in the world! Since I am a vegetarian, I can't comment on the burgers, but I can say the fries are good.

One of the owners said the population of Andice is twelve although the official census claims 25. The general store gets crowded on weekends since it is well-known for its burgers. They have a covered outdoor area with picnic tables, which made it an excellent place for the teams to meet up before heading out on the last leg. One of the things that make this place unique is having to remove cycling shoes before entering the store because the wooden floors are old, and the owners don't want cleats to scratch them. Another quirky thing is that the restrooms are in a building on the other side of the

parking lot, but you must ask for the combination at the checkout to be able to enter them.

While in Andice, I made the call to Pam to let her know my keys were in the pocket of my jacket. But Pam took the news well as she knows me—we've been married for 46 years.

Dart rules state that riders can't leave the penultimate control until two hours before the end of the ride. When we were finally allowed to leave, all of the teams started heading back to Georgetown. On the way back we couldn't pass Starbucks without a short stop, but we knew we had plenty of time to burn. We arrived at the Brewery just after the others. Pam was waiting to give me the keys, but she didn't want to stay with the group for the after

party and the cycling stories....

We all sat down at a big table and had a lot of laughs and a few beers to celebrate the end of another successful dart. Fourteen started, and 14 finished with no accidents. Jeff's team had one mechanical issue that was resolved easily.

This was my seventh dart. They are always a lot of fun and offer a chance to ride with and meet new people. 🚲



At the start.

—PHOTO GARY KANABY

# Choosing a Starting Group for Paris-Brest-Paris

BY BY BILL BRYANT, RUSA #7, PBP ANCIEN 1983 & 1999

With the 2023 Paris-Brest-Paris (PBP) on the horizon, many American randonneuses and randonneurs are already getting ready for the important 2022 “pre-registration” brevets that will determine their priority for choosing a PBP starting wave. While PBP veterans likely know the starting group that suits their abilities, newer riders may not. One of the most important questions they will have to answer is which starting group will they want to use?

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Fast riders who frequently finish their brevets many hours ahead of the closing time may opt for the 80-hour group that begins on Sunday afternoon at 4:00pm with starting waves A-E.\* At 5:15pm the tandems and recumbents depart in the F wave; then the first 90-hour solo riders start at 5:30pm with the G wave. Successive 90-hour waves continue departing every 15 minutes into the evening. There is a break in the action overnight, then the first 84-hour waves begin their ride at 5:00am on Monday morning with the X wave.

For the riders behind the 80-hour group, there are two choices: a 90-hour start or an 84-hour start, with several issues to consider. Forced to ride all night by the control closing times, the Sunday afternoon and evening starts for 90-hour riders will likely come as a challenge to entrants who started all of their brevets around dawn during

the past couple of years. The 84-hour start, on the other hand, begins at 5:00am and is more in line with what most randonneurs and randonneuses are familiar. There are a few questions prospective PBP riders should consider: how fast do they typically finish the 400km? The 600km brevets? Also, how do they feel when riding all night without a sleep break?

With the 80-hour speedsters already on their way west to Brest, let's

plan some strategy for the typical PBP participant. Rider A is strong and fast and finishes hilly brevets with a good amount of time left on the clock. For example, all of her 400km brevets have been completed in 20 hours or less. She has noticed, however, that on the three 600km brevets she has done during the past few years she didn't do well riding all night. She has taken short sleep stops on two of them and still finished in around 35-37 hours, not far behind the time of her one 600km all-nighter. *(Even marginally rested riders usually ride faster than sleep-deprived ones.)* All of her 600km brevets were successful and she was well inside the 40-hour time limit, but the two brevets with a three-hour sleep were much more enjoyable for her than the one without any sleep.

Rider B is an experienced randonneur but typically needs more time to finish brevets than his friend Rider A. His 400km brevet times have been in the 24-hour range. But he

Lining up for the 80-hour start of PBP in Rambouillet.

— PHOTO BARB BLACKER





pulled all-nighters on 600km events while A took sleep stops; both finished their two most recent 600km brevets in about the same time. *Remember that PBP is twice the distance of its longest qualifier. Riding through a single night on the 600km brevet is one thing; doing two sleepless nights is vastly more challenging. And trying to ride 1200 hilly kilometers over four nights without sleep is definitely not recommended!*

The recommendation is for Rider A to take the 84-hr start at PBP. With a 5:00am start on Monday, she can ride until about midnight, eat a meal, sleep for three hours, then get up and repeat two more times, finishing in around 80-82 hours. With this plan she never rides all night during PBP, and hopefully she enjoys randonneuring much more than the time she pulled an all-nighter.

Rider B, on the other hand, opts for the 90-hour start and begins his PBP around 7:00pm on Sunday. Experience on several 400km and 600km brevets has shown that he is comfortable riding all night and won't get too sleepy during the first night at PBP. After completing about 445 kilometers he stops in Loudeac for his first sleep. He completes another 300km returning to Loudeac for a second three-hour sleep, then stops again after about 300km at Mortagne-au-Perche for a short sleep of about 90 minutes. He finishes PBP in about 88-89 hours and is alert enough that he never is dangerous from lack of sleep and generally enjoys his ride.

In the end, both riders earn their PBP finisher's medal in good fashion, but they clearly do the event differently.

Here are things to consider: What if 2023 is rainy? Or what if it is *really* rainy like the legendary 2007 event? No matter our abilities, most of us go a little (or a lot) slower in the rain. There will probably be extra and/or longer stops to get out of the rain and find some warmth. Along with descending more carefully or not seeing so well when riding at night through rain-streaked glasses, there is the

Paul Shapiro at the 84-hour startline.

—PHOTO CHRIS NEWMAN

inevitable fumbling with zippers, wet jackets, long-fingered gloves, and balky food wrappers, along with frequently adjusting or packing damp clothing layers. In sum, all riders need more time at a rainy PBP than one with dry conditions. How much more is the question.

*New riders should know that Brest is France's rainiest city, and until recently, all PBP participants' bikes were required to have fenders. Smart riders will travel to PBP assuming there will be some amount of rain; the question is, how much? Perhaps with climate change the typical PBP weather pattern is becoming drier, but don't count on it. A survey of the weather at all editions of PBP could suggest we might be overdue for a good soaking.*

Given this scenario, both riders will get less sleep if we have a rainy PBP. Will Rider A have enough time to give up from her 84 total hours? Will Rider B still be fast enough to get some meaningful sleep during his 90-hour ride? I don't know. But I do know that a number of strong riders who consistently opt for the 90-hour group but could easily finish in less than 84 hours. *(We can call one of them Rider C for our discussion.)* Rider C prefers to get more sleep on the second, third, and fourth nights of the 90-hour start than would be possible if they only had 84 hours. More importantly, if there is really bad weather or some other major problem arises and they are considerably slowed, Rider C will still have a useful time cushion. Whatever the delay, it would not be as big of a problem for Rider C as it would be if they took the 84-hour start. The important factor of this choice is that Rider C doesn't mind riding all night on the first night.

On the other hand, I have also known average randonneurs who are generally slower than Rider A, but they took the 84-hour start because they



really dislike riding all night without a sleep stop. *(We can call them Rider D.)* They know themselves and take the 5:00am start, even if that means they must hustle at every control in order to build up a little sleep time each night. They have finished PBP successfully, too—but would they have been fast enough if they had had 2007-levels of rain? Here they might need a bit of luck with the weather at PBP.

There is no simple answer for choosing your PBP starting group and there is a lot to think about. You should use your 2022 brevets to help you decide if you are more like Rider A or Rider B. Or will you follow the examples of either Rider C or Rider D? However you choose a starting group, endeavor to train seriously throughout 2022 and 2023 to be as fast as you can be. Strong legs take away many of the concerns about starting groups and sleep time at PBP. Slower riders (like me) who need most of the 90 hours in a dry year have a lot more to worry about. *Bonne route!* 🚲

*\*Early information indicates the familiar PBP starting format of recent editions will be used, but nothing is guaranteed at this early date. Note that there could be changes made to the format described here.*

# New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
15066	Van Horn Jr, Larry	Asheville	AL	14917	Thompson, Pamela	El Macero	CA	14848	Gouin, John-Paul H	Oakland	CA
15056	Shackelford Jr, James C	Chelsea	AL	14968	Kumli, Ben	El Sobrante	CA	14865	Hack, Nicholas	Oakland	CA
15057	White-Fischer, Tammy L	Chelsea	AL	14936	Hoffman, Fred J	Folsom	CA	15085	Henderson Jr, Markyle J	Oakland	CA
14881	Williams, Michael Daniel	Gardendale	AL	15117	Banerjee, Amit	Fremont	CA	14849	Mendoza, Nikko	Oakland	CA
15060	Gallo, Thomas P	Madison	AL	15114	Cannon, Steve A	Fremont	CA	15099	Pan, Alexander N	Oakland	CA
15059	Abrams, Alton	Montgomery	AL	14901	Chaubal, Tushar	Fremont	CA	15074	Ralston, Scott	Oakland	CA
14982	Weems, T	Montgomery	AL	14885	Dang, Hung	Fremont	CA	14884	Roberts, Caroline Stokes	Oakland	CA
14826	Mabe, Laura	Toney	AL	14840	Le, Ellen M	Fremont	CA	14979	Zaragoza, Jazmine E	Oakland	CA
15113	Tran, Thao M	Dublin	AZ	14811	Stedman, Derek	Fremont	CA	14804	Do, Lam H	Oceanside	CA
15112	Tran, Tien H	Dublin	AZ	14981	Lombardo, Christopher	Fullerton	CA	14910	Porter, James	Palo Alto	CA
14909	Doss, Ken	Glendale	AZ	14808	Zhou, Joanna	Glendora	CA	15067	Bailey, Brayton Hamilton	Petaluma	CA
15008	Daryani, Arya	Phoenix	AZ	15083	Otto, Jim	Grass Valley	CA	15053	Pierru, Baptiste Jf	Petaluma	CA
14986	Howard, Jonathan R	Phoenix	AZ	15023	Plaughner, Joe	Guerneville	CA	15086	Bautista, Rolan	Pleasant Hill	CA
14798	DeBolt, Susan G	Kelowna	BC	14775	Verroya, Michael	Hayward	CA	14971	Matsumura, Michele M	Pleasanton	CA
14903	Boileau, Arthur	North Vancouver	BC	15069	Quirk, Daniel	Healdsburg	CA	14972	Rianda, Michael A	Pleasanton	CA
15073	Hossack, Etienne	Vancouver	BC	15045	Gray, Jonah Peter	La Jolla	CA	15007	Deurer, Hans	Redwood City	CA
15031	Beloney, Tim	Alameda	CA	14863	Cadiz, Dennis N	Lathrop	CA	15106	Tamayo, Marlon F	Roseville	CA
15032	Chiang, Audrey	Alameda	CA	14836	Rose, Paul N	Livermore	CA	15000	Henry, O	Sacramento	CA
14987	Olsen, Kristin	Alameda	CA	14854	Brewer, C A	Long Beach	CA	15093	Owen, Chris Lee	Sacramento	CA
14999	Frazelle, Christy D	Anaheim	CA	14862	Flores, Oliver D	Long Beach	CA	15088	Slesicki, Patrick L	Sacramento	CA
14899	Deleanu, Naor	Berkeley	CA	14794	Gorski, Jonathon M	Long Beach	CA	15050	Acosta IV, John F	San Diego	CA
14815	Everidge, Ellen	Berkeley	CA	14943	Nissov, Morten	Long Beach	CA	15102	Hathaway, Richard Arnold	San Diego	CA
14813	Fretz, Michael	Berkeley	CA	14829	Vijayasankar, Kiron	Los Altos	CA	14877	Sin, Thear	San Diego	CA
14806	Kurkjian, Matthew	Berkeley	CA	14886	Flynn, Ryan	Los Angeles	CA	15087	Beal, G Asher	San Francisco	CA
14841	Noguchi, Takahiro	Berkeley	CA	14989	Speciale, Steven D	Los Angeles	CA	15052	Bickford, Matthew	San Francisco	CA
14807	Zintel, Jacqueline	Berkeley	CA	14846	Smith, Gregory P.	Menlo Park	CA	14945	Dekker, Bart	San Francisco	CA
14960	Kotlarski, David	Big Bear Lake	CA	14887	Goguely, Theo	Mill Valley	CA	14778	Hendel, Nadav	San Francisco	CA
14851	Grace, Peter	Brisbane	CA	15077	Gevorkian, Anna	Mission Viejo	CA	14842	Lin, A	San Francisco	CA
14823	Halliwel, Luke J	Byron	CA	15070	Foxworthy, Cemil	Moraga	CA	15027	Loversky, Leah	San Francisco	CA
15051	Leoncavallo, Douglas A.	Camarillo	CA	14918	Pleskovitch, Lyresa	Mountain View	CA	15028	Roesslein, Jason	San Francisco	CA
14922	Thompson, Philip M	Campbell	CA	15084	Roberts, Bruce A	Mountain View	CA	15072	Tanaka, Fergus Liam	San Francisco	CA
14994	Atencio, Ben	Capitola	CA	14997	Reinecke, Marianne F	Murrieta	CA	14791	Clement, Francois S	San Jose	CA
14888	Sahabi, Amir	Castro Valley	CA	14998	Reinecke, Richard H	Murrieta	CA	14978	Dinh, M H	San Jose	CA
14869	Bacin, Robert J	Chino Hills	CA	14985	Smith, Eileen C	Napa	CA	15116	Hoang, Stefan T	San Jose	CA
14873	Natesan, Ashok	Cupertino	CA	15033	Barre, Jay K	Nevada City	CA	14924	Mahajan, Nikhil M	San Jose	CA
14812	Yang, Bob	Cupertino	CA	14777	Ojha, Alok	Newark	CA	14991	Nguyen, Brenda T	San Jose	CA
14830	Atreya, Deepak	Danville	CA	15063	Barnes, Shane L	Novato	CA	14818	Polavaram, Naresh	San Jose	CA
15068	Francis, Jacob	Davis	CA	14902	August, Justin	Oakland	CA	14923	Powar, Vishal G	San Jose	CA
15013	Grenocz, Sara	Davis	CA	14847	Bronstein, Cameron J	Oakland	CA	14866	Quibol, Patrick J	San Lorenzo	CA
14832	Devineni, Sriharsha	Dublin	CA	14845	Burg, Joe	Oakland	CA	14926	West, Roy L	San Martin	CA

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
15108	Gothberg, Martin	Santa Clara	CA	15061	Ross, Heather	Dunedin	FL	14878	Portes, Fabrice	Bloomfield Hills	MI
14809	Han, Kwun	Santa Clara	CA	14975	Crawford, Robert A	Lighthouse Point	FL	14792	Garlinghouse, W	Brutus	MI
15111	Ng, Ronald J	Santa Clara	CA	14929	Colmenares, Paolo Miguel Ibarlucea	Okeechobee	FL	14828	Sahli, Michelle W	Grand Blanc	MI
15003	Bevan, Dee	Santa Cruz	CA	14919	Ford, Richard Bryan	Oviedo	FL	14988	Swier, Glenn	Grand Rapids	MI
14970	Krolak, Christopher	Santa Cruz	CA	15094	Mandus, Kirk	Port Orange	FL	15064	Terrell, Michael D	Grand Rapids	MI
15107	Zabonik, Thomas M	Santa Cruz	CA	14956	Balaschak, Chris	St Augustine	FL	15096	Rice Sr, Michael D	Macomb	MI
14977	Acuna, Eric	Santa Rosa	CA	14957	Wessel, Stephen D	Zephyrhills	FL	15076	VanderSchaaf, David	Marne	MI
15065	Mason, Ryan	Santa Rosa	CA	14907	D'Alessandro, Jean	Dunwoody	GA	14928	Barringer, Marc	St Clair Shores	MI
15035	Ockenfuss, Georg	Santa Rosa	CA	14820	Gentry, Beau	Griffin	GA	14766	Lemire, Ben	Chaska	MN
14949	Hoorn, Jason	Sebastopol	CA	15091	Black, Bill	Sandy Springs	GA	14839	Bauer, Tim J	Eagan	MN
14857	Lieberman, Andy	South San Francisco	CA	15101	Bolin, Lisa R	Norwalk	IA	14805	DeVries, Ryne D	Minneapolis	MN
14795	Subramanyam, Anantha	Sunnyvale	CA	15100	Bolin, Randy D	Norwalk	IA	15046	Hartfield, Jason William	Minneapolis	MN
15038	Switzer, Cathy B	Sunnyvale	CA	14937	Schneider, Kurt	Boise	ID	14768	Tuite, Paul	Minneapolis	MN
14850	Vijayaraghavan, Murali	Sunnyvale	CA	14961	Street, Patrick A.	East Moline	IL	15018	Berkopec, Mike	Rosemount	MN
15047	Villagonzalo, Angelo F.	Tracy	CA	14858	Jeffery, Adam	Lombard	IL	14779	Benedict, Dennis R	Shakopee	MN
14870	Conneely, Patrick Stephen	Ventura	CA	14852	Cora, Sam F	McHenry	IL	14874	Carey, Randy	Shoreview	MN
14996	Meichtry, Steve P	West Hills	CA	14955	Marks, Christopher A	Lafayette	IN	14781	Bennett, Kevin M	St. Louis	MO
14983	Easton, Bob	Whittier	CA	14931	Schubert, Frank P	Zionsville	IN	15030	Lee, Stewart	Brandon	MS
15081	Hurley, Ryan Michael	Willits	CA	14976	Mott, M Clinton	Pierceville	KS	15006	Miles, Brenda Diane	Oakland	MS
14963	Willard, Geoff	Woodside	CA	14908	Stroh, John	Westwood Hills	KS	14816	Schemahorn, Kade	Durham	NC
14855	Martin, A G	Carbondale	CO	15097	Ellis, Clayton Tyler	Louisville	KY	14939	Burns, Jane	Lake Toxaway	NC
15075	James, Rodney	Colorado Springs	CO	14802	McClellan, Matthew	Louisville	KY	14967	Wallace, Hugh J	Lewisville	NC
14953	Maruzzella, Gregory C	Colorado Springs	CO	15095	Serpa, Michael	Boston	MA	14833	Garis Jr, James Robert	Lincoln	NE
14871	Chapman, Justin	Englewood	CO	15044	Artinian, Alexandra Marcelle	Cambridge	MA	14769	Wickizer, Eric	Lincoln	NE
14895	Galeotti, Pete	Golden	CO	15043	Bellegard Bastos, Gabriel R	Cambridge	MA	14783	Walsh, Jeanna	Concord	NH
14817	Deger, Alan R	Lafayette	CO	14853	Bresnahan, Michael	Lawrence	MA	14954	Mauel, Mike	Demarest	NJ
15078	Trimmer, Sarah	Lafayette	CO	14920	Klein, Eric	Newton	MA	14980	Pitman Jr, Albert W	Lawrenceville	NJ
15079	Gridley, Jonathon	Longmont	CO	15098	Maxon, Brendan James	Reading	MA	15082	Muller, Cory Michael	New Egypt	NJ
14934	Harris, David Steven	Louisville	CO	14774	Piwowarski, Jessica	West Brookfield	MA	14861	Simon, Bradley S	Northfield	NJ
14913	Moynihan, Kevin	Louisville	CO	14773	Sullivan, James P	Weymouth	MA	14800	Raman, Suresh	Plainsboro	NJ
14770	Regan, Jason	South Windsor	CT	14801	Dorsey, Ryan L	Baltimore	MD	15009	Chatman, Alan A	Sicklerville	NJ
14947	Ferraro, Jeff	West Hartford	CT	14787	Whalen, Richard H	Edgewater	MD	14782	Kinsley, Wills	Trenton	NJ
14776	Chambers, Timothy S	Washington	DC	14803	Kamps, Jason M	Ellicott City	MD	14969	Hapgood, Jerry	Reno	NV
15017	Conner, Erin Kathleen	Washington	DC	14819	Lee, Jung	Laurel	MD	14940	Miller, Richard A	Accord	NY
14932	Crowell, Trevor F.	Washington	DC	14958	Elder, David M	Potomac	MD	15090	Scanga, Bill	Brooklyn	NY
14793	Melot, Jennifer	Washington	DC	14838	Becker, Allison	Silver Spring	MD	14995	Kim, Richard	Buffalo	NY
14856	Plechaty, Daniel	Washington	DC	14837	Becker, David	Silver Spring	MD	14893	Lunzer, Benjamin	Great Neck	NY
14965	Keenan, Ben	Wilmington	DE	14788	Nucci, C R	Saco	ME	14944	Hilfstein, Leon	Hurleyville	NY
15062	Watkins, Charlie	Belleview	FL	15022	Beranek, John M	Ann Arbor	MI	15015	Matias, J. Nathan	Ithaca	NY
14942	Furtner Jr, Alvin E	Cantonment	FL	15021	Park, Karen M	Ann Arbor	MI	15005	TenClay, Tim	Manhasset	NY

# New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
15109	Gollwitzer, Jakob	New York	NY	14950	Seara, Luke	Philadelphia	PA	15055	Rees, Robert	Renton	WA
14864	Phillips, Victor Owen	Berea	OH	14822	Thomas, Lorrin	Philadelphia	PA	15029	Kaczmarek, Scott	Sammamish	WA
15016	Prosperi, Giovanni	Broadview Heights	OH	14824	Thompson Jr, David Leslie	Philadelphia	PA	14867	Beveridge, Michael	Seattle	WA
15048	Kroehle, Scott	Cleveland	OH	14948	Elmer, Phil	Pittsburgh	PA	14990	Byers, Tony	Seattle	WA
15104	Wyatt, Corwyn	Deer Park	OH	14790	Martin, Sean F	Wallingford	PA	14962	Clithrow, Peter	Seattle	WA
14821	Heitman, Henry Richard	Westerville	OH	14796	Walters, E	Wallingford	PA	14784	Floros, Nick	Seattle	WA
14959	Foley, James W	Beaverton	OR	14927	Jensen-Shelso, Rita A	Sioux Falls	SD	15058	Gall, Peaches	Seattle	WA
14915	Malloy, Chris	Klamath Falls	OR	14938	Raia, Kim L	Knoxville	TN	14889	Jenson, Benjamin	Seattle	WA
14993	Tischler, Daniel	Lake Oswego	OR	14984	Cantrell, Gavin	Austin	TX	14911	Jinwala, Hemang	Seattle	WA
15037	Holbrook, Garrett	Portland	OR	15039	Clifton, Matt	Austin	TX	14897	Kerrigan, James	Seattle	WA
15019	Hulst, Joshua B	Portland	OR	14786	Fadem, Joseph E	Austin	TX	14868	Luca, Andra	Seattle	WA
15026	Minu, Ben Im	Portland	OR	14930	Spiegelman, Ariel B	Austin	TX	14860	Mulkey, Alan G	Seattle	WA
15089	Schmidt, Kevin	Portland	OR	14890	Case, Bradford W	Dallas	TX	14872	Neff, Philip J	Seattle	WA
14883	Travis, Alex D	Portland	OR	14992	Landry, Joe	Dallas	TX	15103	Shaffer, Erika B	Seattle	WA
15110	Valls, Andrew	Portland	OR	14974	Lee, Brayton Charles	League City	TX	14882	Valentine III, Charles Clinton	Seattle	WA
15020	Wick, Brent	Portland	OR	14941	Noblitt, Mark W	San Antonio	TX	14875	White, David R	Seattle	WA
14952	Beal II, John F	Redmond	OR	15105	Andrews, Amy C	Bountiful	UT	15049	White, Jean E	Seattle	WA
15034	Hughes, Marcus W	Tualatin	OR	15080	Felix, B	Ogden	UT	15115	Wilson, Carlton	Seattle	WA
14935	Pillar, Kirk J	Warren	OR	15040	MacKay, Mike	Ogden	UT	14898	White, Billy	Sedro Woolley	WA
15042	Luong, Phil C	Chester Springs	PA	14925	Birch, Andrea	Riverton	UT	14831	James, Christopher A.	Tacoma	WA
14964	Molendyke, Kris	Downingtown	PA	15004	Hutchings, Mat	Riverton	UT	15024	Dudlik III, Edward	Vancouver	WA
14951	Sandoval, David W	Emmaus	PA	15041	Poulson, Barton	Salt Lake City	UT	14797	Howells-Ferreira, Ana Paula	Vancouver	WA
14896	Doolan, Mike	Hanover	PA	14946	McPherson, Kelly L	South Jordan	UT	15014	LaPorte, Stephen	Vancouver	WA
14894	Kimelman, M A	Narberth	PA	14799	Boutet, Madeleine R.G.	Arlington	VA	14780	O'Keefe, Gabriel Steven	Vancouver	WA
14966	Sanders, Franklin D	Newtown	PA	15054	Saunders, James P	Herndon	VA	14892	Reich, David A	Winlock	WA
14904	Rosenthal, Scott	Penn Valley	PA	14785	Palm III, John A	Leesburg	VA	15012	Klies, Connor N	Woodinville	WA
14879	Barankay, Tibor Endre	Philadelphia	PA	14859	Wittenbrook, Benjamin R	Norfolk	VA	14772	Mulligan, Bill	Madison	WI
14834	Borthwick, Louise	Philadelphia	PA	15002	Casaverde, Angelica L	Richmond	VA	14771	Mulligan, Alex	Madison	WI
14891	Burge, Johannes	Philadelphia	PA	15001	Whitehed, Matthew M	Richmond	VA	14973	Hammon, Bruce	Mequon	WI
14905	Chabanov, Dan	Philadelphia	PA	14835	Slater, Bret A	Springfield	VA	14876	Riddell, Alexander	Milwaukee	WI
14844	Collier, Megan	Philadelphia	PA	14912	Davila, Eric	Stafford	VA	14914	Lim, Francis	Sydney	AU
14825	DeLeo, Amanda Lynn	Philadelphia	PA	15011	Chin, Grace E	Springfield	VT	15025	Kawano, Takehiro	Tokyo	JP
14827	DeSalis IV, Timm	Philadelphia	PA	15010	Seyb, Dario R	Springfield	VT				
14900	Foltz, Christopher	Philadelphia	PA	14810	Abueg, Alvin	Bothell	WA				
14880	Green, Devin J	Philadelphia	PA	14921	Jones, Aaron M	Edmonds	WA				
14767	Lucas, Nicholas C	Philadelphia	PA	14916	Gushwa, Tim	Mead	WA				
15092	Lutz, Claire M	Philadelphia	PA	14789	Luu, Long	Mill Creek	WA				
14814	Mansour, Kean N	Philadelphia	PA	15036	Stingaciu, Adrian	Mukilteo	WA				
14906	McLoone, Matt	Philadelphia	PA	15071	Hopwood, Troy	Newcastle	WA				
14843	Olmsted, Alisa	Philadelphia	PA	14933	Buchanan, Todd	Redmond	WA				



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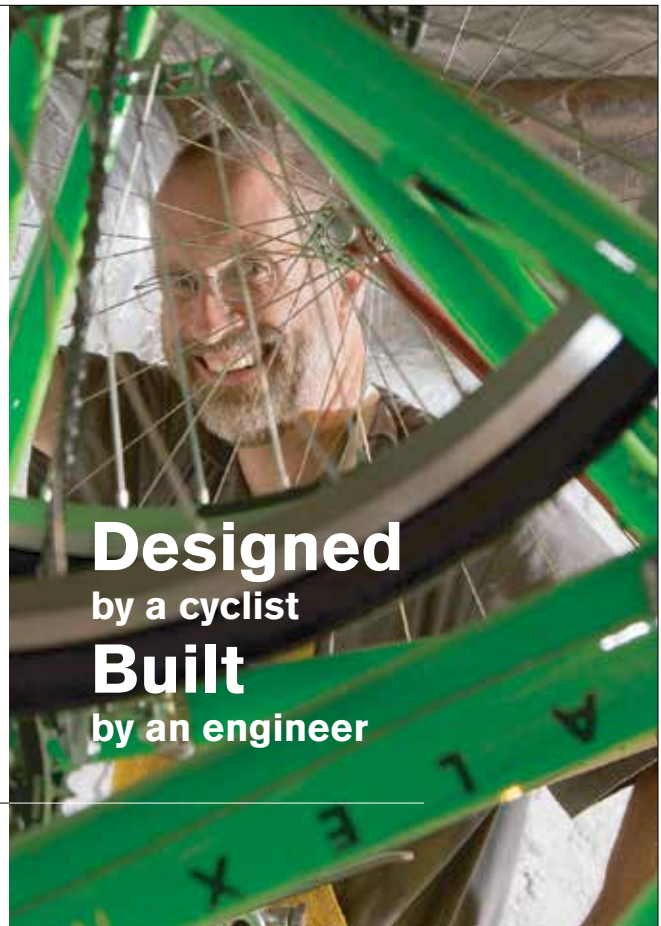
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## New Year, New Gear!

We're all chomping at the bit for more riding and longer days. Plans are starting to come together, and preparation begins in earnest for the big events on the calendar this year. Whether your big event is your first 200km or a 1200km, part of your preparation should be assessing the tools you have for roadside repairs.

Each rider will have different tools they consider essential, and each bike has slightly different tool needs. With that in mind, here are a few options you might consider to keep the pedals spinning when plans go out the window.

### Wolf Tooth 8-Bit Kit One \$139.95

In the Winter 2021 issue I mentioned the Wolf Tooth Pack Pliers with their handy master link pliers and multi-tool options. Well, the folks at Wolf Tooth have been back at it with another version, this time with three different tool combinations, including the original master link pliers that stack and link together. When you know you won't need a certain tool, you can just pull that group out and leave it at home. Handy. So with this set you get the original pack



pliers with hex and screwdriver fittings and master link pliers, then a section with a tire lever and rim dent tool, and finally a section with a utility knife, chain breaker, and tubeless tire repair supplies. At 171 grams for the complete set, it covers a lot of bases. I especially like the size of the overall tool as it's big enough to use some force and fits well in the hand.

### Kool-Stop Tire Bead Jack \$13.00 (from Rene Herse Cycles)

What on earth was I thinking when I started an R-12 in January? The previous year had been a mild one and finding a warm weekend wasn't a problem, but twelve months later, the following December was going to make me pay for it. Starting at a gas station, the sign read 18 degrees, and the wind was blowing. I was prepared and, as the day passed, I can say with a straight face I wasn't always uncomfortable. But with just five miles to get back to my car, and the winter sun hovering near the horizon, I felt the front tire go soft. Okay, it was show time and all my preparation came into play...on the side of a two-lane highway and in the cold. Some tires are easy to pop off the rim and others can be a challenge, especially when new. I worked in what felt like record time replacing the tube, but breaking the tire bead off the rim with mitts on was nothing short of miraculous! Know your limits and know your tire and rim combination. If you struggle getting a fit in the warmth of your garage, consider bringing along



the Kool-Stop Tire Bead Jack. Yeah, I know it's a little big, but if it gets you back on the road faster, it's worth it. And I bet it works great with mittens on.

**Chapman Manufacturing  
2309 Bicycle Tool Kit  
\$24.50**

Sometimes you want just one set of reliable tools. If you're looking for a single tool kit, you can't go wrong with the USA-made kit from Chapman Manufacturing. Creating high quality tools in New England since 1936, the Chapman kit includes various hex and driver bits as well as a full-size handle and ratchet. Some might look at this tool set and think "old school hardware," but don't be fooled; with the right selection of bits for your bike, this could be the last tool set you buy. Well...until you leave it on the side of the road on some nondescript two-lane highway.

**Fix It Sticks Replaceable Edition  
\$34.00**

I'm probably not the only one with a bit of a tool habit, judging by the wide range of items that emerge from bags when fellow randonneurs offer roadside repair help. Over the years I have probably lost more tools than I care to admit. Sometimes I'm sure the rush to get back on the road causes me to leave a tool behind. Other times it might be that I left the bag unzipped, and I only noticed it twenty miles down the road. Either way, I'm sure I run the risk of citation one day for tool littering. On the upside, it has given me a chance to try out lots of different tools. And I can say with certainty that I'm not a fan

of the swiss army style multitools that flip out. I find that they don't fit well in the hand and are hard to leverage. Enter the Fix It Sticks. The main portion of this tool set is two bars (or sticks) that slot together to create a t-handle that you can fit various ends into. The fittings you choose to include in your pack can be completely customized to your needs and the ride you're going on. The fittings include everything from hex heads to a little flashlight, and they offer replacement parts for someone like me who has the bad habit of tool littering. Fix It Sticks also makes an attachment that can be affixed to a water bottle cage for an additional \$6; your sticks and ends can be stored there.

Tools are only helpful if you know how to use them, so get familiar with your bike and practice using your roadside repair tools at home. You don't want to be that person who doesn't have the needed valve extender for your spare tube (been there done that—thanks, Lone Star Randonneurs for the spare tube).

I'm always interested in learning about that new gadget or product you've discovered to help you enjoy randonneuring more. Feel free to drop me a line with your latest discovery at [randogearcloset@gmail.com](mailto:randogearcloset@gmail.com). 🚲



# 2021 K-Hound Pack Accomplishments

BY DAN DRISCOLL AND ADDITIONAL K-HOUNDS

2020 was a rough year for K-Hounds, with only ten Covid K-Hounds making the roster. Three were women, Hoang Nguyen was our only new K-Hound, and Stephen Hazelton was our only Ultra K-Hound inductee. With RUSA sanctioning rides for fewer than eight months in 2020, racking up 10,000km took effort. We had not seen a pack this small since K-Hounds started in earnest thirteen years earlier.

In 2021, there was a welcome resurgence, with 42 K-Hounds. Eight (20%) were women, including first time K-Hound Misha Heller. Other new K-Hounds included John Marino, Greg Cardell, Jose Blanco, Jim Howell, Dustin Harding, Mimo Demarco, Andrew Adere, Matt Vining, and

Russel Dorobek, for a total of ten new K-Hounds (25%). In total RUSA's K-hounds amassed more than a half million kilometers last year.

Geographically, K-Hounds spanned the nation. On the west coast, there were six K-Hounds from Washington and eight from California, including

three new Hounds. Thirteen K-Hounds achieved their goals on the east coast, and this number included five new Hounds. Colorado had four, including two new to the kennel, and Texas had eleven, with one new Hound. RUSA's RBAs did a great job: three RBAs from Texas K-Hounded, including Jeff Newberry and Gary Kanaby. Hamid Akbarian, the Northern Virginia RBA, not only K-Hounded but was a primary facilitator of new recruits. Kerin Huber, the Pacific Coast Highway Randonneurs RBA, California, earned her sixth K-Hound.



All Texans—LtoR (above) Dan Driscoll, Amy Russell, Dana Pacino, Gary Gottlieb.

—PHOTO PAM WRIGHT





The mountainous adventures of two K-Hounds  
John Nguyen and Mitch Ishihara from WA.  
—PHOTOS JOHN NGUYEN AND MITCH ISHIHARA

In a world of “too much of a good thing is never enough,” we’d like to give recognition to our overachievers: William Beck, Dana Pacino, Gary Gottlieb, John Marino, and Dan Driscoll, all of whom earned “Hound and a Half” status, with over 15,000km for the year. However, the big news is that the bar was raised! Mary Foley took RUSA’s female yearly kilometer record from 18,912 kilometers, set in 2017 by Dana Pacino, to a new height of 24,533. Charlie Martin raised the ante on Gary Gottlieb’s 2012 40,001-kilometer high-water mark to an unbelievable 50,001 kilometers in one calendar year. That is over 950km a week! Wowza!!!

We didn’t have any Ultra K-Hounds for 2021, but the following Hounds

have only one more year of 10,000 kilometers to be inducted into the Ultra K-Hound Hall of Fame: Hugh Kimball, RBA Spencer Klaassen, and RUSA President David Thompson.

It is our hope that more RUSA members will take on the K-Hound

challenge in 2022. In a calendar year, riding 10,000km means completing about 200km a week; we’ve had many reach K-Hound without doing any ride much longer than a 100km, and others K-Hounding with fewer than twenty rides in a year. Making K-Hounding more of a lifestyle that includes riding with friends on weekends has made it easy for many. Challenging a friend to come along is always helpful. If you are interested in some of the shenanigans of the K-Hound community, view them on the “K-Hounds” Facebook group.

#### Misha Heller—First-time Hound

My first introduction to K-Hound was in 2016 when I did a couple of permanents to help my brother earn his. But it wasn’t really until 2021 when I started to piece together what K-Hound was all about. Sure, I had seen the jerseys, but I never really asked any questions. Then I met Dan Driscoll on a Texas 1000km and he planted the seed. I’m a goal-oriented

LtoR Russell Dorobek, Amy Russell, Jeff Newberry, Patrick, Gary Gottlieb, Dana Pacino, Pam Wright, Dan Driscoll.

—PHOTO INNOCENT BYSTANDER



South Texas Randos LtoR Amy Russell, Rob Tulloh, Gary Kanaby, Jeff Newberry.

—PHOTO JEFF NEWBERRY

George Winkert—during Cloverleaf.

—PHOTO BY INNOCENT BYSTANDER



person so I suppose it wasn't really that hard to recruit me to the cause.

In late March I was running a deficit, so I wrote out a plan identifying the rides I wanted to tackle. The general structure of the plan was something like this: three big blocks (humongous consecutive ride weekends) followed by one weekend of rest and recovery. I had already planned to do a few grand randonnees so I just needed to fill in the gaps with some smaller rides. And slowly but surely, the kilometers started to add up. Soon I realized I was sharing a lot of miles with fellow Northern Virginia Randonneur members Jose Blanco and Andrew Adere. We rode the NVR spring series together and, after finishing



the 1000km, Andrew and I celebrated our success and being “half a hound” over beers at fellow rando Ramsey Hanna’s house. Andrew claimed he’d gotten to this point by accident, but with plans for two 1200s and many “training rides,” he decided to shoot for the whole hound. We realized we were close enough in miles logged that we should just complete our K-Hound together and that became the new goal.

So, we kept checking off miles together and we were having fun keeping each other motivated. It was always an adventure and I always knew I’d have a good ride buddy by my side. The summer heat proved challenging even for me, and I remember feeling not fully recovered on a couple of rides at the end of July but I still have no regrets. Finally, in September, Andrew and I set out, with help from fellow friends and randos, of course, to complete our final block over three consecutive weekends: the NVR 1200km, the DCR fleche, and the NVR fall 600km. We front-loaded the hard stuff so it was only going to get easier as the days passed, right?

It wasn't easy and it wasn't always pretty, but we sure did get it done with smiles on our faces and would 100% do it again. I look back on this year and

all the adventures I had, and I wouldn't trade any of it. Of course, there were moments on the sidewalks of gas stations where I joked that I couldn't go on, but those memories just make the finishes sweeter and more memorable. And, yeah, there's no prize money for K-Hounding but I love having a goal to strive for, and even more so I love getting there with the help of my riding buddies!

#### **Greg Cardell—new California K-Hound**

I was brand-new to randonneuring at the end of 2020, and being somewhat in awe of the kinds of rides that randonneurs do, I was careful to have modest expectations for myself for 2021, hoping only to complete a Super Randonneur series. So how did this happen? To start, there was a serendipitous confluence of several factors that made it easy to ride permanents; the pandemic was an incentive for outdoor activities, the terrific weather in Southern California

3 PCH 2021 K-Hounds celebrating with ice cream. LtoR David Nakai, Kerin Huber, Greg Cardell.

—PHOTO DEAN DOBBERTEN

due to drought (which is terrible in every other way), the convenience of the online permanents system with EPP, and that I learned I could create routes myself. Fear, awe, common sense, and all advice said I should train hard for the long brevets in the series. Riding lots of permanents turned out to be a good way to train.

Along the way, something else happened. I can't really give a good explanation to other people, or myself, why I ride long distances—other than, why put in the overhead to get ready if you aren't going to ride at least 100km, right? But at this point I understand that I ride for the ride itself, and that's a sufficient reason for me. So when the randonneuring season wound down, I just kept riding. And K-Hound happened.

Andrew Adere and Misha Heller both K-Hounding with the same ride, in NVA.

—PHOTO RAMSEY HANNA

### Amy Russell—Texas Randonneur

My experience has been that the Lone Star State produces some rugged riders that are anything but “loners.” I am proud to be included as one of the three female Texas K-Hounds for the 2021 year. You just can't find more amazing and knowledgeable riders to knock out a few thousand kilometers with than Dana Pacino and Pamela Wright. That being said, congratulations to all eight of this year's RUSA woman K-Hounds!

Included in the Texas kennel roll call are eight men with whom I have had the awesome privilege of sharing roads, stories, and smiles over the past few



years. Texas gets to welcome a new pup to the kennel this year: Russell Dorobek. I know I never would have made it this far in the sport without the “old dogs” teaching me all their road savvy, but it’s the “new blood” that ensures the survival of randonneuring in the future.

So what can be said of Texas Randonneurs? Whether you find yourself in Austin, where I started in 2016 with the Hill Country Randonneurs and the likes of this year’s K-Hounds Jeff Newberry, Rob Tulloh, and Russell Dorobek; with the Heart of Texas Randonneurs in Salado with Gary Kanaby; or in Dallas with Dan Driscoll, Gary Gottlieb, Dana Pacino, Tibor Tamas, Kelly Deboer and Pamela Wright, you will find yourself among friends that love to share stories, jokes, knowledge and above all work together as a true “Texas Team” to help each other achieve their goals. Yes, the spirit of randonneuring is to be self-sufficient. All of these riders have that skill, but personally, camaraderie is where I find

the enjoyment of long rides. Why ride alone when it is so much more fun to be among and make new friends!”

### Jim Howell—one of Colorado’s new Hounds

The quartet of 2021 Colorado K-hounds comprises an even split of veteran “Hounders” and les débutants, but all are part of the cadre of fanatical crazies that make up the rando contingent of the Rocky Mountain Cycling Club. For Paul and Vernon, the K-Hound anciens, this was likely just another year following their tried-and-true recipe of enjoying as many brevets and permanents as possible with their riding comrades, and just coincidentally riding more than 10,000km. For Dustin and me, the relatively new entrants to randonneuring, the K-hound award was a new goal to achieve and add to the award wall. Oh, and the chance to wear one of those cool K-hound jerseys! For me, in particular, the award was an excellent motivator

to get outside and ride during a year full of extenuating circumstances that made it easy to hunker down and binge-watch Netflix instead. Vernon, Paul, and Dustin were a steady fixture at all the club brevets. While I chose to ride solo for most events, we shared the same routes and experienced the joy of being out on the road, free of worries, focused solely on the ride.

I can probably speak for all of us when I say that the Colorado High Country 1200km was the highlight of our 2021 season, filled with literal and figurative highs and lows. Absolutely stunning scenery of the Northern Colorado Rockies and the striking Wyoming Snowy Range, an excessive amount of elevation gain—for those of us that don’t like climbing—some exhilarating descents, and encounters with moose, deer, and bald eagles. Truly a wonderful and character-building accomplishment that all four of us shared and that formed the capstone on a K-hound year! 🚲



## 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 and gear articles
- Training, health, nutrition articles
- Collage articles incorporating tweets, facebook quotes and/or short quotes from blog posts
- Reprints of blog posts (However, original material preferred)
- Reports on non-rando long-distance/endurance events of interest to randos
- Letters to the editor
- Book reviews
- Cartoons, sketches or other humorous articles

**Length of articles:** articles of up to 2000 words. No minimum length requirement, but please contact editor about longer articles.

**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 Jay Fichiolas (quadmod@gmail.com) for details.

**Submission deadlines:**  
 Spring issue — December 25      Fall issue — June 25  
 Summer issue — March 25      Winter issue — September 25

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

# Letter to the Editor

Thank you to Sally Rozelle for the excellent ride report ("Waffles at Night: My First 200k," *American Rando* Winter 2021). It was inspiring to read about a randonneur so young accomplishing this challenging brevet.

I read your article out loud to my kids, 6 and 4, as a bedtime story and they were engrossed. As soon as I finished, they demanded to know, "Can we do that, too, when we're 12?"

Before today I wouldn't have thought it possible, but after reading this account, I had to answer, "Yes, you can!"

—Arvi Sreenivasan, RUSA 11548  
Oakland, CA



Arvi's two eager randonneurs in training.



## Pacific Atlantic Cycling Tour

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**Due to the ever changing Covid-19 virus restrictions all tours and dates are subject to change. See our website for current tours and prices. [www.pactour.com](http://www.pactour.com)**

### Cycling Route 66 (Western Half)

Santa Monica, California to Amarillo, Texas  
Late April to early May  
18 riding days 1,276 miles 1 train ride day

### Eastern Mountains

Portland, Maine to Atlanta, Georgia

September 5-24 18 riding days 1,700 miles

This is a classic ride from north to south through the mountains of the eastern states. We will ride across parts of Maine, New Hampshire, New York, Pennsylvania, Virginia, North Carolina and Georgia. The final 550 miles will be along Skyline Drive and the Blue Ridge Parkway. Space is limited to about 30 riders on this tour.

### International Tours

We have an interested rider list for each of these tours. Because of changing covid restrictions we will make a firm schedule in June.

Contact Lon Haldeman for more information.  
<haldeman@pactour.com>

### Andes to the Amazon in Peru

Late October 10 days 300 cycling miles in 6 days  
2 days traveling by boat on the Amazon River

### Cycling in Ghana Africa

Early December 15 days with travel days  
8 cycling days plus visits to the slave forts and bus tours to other cultural sites.

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# RUSA Awards

## RUSA American Explorer Award

By definition, a randonnée is a long ramble in the countryside. 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. Once a rider has credit for all 50 states (territories and DC are 'extra credit'), they can start again.

NAME	CITY, STATE	TOTAL STATES	APPROVED
Alexander, Ron	Overland Park, KS	9	12/13/21
Birdsell, Carl L.	St Joseph, MO	12	12/31/21
Claussnitzer, Mario	Jackson Heights, NY	22	11/12/21
Ende, John Capn	Asheville, NC	17	11/4/21
Foley, Paul A	Golden, CO	41	12/14/21
Muoneke, Vincent	Federal Way, WA	30	10/28/21
Newcomer, Robert C.	Atlanta, GA	14	10/19/21
Sherman, William	Brooklyn, NY	10	11/12/21
Slocum, Christopher C.	Toms River, NJ	22	12/16/21
Smith, Gregory H	Richland Center, WI	24	11/27/21
Taylor, Scott A	Austin, TX	30	10/27/21

## Galaxy Award

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

NAME	CITY, STATE	APPROVED
DeBoer, Kelly [2]	Avery, TX	11/9/21

## 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
Kreger, Matt	Woodinville, WA	11/4/21

## Mondial Award

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

Mondial: 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 is achieved by a member for the completion of every 40,000 km in RUSA rides. (That is, after achieving 40,000 km, 80,000 km, and so forth.) It is automatically recognized upon completion of the required distance.

NAME	CITY, STATE	APPROVED
Biebuyck, Gavin	Boyertown, PA	11/14/21
DeBoer, Kelly [5]	Avery, TX	11/9/21
Ende, John Capn	Asheville, NC	11/4/21
Farrell, Matthew	Wernersville, PA	1/2/22
Foley, Mary (F) [2]	New Egypt, NJ	1/15/22
Goursolle, Kitty (F) [2]	San Ramon, CA	11/21/21

NAME	CITY, STATE	APPROVED
Ishihara, Mitch	Issaquah, WA	11/4/21
Morris, John L	Durham, NC	12/12/21
Roberts, Mark W	Seattle, WA	1/20/22
Smith, Vernon M [2]	Monument, CO	1/14/22
Walsh, Mick	Seattle, WA	11/14/21
Wright, Pamela (F) [4]	Fort Worth, TX	1/3/22

## 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.

NAME	CITY, STATE	APPROVED
Carlson, Drew [8]	Sacramento, CA	12/5/21
Close, Matthew D	Woodinville, WA	12/13/21
Colavin, Osvaldo [2]	San Diego, CA	1/19/22
Colmenares, Paul A	Okeechobee, FL	12/10/21
DeMarco, Mimo	Arlington, VA	12/17/21
Flitcroft, Ian D [5]	Williamson, GA	12/13/21
Francisco, Carlos	Sacramento, CA	12/7/21
Furnari, Theresa A (F) [11]	Baltimore, MD	1/9/22
Harding, Dustin B [3]	Loveland, CO	12/8/21
Hartokolis, N	Denver, CO	12/1/21
Heller, Misha Marin (F)	Alexandria, VA	1/18/22
Ishihara, Mitch [6]	Issaquah, WA	11/14/21
Iyer, Sriram	Monroe Township, NJ	12/20/21
Knutson, Ken [11]	Tracy, CA	1/23/22
Mangin, L John [3]	Loveland, CO	11/5/21

NAME	CITY, STATE	APPROVED
Marklein, B Richard [4]	Dunwoody, GA	11/1/21
Martin, Charlie A [3]	Sunnyvale, CA	1/1/22
McDonald, David R [6]	Apex, NC	12/6/21
Moore, Jennifer (F)	Boulder, CO	11/9/21
Muoneke, Vincent [13]	Federal Way, WA	1/17/22
Newberry, Jeff [12]	Austin, TX	1/10/22
Newcomer, Robert C. [6]	Atlanta, GA	12/28/21
Nguyen, John D [3]	Seattle, WA	12/21/21
Ray, Joseph [5]	Bernardsville, NJ	12/9/21
Russell, Amy L (F) [2]	Waco, TX	1/10/22
Shlachter, Jeremy [2]	Denver, CO	12/25/21
Slocum, Christopher C. [7]	Toms River, NJ	12/11/21
Snaveley, Henry J [7]	Centennial, CO	1/13/22
Sun, Wei P	San Diego, CA	1/22/22
Tamas, Tibor [7]	Fort Worth, TX	1/24/22
Thomas, Mark [14]	Kirkland, WA	1/15/22
Thompson, W David [12]	New Smyrna Beach, FL	12/7/21
Vanderslice, Bill [6]	Sacramento, CA	12/21/21
Vergara, Mac [2]	Piscataway, NJ	11/7/21
Winkert, George [15]	Highland, MD	12/5/21

# RUSA Awards

## RUSA Coast-to-Coast Award

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

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

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

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

APPROVED	NAME	CITY, STATE
11/7/21	Nguyen, John D	Seattle, WA
<b>EVENTS</b>	2018 Florida Tip to Tail 1600 2019 Hound Dog 1200 2021 Colorado High Country 1200 2021 Crater Lake 1200	

## 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.

NAME	CITY, STATE	APPROVED
Akiyama, Bill	Torrance, CA	12/14/21
Beck, William A [8]	Woodbine, MD	12/18/21
Close, Matthew D	Woodinville, WA	12/15/21
Colavin, Osvaldo [2]	San Diego, CA	11/13/21
Colmenares, Paul A	Okeechobee, FL	12/10/21
Crixell, Joshua [9]	Temple, TX	12/27/21
DeBoer, Kelly [11]	Avery, TX	12/11/21
Flitcroft, Ian D [5]	Williamson, GA	12/19/21
Hallinger, Mark R [2]	Bethesda, MD	11/11/21
Harding, Dustin B	Loveland, CO	1/22/22
Hendry, Robert A [6]	Bainbridge Island, WA	12/20/21
Lentz Jr, Herman P [4]	Suffolk, VA	11/3/21
Lord, Jeffrey H	Tallahassee, FL	12/5/21
Martin, Charlie A [3]	Sunnyvale, CA	1/6/22
McDonald, David R [3]	Apex, NC	12/6/21
Muoneke, Vincent [9]	Federal Way, WA	1/4/22
Nguyen, John D	Seattle, WA	11/21/21
O'Connor, Joan (F)	Orangevale, CA	1/12/22
Pedersen, Eric J	Audubon, NJ	12/6/21
Russell, Aaron E. [2]	Tallahassee, FL	12/5/21
Selby, Ron	Zionsville, IN	11/15/21
Staton, Brandon	Troy, OH	11/7/21
Thomas, Andrew D	Newburyport, MA	12/18/21
Threlkeld, Bill [4]	Herndon, VA	1/24/22
Wiley, David M [5]	Lawrence, KS	12/30/21
Winkert, George [2]	Highland, MD	12/17/21

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## RUSA Rouler

The RUSA Rouleur award is earned by completing at least one event within each type and distance range of event listed below.

RUSA Rouleur recipients must complete, in the same calendar year:

- 100-124 km populaire
- 125-149 km populaire
- 150-199 km populaire
- 200-220 km brevet
- and an 8-hour Dart populaire team randonnée of 120 km or longer. At least three team members must finish the ride together for this event to count for the award.

NAME	CITY, STATE	APPROVED
Akbarian, Hamid	Lanham, MD	12/27/21
Andrews, Delwin	Plano, TX	9/19/21
Beck, William A	Woodbine, MD	11/28/21
Blanco, Jose A	Owings, MD	12/27/21
Braud, Debbie (F)	Arlington, TX	10/17/21
Crixell, Joshua	Temple, TX	12/27/21
Cullum, Robert Tucker	Cedar Park, TX	12/6/21
Driscoll, Dan	Arlington, TX	9/16/21
Frederick-Rothwell, Ian	Austin, TX	12/12/21
Gomon, Robert	Idlewyde, MD	11/28/21
Gottlieb, Gary P	Aledo, TX	9/16/21
Hall, David D	Fairview, TX	11/15/21
Hazelton, Stephen	Garland, TX	9/19/21
Jadhav, Vikramsinh Balasaheb	Pflugerville, TX	12/12/21
Kanaby, Gary	Salado, TX	11/20/21

The recipient must be a current member of Randonneurs USA during each of the qualifying rides.

Each counting ride must be an event on the Randonneurs USA calendar. Permanents and foreign events cannot be used to earn this award.

The award can only be earned once per calendar year per member.

Longer events cannot be substituted for shorter events (e. g., a 130 km populaire cannot be used for the 100-124 km counting event requirement; a 13.5-hour Dart team randonnée cannot be used for the 8-hour Dart team populaire.).

NAME	CITY, STATE	APPROVED
Martin, Charlie A	Sunnyvale, CA	10/31/21
Misner, Michael	Dallas, TX	10/17/21
Nagel, Peter	Georgetown, TX	12/6/21
Newberry, Jeff	Austin, TX	11/20/21
Pacino, Dana A (F)	Aledo, TX	9/16/21
Pinkston, Patricia M (F)	Temple, TX	12/30/21
Ranson, Emily (F)	Ellicott City, MD	11/28/21
Russell, Amy L (F)	Waco, TX	12/11/21
Shields, Susan M (F)	Fort Worth, TX	10/31/21
Stevens, Sharon (F)	Richardson, TX	10/17/21
Tamas, Tibor	Fort Worth, TX	10/31/21
Tulloh, Robert F	Austin, TX	12/27/21
Vlaikov, Michael A	Edgewater, MD	12/18/21
Winkert, George	Highland, MD	11/28/21
Wright, Pamela (F)	Fort Worth, TX	9/16/21

# RUSA Awards

## 2020 K-Hound Awards

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

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

NAME	STATE	CLUB	DISTANCE
ACUFF, Jan (F) [8]	WA	Seattle International Randonneurs	11641
ADERE, Andrew Steven	VA	Northern Virginia Randonneurs	10088
AKBARIAN, Hamid [5]	VA	Northern Virginia Randonneurs	11767
BECK, William A [7]	VA	DC Randonneurs	15662
BLANCO, Jose A	VA	DC Randonneurs	10727
CARDELL, Greg	CA	Pacific Coast Highway Randonneurs	14101
DEBOER, Kelly [11]	TX	Randonneurs USA	10024
DEMARCO, Mimo	VA	DC Randonneurs	10198
DOROBK, Russell	TX	Hill Country Randonneurs	10020
DRISCOLL, Dan [15]	TX	Lone Star Randonneurs	15289
FOLEY, Mary. (F) [5]	NJ	New Jersey Randonneurs	24533
FOLEY, Paul A [3]	CO	Rocky Mountain Cycling Club	10288
GOTTLIEB, Gary P [14]	TX	Lone Star Randonneurs	16991
HARDING, Dustin B	CO	Rocky Mountain Cycling Club	10142
HELLER, Misha Marin. (F)	VA	Asheville International Randonneurs	10624
HOWELL, Jim	CO	Rocky Mountain Cycling Club	10441
HUBER, Kerin. (F) [7]	CA	Pacific Coast Highway Randonneurs	10160
ISHIHARA, Mitch [2]	WA	Seattle International Randonneurs	10000
KANABY, Gary [5]	TX	Heart of Texas Randonneurs	10533
KIMBALL, Hugh [9]	WA	Seattle International Randonneurs	10000
LENTZ JR, Herman P [4]	VA	Randonneurs USA	11631
MAGLIERI, Christopher [4]	CT	Eastern Bloc Cycling Club	10945
MARINO, John J.	CA	Orange County Wheelmen	18477
MARTIN, Charlie A [3]	CA	San Francisco Randonneurs	50000
MCALISTER, Grant [4]	CA	San Luis Obispo Randonneurs	10508
MUONEKE, Vincent [13]	WA	Seattle International Randonneurs	12936
NAKAI, David [4]	CA	North County Cycling Club	10900
NEWBERRY, Jeff [8]	TX	Hill Country Randonneurs	13396
NGUYEN, Hoang Q [2]	CA	Xe Dap Viet	12207
NGUYEN, John D [2]	WA	Seattle International Randonneurs	13179
PACINO, Dana A (F) [12]	TX	Lone Star Randonneurs	16790
RANSON, Emily. (F) [3]	VA	DC Randonneurs	10059
RUSSELL, Amy L (F) [3]	TX	Heart of Texas Randonneurs	14114
SHAPIRO, Paul G [8]	NJ	New Jersey Randonneurs	11313
SMITH, Vernon M [2]	CO	Rocky Mountain Cycling Club	14120
TAMAS, Tibor [4]	TX	Lone Star Randonneurs	10015
THOMAS, Mark [13]	WA	Seattle International Randonneurs	12626
THOMPSON, W David [9]	FL	Central Florida Randonneurs	10157
TULLOH, Robert F [5]	TX	Hill Country Randonneurs	10023
VINING, Matt	CA	Pacific Coast Highway Randonneurs	10116
WINKERT, George [2]	VA	Northern Virginia Randonneurs	11823
WRIGHT, Pamela (F) [14]	TX	Lone Star Randonneurs	10031

## Rando Scout Awards

Created to encourage exploring new routes, the Rando Scout recognizes RUSA members who have ridden at least 25 distinct routes in brevet, populaire, or grand randonnée (1200km and longer) RUSA events.

NAME (25-49 unique routes)	CITY, STATE	APPROVED
Cox, Rose (F)	Seattle, WA	11/26/21
Gaffney, Cecilie (F)	Philadelphia, PA	11/16/21
Liu, Sam	San Diego, CA	12/14/21
Main, Kevin	Cayucos, CA	1/10/22
Pinkston, Patricia M (F)	Temple, TX	12/30/21
Schlitter, John	St Pete Beach, FL	1/16/22
Trombley, Robert L	Seattle, WA	1/23/22
Vining, Matt	San Gabriel, CA	12/6/21

(Permanents do not count.) The route must be in the RUSA Brevet Routes database and be linked to the event ridden by the member. There is no time limit to accumulate routes.

NAME (50-74 unique routes)	CITY, STATE	APPROVED
Flickner, Brad	Joshua, TX	1/2/22
Ishihara, Mitch	Issaquah, WA	1/19/22
Maglieri, Christopher	Weatogue, CT	12/8/21
Nguyen, John D	Seattle, WA	1/19/22
Schoenfelder, Steven J	Lewisburg, PA	12/8/21

NAME (75-99 unique routes)	CITY, STATE	APPROVED
Prince, Gary	Seattle, WA	1/21/22
Winkert, George	Highland, MD	11/28/21



Mike Hrast (in front) and Chris Bergum in the Genesee Valley during the 2017 Gold Rush Randonnée. This year's ride begins June 1.

—PHOTO DEB FORD

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