

# AMERICAN RANDONNEUR



VOLUME 17 • ISSUE #3 FALL 2014



**INSIDE THIS ISSUE:**  
Boyz on the Hoods  
Zig-Zag Permanent  
The Appalachian Adventure Trilogy

A scenic mountain landscape with a winding road and a cyclist. The background features a large, rugged mountain peak with patches of snow. The middle ground shows a dark, forested hillside. In the foreground, a paved road with yellow double lines curves through a valley with sparse trees and a small stream. A lone cyclist is visible on the road, riding away from the viewer.

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## American Randonneur Magazine

Fall 2014 • Vol. 17 #3

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# President's Message

As I began typing this column, the picture appeared in my Facebook feed: RUSA's 16th anniversary. I took a moment to reflect on the profoundly positive effects randonneuring can have on our lives. The long rides allow us to face down and conquer challenges that once seemed insurmountable. We find the inner strength to endure those inevitable low points when we are simultaneously tired and hungry and soaked through to the bone. We know the unbridled joy of 1190 kilometers down, 10 to go, as we ride with our treasured friends toward the final control.

Our sport can deliver so much satisfaction, but there are also moments of devastating heartbreak when we lose people like Matthew O'Neill.

By all accounts, Matthew was the kind of guy you wanted to know, on and off the bike. His friends called him "the soul of Pacific Coast Highway Randonneurs cycling club," and described him as someone who was extremely supportive in helping others accomplish their randonneuring goals. Matthew was pursuing an advanced degree in Special Education Disabilities and Risk studies. He also had a law degree, and he worked as a Clients' Rights Advocate in California, providing services and support for individuals with developmental disabilities. Matthew raised guide dogs for the blind and often gave presentations on that program.

In August, about 900K into the California Central Coast 1200K Randonnée, Matthew was hit and killed by a teenage driver. It does not appear that the road conditions, or the weather, or the course, or the time of day, had anything to do with this tragedy. Just another senseless and needless death caused by an inattentive and careless driver. As I write this, the entire randonneuring community is

mourning Matthew's death, just as we've mourned other friends we've lost this year: Mark M. Jilka of Kansas, Texas rider John Fusselman, and Joseph Giampapa of Ohio.

The many friends and family of Matthew, including his fiancé, have shown incredible strength and resolve in this darkest of moments. Rather than giving into despair, they've launched a campaign to promote safer roads for all of us. Please visit their Facebook community, "Remember Matthew: Change Lanes to Pass a Cyclist:" <https://www.facebook.com/remembermatthewoneill>.



And please honor Matthew's memory, and the memory of other friends we've lost, by doing everything you can to be safe as you pursue and accomplish your own randonneuring goals.

—Mike Dayton  
RUSA President



PHOTO BY STACY KLINE

# From the Editor

It's Tour de France season again. And somehow, for the first time ever, we actually have the TV channel providing coverage of the tour. Watching the tour has provided inspiration for my July training rides. And while I don't have the legs of the boys on the tour, as I'm slogging my way up the short, steep pitches of eastern PA hills, I imagine what it would be like to glide up mountains the way the professionals do. Fun for July.

This issue reports on another bit of fun, the annual spring flèche. Greg Larsen's report narrates the tale of his team's adventures getting to the start line; some people apparently can't get enough of a good thing. "Boyz on the Hoods," another SF bay area flèche team, did not complete their course in the allowed time, but their experience is quite a story. Lastly, Bill Olsen, a "fixie" rider and someone who has been a member of Team "Sinister Nuts" for all seven eastern PA flèches, shares his thoughts about how to make the most of this event.

Randonneuring is made easier, safer, and more fun through the efforts of volunteers. I'm sure that the New Jersey group is not unique in depending not only on the help of fellow riders but also on others including partners, spouses, children and friends who do not ride rando events but selflessly support our ambitions. I've been wanting to

recognize and express appreciation for these supporters, so this issue offers an article on NJ volunteer Steve Hallett. That he has contributed much becomes clear when you see that the article itself includes contributions from several people. I would be happy to feature the efforts of other volunteers in future issues, so if this article reminds you of someone in your region, please contact me.

Permanents provide the opportunity to supplement a local brevet series, to do additional training for a longer event, or to bank kilometers toward a RUSA award. Crista Borrás, our permanent organizer, writes about three linked permanents in the Virginia/West Virginia area while Maria Schurr writes about designing and riding a permanent in Oregon. The flexibility of permanents is wonderful, offering randos with many more opportunities for riding and exploring new areas. I hope you enjoy learning about Crista's and Maria's routes.

To help U.S. randonneurs prepare for PBP next year, some of the articles in this issue offer helpful information on training and equipment. John Ceceri's review of the inaugural Adirondack brevet week is specifically aimed at generating interest in the 2015 edition that will take place in May, 2015. Mark Thomas writes about making his various Garmin devices serve his navigational needs. Most



interesting to me in his article is the information describing his preparation for international events.

Lastly, in an ongoing attempt to encourage more randonneurs to submit articles, art and more to American Randonneur, I have put together Guidelines for submission to AR. Please read the guidelines and consider submitting something. Without your continued interest and support, the magazine would not exist so please think about what you could share.

As always, have fun and be safe out there.

—Janice Chernecoff  
Editor, American Randonneur



Once again, it's election season. In this issue, you'll find statements by candidates who deserve your consideration for a seat on RUSA's board. Please take a few moments and cast your votes, either by paper ballot or online at [www.RUSA.org](http://www.RUSA.org). General members can vote for two board candidates. RBAs can vote for two candidates and also vote for the RBA-Liaison.

## Looking Ahead to PBP 2015

By now you've probably ridden most of your 2014 brevets. Paris-Brest-Paris is less than a year off, and if you are thinking of undertaking this monumental adventure for the first time, it is not too soon to begin planning.

It's too soon to pack your bag or box your bike, but there are plenty of things you can do now which will free up time in late July and early August. A few things to consider:

Do you have a passport that will be valid in August 2015? If not, then get that taken care of now. This process takes weeks and costs more than \$100.00. Though there are expedited services available, the best strategy for expedited service is not to need it at all. As I write, this process IS NOT available on line so head to your local Post Office now and pick up a passport application for renewal or for first time.

Did you experiment with new clothing or equipment this past season? Now would be a good time to review your results and make decisions for next year.

Can you speak or understand the French language? If not, then addressing this problem well in advance of the start of PBP would be a wise move. Buy a book, tape, cd, dvd, or an "app" for your smart phone and start learning the basic words and phrases which will help get you around the course, and around the country. We (my wife and I) took a conversational French class through the local parks and rec offering. You don't need to be able to speak French fluently but if you make a good faith attempt to communicate in French, it will be

appreciated. I also recommend *The Story of French* by Jean-Benoit Nadeau, and Julie Barlow. You will not only understand better why the French language is such a unifying force, you'll also learn a lot of French history, right up to the present day.

Get a travel guide. Most comprehensive travel guides will help you get the lay of the land as well as give you a peek into French history, local attractions and contemporary norms. This makes for great day-dreaming through the long winter nights to come.

Start thinking about the strategy you will employ for riding the event. You will have to choose a start time which will also determine your allotted time to finish. Though PBP

is nominally a 90-hour event, you have the option of choosing an 80- or 84-hour finish. Be advised, once chosen, you will not be allowed to change your start time.

Will you 'ride through' or will you plan sleep breaks? There is always the option of catching 40 winks at the controls, but this is problematic: PBP 2007 saw very bad weather for much of the event and the controls were reminiscent refugee shelters after Hurricane Katrina. I did, however, get a ride-saving one-hour nap under a table in the cafeteria at Mortagne on the homeward leg.

Do one thing a day to get better prepared for the big event. That could be as simple as practicing a French phrase. Getting to the start line of PBP is a lot like finishing a long brevet: there is no giant leap, just many, small steps. A lot of those steps can be taken now, before you submit your application. Ask yourself: "What can I do today to get ready for PBP?"

One of the best things you can do is listen to what veteran PBP anciens and anciennes have to say about their experiences at PBP. Don't just ask how great the food and camaraderie was, ask the veterans what their worst judgment calls were. Will Rogers said: "Good judgment comes from experience, and a lot of that comes from bad judgment." 🚲

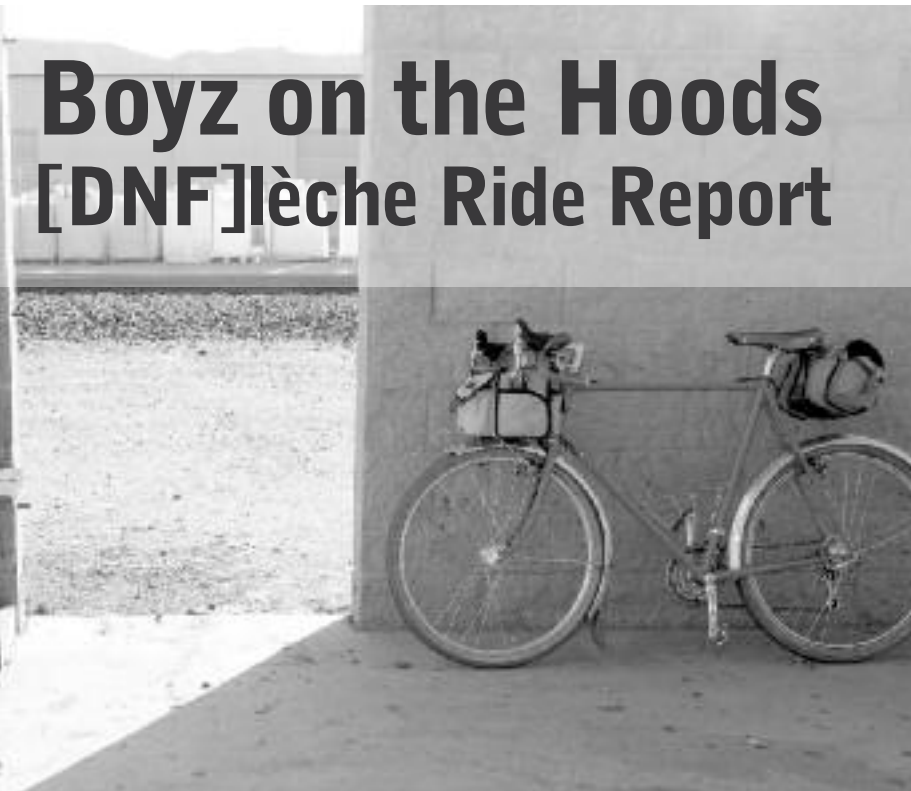


# New RUSA Members

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9698	Rossella DiMaggi	Weston	FL	9758	K B Harrod	Weston	FL	9818	Anthony W Vierra	Hopkinsvi	KY
9699	Chris Errico	Tuckerton	NJ	9759	Levi J Roberts	New Har	IN	9819	Richard S Costell	Warminst	PA
9700	D Ishihara	Issaquah	WA	9760	Zachary Schrag	Arlington	VA	9820	Sarah Bettman	Mill Valle	CA
9701	Robert A Wolff	Sherborn	MA	9761	Polly S Yen	Seattle	WA	9821	Ross J Dubin	Boynton B	FL
9702	P. Andrew Lovell	Atlanta	GA	9762	Nicholas Gigliotti	Brooklyn	NY	9822	Lori Buchanan	Tecumseh	ON CAN
9703	Chauncey B. Woo	Somervill	MA	9763	Alejandro Perez	Miami	FL	9823	Barry J Dickson	Ashburn	VA
9704	Enmanuel Cora	Miami	FL	9764	Marien Amerigo	Scottsbor	AL	9824	Miguel A Ramos	Davie	FL
9705	Geoffrey S Sutter	Highland	IL	9765	Blake Harrison Ad	Orlando	FL	9825	Daniel McGill	Doylesto	PA
9706	Steven B Friese	Etna	NH	9766	Jack Mangus	Ocala	FL	9826	Brian J Doubek	Chicago	IL
9707	Nicholas E Wells	Dayton	OH	9767	Evan M Davell	Dayton	OH	9827	Michael J Gorman	Jersey Cit	NJ
9708	Andrew J Ryan	Washingo	DC	9768	Jake Kelly	Millersvill	MD	9828	Benjamin M Alex	Topanga	CA
9709	Jonathan C Puska	Lake Osw	OR	9769	Eugene William C	Bushnell	FL	9829	Ben E Merritt	LaSalle	ON CAN
9710	Corinna S Beyer	Denver	CO	9770	Bob Hayssen	Racine	WI	9830	David Weber	Rochester	MN
9711	Sharon L Birkle	Boise	ID	9771	Gaye Gould	Pembrok	FL	9831	Jed S Kornbluh	Hopewell	NJ
9712	Henri Pietila	Sunnyvale	CA	9772	Richard Sierzputo	Chicago	IL	9832	Whit Anderson	Hopewell	NJ
9713	Richard G Anders	Plymouth	MN	9773	James A Hasse	Cedar Hill	TX	9833	Taylor Jean Hutch	Portland	OR
9714	Cassandra L Dunl	Astoria	NY	9774	Kathryn B Hasse	Cedar Hill	TX	9834	Kajal Joshi	Chicago	IL
9715	Monica VanDiere	Pittsburgh	PA	9775	Randall R Bailey	Valley	NE	9835	Christopher Lewis	Los Altos	CA
9716	Roger M Franco	Bridgewater	NJ	9776	Angus Macaulay	Brooklyn	NY	9836	Catherine M LaCr	Indianapo	IN
9717	Steven Hoagland	Cornwall	NY	9777	Richard J Wolf	Seattle	WA	9837	Laura L Brunner	Dallas	TX
9718	John Mottl	Orcas	WA	9778	Eric H A Maddison	Los Angel	CA	9838	Michael A Knepp	Davis	CA
9719	William Grant Fle	New York	NY	9779	Jesse L Bader	Sioux Fall	SD	9839	Shawn Bowles	Berkeley	CA
9720	Brian Mathew Ald	Portland	OR	9780	Les Brown	Brooklyn	NY	9840	G Fred Gleason II	San Diego	CA
9721	Alan Napack	New York	NY	9781	Meagan Bradley	Plantation	FL	9841	Ignacio Lopez Ma	Miami	FL
9722	Mike Hoffner	Richland	WA	9782	Tim Peters	Anchorag	AK	9842	Frankie Mansfiel	Oakland	CA
9723	Claire Mordas	Astoria	NY	9783	Tim Ocallahan	Amherstb	ON CAN	9843	Eric B Storms	San Calos	CA
9724	Paul Linck	Atlanta	GA	9784	Charles Twitchell	Alameda	CA	9844	Jared Glen Crabtr	San Franci	CA
9725	Michael Marcond	New Brun	NJ	9785	Jeff Doleman	San Franci	CA	9845	Jim Jackson	Rome	GA
9726	Aaron J Hug	Anchorag	AK	9786	Laurent B Schaller	Los Altos	CA	9846	Dave Shula	Cooper Ci	FL
9727	Andrew Peter Gal	Lago Vista	TX	9787	Rick Spagna	Delray Be	FL	9847	James Paxton	Deerfield	FL
9728	James Martin Laff	Santa Cruz	CA	9788	Xavier Falconi	Miami Be	FL	9848	Tavia Lynn Parker	Columbia	MN
9729	Ryan Noir	Jacksonvil	FL	9789	Lee Oien	Wilsonvill	OR	9849	Cynthia Schauer	Highland	FL
9730	Sanford G Lechne	Plantation	FL	9790	L. Mark Finch	Zionsville	IN	9850	Mindy Polaske	Oracle	AZ
9731	Hall T. Penn	Atlanta	GA	9791	Christopher Emil	Emeryvill	CA	9851	Nate Polaske	Oracle	AZ
9732	Erik Kallhovd	Elmsford	NY	9792	Jordan M Hartma	Pompano	FL	9852	Warren Stringer	San Franci	CA
9733	Danielle L Dorsett	Wilton M	FL	9793	Erica M Otten	Anchorag	AK	9853	Andrew James Ly	San Franci	CA
9734	Benjamin C Matt	Indianapo	IN	9794	Dougin Walker	Princeton	NJ	9854	Lukasz P Cianciara	West New	NJ
9735	Debra G Berman	Jupiter	FL	9795	Joshua Airan Robi	Anchorag	AK	9855	Jose Miguel Sant	North Mia	FL
9736	Richard Flowerda	Alameda	CA	9796	Emily Jane Austin	Anchorag	AK	9856	Chris Martin	Boynton B	FL
9737	Mark Ueek	Auburn	CA	9797	Everett Kramer	Germanto	NY	9857	Patrick James Bus	Hoschton	GA
9738	Chad W. Major	San Franci	CA	9798	Osvaldo Jorge Ba	Miami	FL	9858	Hope Victoria Bu	Hoschton	GA
9739	Mitchell Rossman	Mendota	MN	9799	Mickey Witte	Miami	FL	9859	Elizabeth Nuevo	Doral	FL
9740	Katherine A Santi	Orlando	FL	9800	Rosa Pilar Rivas	Miami Lak	FL	9860	Matthew R Dustin	Churchton	MD
9741	Michael T Butler	Berkeley	CA	9801	Ann Alquist	Anchorag	AK	9861	Mark S Schenkel	Orlando	FL
9742	Jennifer K Green	Columbus	OH	9802	Mary Beth Ring	Lantana	FL	9862	Stephen J Matech	Portland	OR
9743	Robert C Link, Jr	Orlando	FL	9803	Sheila D'Andrea	Pembrok	FL	9863	Dana M Matechik	Portland	OR
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9746	Trent A Huckstep	Indianapo	IN	9806	Robin L Pomeranz	Boca Rato	FL	9866	Jason Bennett Sk	Delray Be	FL
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9753	D Tracy	Orlando	FL	9813	Randall Wallace	Chattano	TN	9873	Rene' Cooney	Fort Laud	FL
9754	Matthew J Egger	Philadelp	PA	9814	Aaron Michael M	Beavercre	OH	9874	David J Markun, Jr	Arlington	MA
9755	Nicholas Blades	Anchorag	AK	9815	Mark Bennett	Anchorag	AK	9875	Karin S Weller	Turlock	CA
9756	Gilberto Ramirez	Orlando	FL	9816	Kathy Bennett	Anchorag	AK	9876	David Mobley	Brooklyn	NY



# Boyz on the Hoods [DNF]lèche Ride Report



## Intro to Team

Boyz on the Hoods is a rag tag bunch of cyclists from the Bay Area who enjoy mixed terrain riding in conjunction with randonneuring. In 2013, Brian Oei (#7102), Ian Kizu-Blair (#6017), Carlin Eng (#7601), and Irving Pham (#7103) completed a mixed terrain flèche route that blew their minds and inspired them to attempt another challenging route for 2014. With the addition of Gabe Ehler (#4679) to the team, the group was ready to join 16 other teams in participating in the 2014 Northern California Flèche held by San Francisco Randonneurs.

## Prologue

### Part 1 by Irving Pham

Our route started in Jolon, CA at the Fort Hunter Liggett military base. This base is primarily a training ground for the US Army but also has facilities for visitors and guests, which made for a slightly alternative lodging experience. The route starts on the base and has the group navigating through the Los Padres National

Forest, winding through various agricultural cities in Central California and then climbing through the Santa Cruz Mountains before taking an urban route up the San Jose peninsula and back to San Francisco.

Planning for a true point-to-point flèche route (rather than a loop) always seems like a cumbersome and time consuming endeavor, but I believe it is an essential part of the event experience. We had to arrange for a friend to drive our team car (a Toyota Corolla loaded to the brim with bicycles and gear) and drop off the items before picking up the lot of us, who had taken a four-hour Amtrak ride to a nearby town, and taking us to our accommodations.

Despite the extra coordination and time spent traveling to the start of our ride, we were able to bond during the train ride and goof around on the military base the night before our ride. The camaraderie and goodwill built during this time was extremely important to our team, especially when our mental and physical capabilities were tested in the following twenty-four hours.

Exhausted from the headwinds of the Salinas Valley, the group sits in the shade at a gas station.—PHOTOCARLIN ENG

The next morning as we began our journey, we were all full of excitement as we exited the military base and entered the Los Padres National Forest, and onto the fabled Indians Road that we had heard about...

## Indians Road and Arroyo Seco Part 2 by Gabe Ehler

Indians is hands down the best road I have ridden. Seriously. Judging from the unending stream of exclamations of amazement and excitement, I can safely say that this sentiment was mirrored by my teammates as well. What else can be said about Indians Road? As Ian said, "...it is perfectly suited for rando bikes!" An opinion seconded not only by every member of the team, but by a mountain biker whom we passed on the way down who exclaimed that he wished he had brought HIS rando bike out instead. This road is bananas



because it's in some of the more remote and inaccessible terrain in Central California.

Why would someone build this road in the first place? It's not like it connects anything that worthwhile (the canyon of Arroyo Seco to Fort Hunter Liggett). There also aren't any noticeable natural resources in these rugged mountains. It happens to be a poor fire road due to it being crazy narrow in places with sheer drops of seemingly thousands of feet off the edge, and the road is blocked by landslides in numerous places. I mean, the road is abandoned, so it's obviously not that important to the county, state, or federal infrastructure. It seems that the only reason that this road exists is to give those who ride it amazing views and mind-blowing gratifying experiences.

Shrugging down to the Salinas Valley with Brian, Irving, Ian, and Carlin I realized that Indians Road gave us an experience that we will not easily forget or get again.

### Salinas Valley

#### Part 3 by Ian Kizu-Blair

The drastic change from sunny calm on Indians Road to savage headwinds all the way from Greenfield to Salinas came as a shock to my system. The crosswinds first hit us when we entered the valley heading east towards Greenfield, but I didn't think much of it at the time. I was just looking forward to hydrating and eating something at our first control, a Mexican bakery, but sitting in the control looking out the window I saw flags whipping ominously in the sky. We had intended to make up time in this section after falling behind schedule on Indians Road, but once we hit the road heading north it became clear that that was not going to be the case. A roaring wind was facing us

Irving and Ian scramble over some rocks on Indians Road. —PHOTO BRIAN OEI

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## ***By the time we reached the outskirts of Salinas, the wind started to die down and the idea of eating at In-N-Out breathed life into the team.***

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down, straight on, and we were riding into it at about 9 or 10 miles an hour with the rider on the front taking major pulls.

These flat valley roads had barely any cover, save a few farmhouses, and almost no landmarks to chart any kind of progress, and so we slipped into a seemingly endless struggle forward, a kind of primal man-versus-nature drama played out against an invisible, howling enemy. When we made 90-degree turns, we formed ragtag echelons that often disintegrated into

every-man-for-himself battles to the next turn, where we'd regroup to face the headwind again. It reminded me of watching pros race through the desert in Tour of Qatar, but in super slow motion.

We stopped to rest every 30 minutes or so, sometimes sitting in the dirt or getting water from a gas station. During these stops, members of the team seemed to be in a kind of stupefied daze. Indians Road was a distant memory and we were trapped in a dusty, unpleasant valley. By the time we reached the outskirts of Salinas, the wind started to die down and the idea of eating at In-N-Out breathed life into the team; however, we were running behind schedule and the possibility of a "DNF" began to loom on the horizon.

### Across the Santa Cruz Mountains Part 4 by Brian Oei

As we started our climb over the Santa Cruz Mountains, I was most surprised at how pleasant riding up Eureka Canyon Road was at night. The giant redwoods shut out any remaining bits of light now and the ambient babbling of the nearby creek





was a welcome change from the howling wind of the Salinas Valley. The road twisted and wound like a good mountain road should, but I was too drained of everything at this point to enjoy a classic road climb. I started to become delusional and I caught myself falling asleep on a short descent, so I ate my remaining caffeinated shot blocks and continued on to find the rest of the team waiting up for me.

The thrilling descent out of the Santa Cruz Mountains expelled the sleepiness from my body and Gabe led us through a mile of single track around the reservoir. Even at 3am I was excited to get off the road and onto some dirt. It was difficult to see around the turns without a headlamp but in the end we all survived. It was at this moment while we were cruising on a dirt path at 3 in the morning that I remembered why I liked doing these torturous endurance rides. To me, randonneuring is the ultimate test of how much pain I can endure AND still enjoy riding a bike. My saddle pounded my ass with every bump in the trail, my hands blistered from gripping the hoods too tight, and my legs felt as if they were full of lead, and despite all of that, I was grinning from ear to ear.

### **Limping up the Peninsula Part 5 by Carlin Eng**

Two pancakes, eggs over easy, greasy hash browns smothered in ketchup, even greasier sausage links in pooling maple syrup, a weak cup of lukewarm coffee and fifteen minutes of shut-eye. Rather typical for a 24+ hour rando stop at one of the many Denny's restaurants scattered throughout the Bay Area. However, a cloud of collective dread hung over this particular visit. We had given up all hope of finishing within the time limit. Rather than have a few members attempt to speed ahead and finish the ride for RUSA credit, we all agreed to call in the DNF and finish the rest of the journey at our own pace, together as a team. We were riding with the sole purpose of returning home, and because we had no other choice.

We left the Campbell Denny's at 5 AM and pedaled our way through giant, empty roadways. As dawn began to break and as cars and other cyclists began to appear, offering friendly nods and waves of encouragement. I suspect many of them believed us to be at the very beginning of a leisurely morning spin. Funny how wrong such an impression could be.

The group stops to rest and admire the beauty of the Los Padres National Forest.  
—PHOTO BRIAN OEI

My tired brain strained to remember the twists and turns of the route up the Peninsula and these towns ticked past us one-by-one, slowly and painfully. Palo Alto. Menlo Park. Redwood City. "Are we there yet?" San Carlos. Belmont. Foster City. "Surely, it must be just around the corner." San Mateo. Burlingame. Finally Millbrae. Across the freeway overpass and into the massive Millbrae transit center. Tag our Clipper cards, stack our bikes on the BART car idling on the platform, collapse on the new vinyl seats, and pass out with mouths open and tongues hanging out.

### **Conclusion**

And so our ride reached its weary conclusion. We'd reached dizzying highs and suffered draining lows but banded together as a team to survive for 24 hours. While the end result was not what the group had wished for, our experiences could not be diminished or made meaningless simply because we didn't have a few stamps on our brevet cards. 🚲



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**Lon Haldeman and Susan Notorangelo**  
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**Sat. May 16 fly-in Wed. June 2 fly home**  
**17 days 2,800 miles 165 miles per day**

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**Sat. Aug. 1 fly-in**

**Sun. Aug 14 fly home from SeaTAC, WA**

**11 riding days 1,100 miles 100 miles per day**

Back by popular demand this revised version of our Pacific Crest Route begins in Everett, Washington and follows the best roads of the Cascade Mountains across Washington and Oregon. The route will visit many classic hotels and National Parks including Mount Hood and Crater Lake. We will finish in Ashland, OR and then shuttle all riders and bikes to the SeaTAC Airport for return flights.

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# The Appalachian Adventure Trilogy

BY CRISTA BORRAS



Chuck Wood and Crista Borrás on tandem and Steve Harding...climbing somewhere.

—PHOTO MIKE WALI

routes offers riders flexibility in scheduling the rides, as well as provides the option of doing all three legs, just the first and last legs, the middle leg on its own, or perhaps all three with a day of rest between them.

*These are the three permanent routes that form the Appalachian Adventure Trilogy:*

- **Route # 2116:** Leesburg to Lexington (346K: point-to-point)
- **Route # 2117:** Pilgrimage to Paint Bank (324K: loop that starts and ends in Lexington)
- **Route # 2118:** Lexington to Leesburg (331K: point to point)

## **Leesburg to Lexington**

Starting from Leesburg, Virginia, the route first heads northwest to Harpers Ferry, West Virginia. Passing the confluence of the Potomac and Shenandoah Rivers and White Horse Rapids at dawn, riders cross the Shenandoah River at the Potomac Water Gap (the lowest crossing of the Blue Ridge Mountains) before entering Harpers Ferry. Thomas Jefferson

## **How I Came to Establish These Permanents**

Touring is my first love (well, actually second only to my love for my wonderful husband, hero, and superior tandem captain, Chuck Wood). Chuck has aided and abetted me in my never-ending quest to take the road untaken, so it was natural that I would design a trio of permanents based on the best parts of self-designed tours that Chuck and I have ridden together in years past.

Together these three permanents also form the entire route of the new DC Randonneurs' Appalachian Adventure 1000K brevet. This scenic tour of the Shenandoah Valley and its surrounding mountains will be inaugurated September 5 through September 7, 2014. One of the most

appealing aspects of the longer brevets is that they offer randonneurs an opportunity to travel to remote areas, but there are so many choices on the RUSA calendar now that riders may not be able to commit to riding everything on their wish list. Breaking this 1000K route up into three separate permanent

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***“The passage of the Patowmac through the Blue Ridge is perhaps one of the most stupendous scenes in Nature..... This scene is worth a voyage across the Atlantic.”***

THOMAS JEFFERSON

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wrote, “The passage of the Patowmac through the Blue Ridge is perhaps one of the most stupendous scenes in Nature..... This scene is worth a voyage across the Atlantic.” In addition to its rich Civil War history, Harpers Ferry is a stunningly beautiful place to visit, and riders should take their time riding through town in order to appreciate it. Soon enough they’ll be crossing the Appalachian Trail and climbing up to Bolivar Heights, where Harpers Ferry’s first Civil War battle took place.

Cresting the hill, riders are greeted with a sign that reads, “Welcome to

the Shenandoah Valley,” as they view the magnificent valley below them. The route then heads south, riding alongside the peaceful Shenandoah River for several miles and later traversing the quiet rolling hills of the Valley with views of Massanutten Mountain to the left and Great North Mountain to the right. The riding on this day showcases the Shenandoah Valley at its best as it continues south through pastoral countryside, passing through the lovely village of Singers Glen (“birthplace of gospel music in the South”) and later Natural Chimneys State Park. The Natural Chimneys are

Above, Crest Hill Road. —PHOTO CRISTA BORRAS  
Below, Goshen Pass. —PHOTO MIKE WALI

an impressive sight, standing about 120 feet above the valley floor, and it’s worth the little detour into the park to see them if you have time. Alas, it’s a long day in the saddle, so perhaps another day.

Before reaching Lexington, riders will enjoy the long cruise on VA252, 25 miles of very lightly traveled state highway with beautiful views (particularly at dusk), featuring a wonderfully refreshing fresh-water spring where all randonneurs will benefit from a brief stop to fill their water bottles. After the spring, it’s just 18 miles to Lexington, home of Virginia Military Institute as well as Washington and Lee University. Lexington also saw Civil War action, and both Robert E. Lee and Stonewall Jackson are buried there. If you’re not riding the next day, the area has plenty to offer the day tourist, including the Natural Bridge.

### **Pilgrimage to Paint Bank**

The second of the trio of Appalachian Adventure permanents continues south from Lexington to Paint Bank and then loops back to Lexington. Beginning with passage



through the gorgeous Goshen Pass, a few of the other highlights of the day include a climb over Warm Springs Mountain into Warm Springs and the very imposing sight of the Homestead Resort in Hot Springs.

Leaving Hot Springs, the route follows the Jackson River for several miles and then briefly enters West Virginia again, passing through yet another tiny village (Sweet Springs) before a significant climb over Peters Mountain. The long descent carries riders into the beautiful and bucolic oasis that is Paint Bank. Here riders can sit a spell in the rocking chairs on the porch of the quaint Paint Bank General Store and drink in the beauty of the surrounding mountains. For those who have a bit of time to relax, the Swinging Bridge Restaurant in the back of the store features a variety of hearty fare for the ravenous randonneur, including “The Great White Buffalo Sandwich”!

The best time of year to ride the Appalachian Adventure Trilogy may be mid June, not just because the days are so long, but also because at that time there is so much rhododendron in bloom on this day’s route. Leaving Paint Bank, riders will love the long, peaceful journey north along Potts Creek to Covington. The terrain continues to be fairly mellow through Clifton Forge, after which a gentle

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***After a nice descent (the kind where you don’t need to use your brakes much, if at all), the route heads toward Crozet, passing Chiles Peach Orchard along the way, where riders can stop for some yummy peach ice cream or frozen yogurt in season.***

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climb through the mostly well-shaded Douthat State Park follows. The final miles back to Lexington take the rider through the Goshen Pass a second time, but it doesn’t feel redundant as it’s so beautiful in either direction, and the rhododendron may have even come into full bloom during the day while you were out adventuring.

#### **Lexington to Leesburg:**

The third permanent begins with a long run north along the South River to Vesuvius. It was tempting to send riders on the infamous “Vesuvius” climb up to the Blue Ridge Parkway here, but to avoid being labeled sadistic I opted to route through Stuarts Draft and Waynesboro, taking riders back over the Blue Ridge at

Rockfish Gap, crossing Skyline Drive. This climb is quite tame. After a nice descent (the kind where you don’t need to use your brakes much, if at all), the route heads toward Crozet, passing Chiles Peach Orchard along the way, where riders can stop for some yummy peach ice cream or frozen yogurt in season. Continuing north, the route follows quiet, very old Virginia roads through Stanardsville, Madison, “little” Washington, Orlean, Marshall, Airmont and Purcellville on the way back to Leesburg. Some of the highlights of this permanent are many of Virginia’s wineries (no worries California, they’re no competition), stunning views of Old Rag Mountain, and many miles of classic Virginia horse country. 🚲

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# Adirondack Brevet Week

BY JOHN CECERI, RBA, SARATOGA, NY



rides every day. We're planning to host a 200K, 300K, 400K and 600K, and an added 100K populaire to bump the kilometers up to 1,000K for the week.

The 2014 Adirondack Brevet Week was a success even though the attendance was a little light. I wasn't sure what to expect and because there were a couple of brevets during the week, I knew it might be tough for some riders to make it. However, those who participated thoroughly enjoyed themselves and were suitably impressed by the scenery.

We started the week with a 200K loop that descended into the town of Jay, turned south along the Ausable River to Keene, then northwest up one of the toughest climbs of the week through Lake Placid and continued on a tour of the northern Adirondacks, before heading east to Lake Champlain and returning to Wilmington.

One of the highlights of the ride was passing by the Clinton Correctional Facility, the largest and third oldest prison in New York, located in Dannemora. It was built in 1844, is situated right in the center of the village, and features 60-foot walls that border the sidewalk. It

The inaugural Adirondack Brevet Week was held May 17-25 in Wilmington, NY, located about 12 miles north of Lake Placid (host of the 1932 and 1980 Winter Olympics). Wilmington is situated at the base of Whiteface Mountain, the fifth highest peak in New York. We hosted a total of five brevets (two 200K, a 300K, a 400K and a 600K). The "week" actually lasted nine days.

This was the first year for Adirondack Brevet Week and I wasn't quite sure what to expect. I thought that having a couple of built-in "rest" days would be appreciated. While it extended the week a little, it worked out well because the only significant rain we got was on one of the rest

days. Also, this arrangement allowed riders who had to work, to minimize their time off, but still ride a couple of brevets.

Next year, with PBP in mind, we're probably going to shorten the week and eliminate the rest days to simulate PBP as much as possible. Our 2015 tentative schedule is posted at [www.adkultracycling.com](http://www.adkultracycling.com). The week runs from May 18th-23rd, 2015, with



Above, Simon Muil admiring the Ausable Chasm. Right, Kenneth Herbert's impressive rando machine. — PHOTOS JOHN CECERI





has housed many notable prisoners including Lucky Luciano.

The following day took us on a 300K jaunt to Chambly, QC. This was a flat ride with a simple out and back route. This was my personal favorite brevet of the week. Chambly is a neat little town on the Richelieu River and is home to several shops and cafes, including a large bicycle dealer and the Unibroue micro brewery. Almost the entire ride was along water, including the Ausable River and Lake Champlain, with the northern most 20 miles on a bike path located on a berm between the Richelieu River and Canal.

It is always enjoyable to experience a little French culture on a brevet and I encourage riders to soak up as much atmosphere in Chambly as possible. I expect this ride to be especially popular next year, and it's tentatively scheduled for May 19, 2015.

The highlight was watching several pleasure boats passing through one of the many canal locks. The lock masters squeeze in as many boats as possible, then operate the gates by a hand crank. After watching the boats pass through the lock, my wife and I returned by car to Chambly for a little frozen dessert, then drove back to Wilmington, where we waited for the other riders to finish. On this brevet, I had the pleasure of riding up to Chambly with

legendary randonneur Bill Schwartz of Kinderhook, NY, who was using this ride to train and qualify for the Cascade 1200. Also making the trip north was another long-time randonneur, John D'Elia from Middletown, CT, who also rode the previous day's 200K.

The next brevet was our second 200K, which was a simple out and back to the border town of Rouse's Point, using the first and last 100K of the previous day's brevet. Since this was our third consecutive day of riding, and knowing how difficult the remaining two rides were going to be, I gave the riders a break and made this brevet as easy as possible. Except for the last 30 miles or so, it was pretty much flat or down hill. We got a relatively good crowd considering it was held on a Monday. Most of them didn't want to do the full 200K and turned around in Plattsburgh, giving them a total of about 75 miles.

The next day, we enjoyed our first rest day, and everyone did their own thing. My wife and I enjoyed an easy ride to Keene for a nice lunch at the Dartbrook Lodge, then I used the rest of the day to catch up on some work and reorganize our supplies for the last two brevets.

A couple of riders took advantage of being in the Adirondacks and did

Assistant RBA Kathy Ceceri riding along the Ausable River on one of the rest days during the ADK Brevet Week. —PHOTO JOHN CECERI

their own ride or spent the day in Lake Placid. The 400K was the first of our two "epic" brevets and featured rolling hills and long climbs, using a variation on the Adirondack "Lake Route." The Adirondacks region has numerous lakes and the Lake Route loop goes by many of them.

The ride started off by heading south to Schroon Lake, then west to Indian Lake and Blue Mountain Lake (home of the Adirondack Museum), north to Long Lake and Tupper Lake (home of the Wild Center—a natural history center) and northeast through Saranac Lake to Plattsburgh and Lake Champlain, before returning to Wilmington. We only had one official finisher. A couple of pre-registered riders bowed out before the start and one rider only completed half the ride, due to a nagging knee injury.

Our final brevet was the 600K, which was as difficult as the 400K, and was held on a figure-eight loop that returned to Wilmington after 325K for the overnight break. I planned it this way to simplify logistics and allow riders to use only one hotel for the



John D'Elia finishing the 300 KM.

—PHOTO JOHN CECERI

ride. I originally wanted to make the first loop a little longer and was hoping to return to Wilmington after 400K or so, to better mimic the riding on PBP. But there are limited thru roads in the Adirondacks and 325K was the best I could do this year.

While it was perfectly manageable, I plan to work on it for next year and hope to dial it in a little better. As on the 400K, we also only had one official

finisher for the 600K. Again, we had a couple of pre-registered riders who couldn't make it to the start and one rider who bowed out due to a sore knee.

Kenneth Herbert from Brooklyn, NY finished in a respectable 34h:34m. Ken is new to randonneuring. This was his first 600K and his first Super Randonneur series. Ken rode quite the custom rando machine, with comfortable tires, fenders, racks,

bags and was decked out with an impressive lighting system, powered by a generator hub.

Ken really enjoyed the ride experience, and commented that most of it was accompanied by the sound of rushing water, due to the many rivers, creeks, streams and waterfalls along the route.

It was a great week. We had super weather for all of the rides and garnered a lot of interest. While I was up in the Adirondacks, I made a connection with the local tourism bureau and they are interested in helping to promote the week next year.

Kudos to Stephen Bugbee, who completed 1,050K of the possible 1,700K, Simon Muil, who completed 700K and John D'Elia who completed 500K. 🚲

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## Kevin Turinsky — Anchorage, Alaska RBA

**How did you get involved with randonneur cycling?** I stumbled upon write-ups about an adventurous, challenging style of bicycling emphasizing self-sufficiency and determination. It appealed to me, like the days of my misspent youth, climbing in the world's great mountain ranges.

**What made you want to be a RUSA RBA?** The adventurous appeal of randonneuring overwhelmed me. I assumed others didn't know what they were missing. I'm driven to introduce it to as many people as I can before I die.

**When did you start hosting RUSA events?** In 2008, the year before my MBA graduation. My first ride in 2009 was postponed by ash fallout when Mt. Redoubt erupted. 2010 had black bears on two rides.

**What is the most popular (well-attended) bike ride in your area?** The Ronde van Anchorage, my

fund-raiser for local advocate, Bike Anchorage. All funds are donated. We get over 100 riders and have raised nearly \$12,000 over the past six years to help make Anchorage more bicycle friendly. Advocacy is critical. Get involved!

**What is your most popular (well-attended) brevet distance?**

At the 100K brevet I usually get 25 riders. The riding season is short in Alaska. Brevets compete with many other summer activities, including fishing, and chores. I encourage other athletes to use our rides as cross training. Only the 100K at the Palmer Spring Classic 50K/10Kk/200K event gets close to 100+ riders.

**What is the most rewarding part of being an RBA?** Relationships! It's all about the extraordinary people, and the wonderful friends I've made. Organizing randonneuring events is like having a license to hand out endorphins.

**What is the most difficult part of being an RBA?**

Being too busy to ride. I'm now riding again. RBAs must ride. It's the only way to gain insight about your rides, your riders and your routes, and to generate fresh, cool, groovy ideas.

**What attracts riders to your region to do a brevet?**

Riding the Richardson Highway at night, as the aurora borealis explodes across the sky. The views of Denali. The fresh, and the delicious, ocean smells of spectacular Kachemak Bay.

**What does the future hold for randonneuring in your region?**

Epic permanents! Many riders can't ride on the weekends. Perms allow for the flexibility needed these days. Oh, and a 200K on the Big Island...Kodiak. Plus a dirt 200K out of Nome.

**Who is the cyclist you most admire?**

Bill Bryant for working to establish RUSA, recognizing early on the unique appeal of randonneuring, and creating a platform upon which we can all participate and enjoy! I'm forever grateful.

**What is your favorite bike ride?**

The Wrangell-Saint Elias Mountains 200K. Two surprises: a roadside honor-pay pie stand, and a yak ranch. Devouring a fresh pie, watching yaks graze against a backdrop of 16,000 ft. peaks— incredible!

**What is your greatest randonneur cycling achievement?**

The Seward 400K: Descending Turnagain Pass, at night, in a raging storm. Temperatures in the low 40s. Batteries dead. Exhausted. Bonking. Fearing I wouldn't survive stopping to rest. I just kept rolling. 10 kph. I got it done.

**What is your motto?** If you're not appearing, you're disappearing. 🚲



Kevin Turinsky RBA

# The Hounds of Garberville: a Pre-flèche Ride Report

BY ERIC LARSEN

Logistics for a good flèche route that is not a loop can be tricky. Our route would start in the small town of Garberville, about 200 miles north of San Francisco on California's Highway 1. We would follow the coastal route into the evening, then head inland through the Navarro Redwoods, over the Coastal Range and south through the Alexander Valley back to San Francisco.

But how would we get to the start? Martin suggested renting a van and driving further north to Eureka on Friday, then ride 75 miles back to Garberville through the Avenue of the Giants and start the flèche on Saturday. Yes, I said, but I have a better idea – let's ride 95 miles back to Garberville up the Mattole River, over the Kings Range through Ettersburg! (<http://ridewithgps.com/routes/4173420>)

Martin presented a great opportunity to explore this Humboldt region of Northern California some more, and I was excited! There is a road, as you head south from Eureka and from where US-101 heads inland, that goes from Ferndale over a massive and steep ridge into the Mattole River Valley, then up the Mattole River through Petrolia to Honeydew. From there the road forks: to the left, Bull Creek Rd climbs 2700' over Rainbow Ridge and heads northeast back to

US-101. That would be our bail-out if we got stuck. To the right, the Wilder Ridge route climbs through Ettersburg.

I knew the steep switchback section up Wilder Ridge was unpaved, but last time I was there it was good, ride-able hard pack. I had not been on Ettersburg Rd, but satellite imagery looked like it could be paved. There were a lot of questions about this section: was it 20 miles of steep

unpaved gravel or ride-able hard-pack, how much was paved, and how steep was it? And this was just the pre-ride to start the actual event: Garberville to San Francisco! (<http://ridewithgps.com/routes/4346095>)

Metin and Tim both thought it sounded like a good adventure. So we drove to Eureka early Friday morning, dropped off the van and were riding by 10AM.



And the fleche is yet to come.

—PHOTO METIN UZI

The Hounds...no traffic here..

—PHOTO METIN UZ

The weather is nice, a bit cool and slightly overcast, but good. We head south on US-101 for a few miles, but quickly get off the highway, cross the Eel River and roll through the quaint Victorian town of Ferndale. A right turn, then a sharp, steep left to begin our 8-10% grade climb 1800' over Wildcat Ridge. The views from the top are stunning — steep coastal mountains plunging a thousand feet into the blue Pacific; and a cloud bank rolls up one slope like a tsunami. There is an awesome one-lane road decent switching down into the Bear River Ravine, then a climb up the wall, 1000' at 10-14%, and then another super decent with epic vistas of the Pacific, the Lost Coast and Kings Peak. This road is fabulous, hardly bigger than a bike path and we only see a couple of cars! We are all elated as we reach the bottom for a ride along the rolling waves crashing on the rocky coastal crags.

Then...whap, whap, whap! I look down, my light has come loose, no, worse. It's my front brake! The retainer bolt rattled itself loose and fell out, oh no! We roll, slowly back and forth, scanning the section of road where it most likely fell out. No luck. It's gone and I won't likely start the fleche — there are no bike shops between here and Ft. Bragg. I tuck my front brake over the handlebar and we continue on to Petrolia, determining to ride out Bull Creek.

Petrolia is a lovely little hippy town of 200 hundred or fewer. Here live the kind of people wanting to escape the Babylonian rat-race to create their own economy. We stop in at the store and meet the friendliest of people who are curious about where we're going and where we're coming from. They tell us that every Friday at 3PM a woman sells tamales at the community center, and look... it's 3PM!



Martin sees a Bianchi and insists upon finding out whose it is. Maybe I can buy their brake-retaining nut. I don't think it's a very good idea because then they won't have one, but Martin persists and we find Gloria. She won't sell me hers, but she'll take me to the Bike Kitchen where I can look for one. She takes me to an old barn with piles of bikes around and then rolls open a door to a small bike shop with all sorts of debris, bike parts and random dusty stuff piled around. The owner is not there but she tells me to look for something that will work. I really don't see much—the bikes are mostly kids' BMX bikes and

old cruisers, but then I notice a seat post binder bolt set on the bench. I unthread it, the female side threads onto the brake bolt, same size! Then I push it in through the fork crown brake posthole; it fits! I tighten it and adjust the positioning. Amazingly, it works!

I return to join the rest of the group eating tamales at the community center. They are delicious and joy has settled on our group. We inquire with the locals about the condition of Wilder Ridge Rd and how much is paved. They tell us only a half mile or so, up the switchbacks, is unpaved. So, with my brakes fixed we decide to continue the route as planned.

We continue, happily riding up the Mattole River Valley in the warm afternoon sun until we hear Tim, "Ah shit!" We turn back to find him stopped, looking at his derailleur. He has lost his jockey pulley. What is this with the Lost Coast? We'll have to change our name to the Lost Boys of Garberville! We find the jockey pulley, but not the bushing or one of the retaining washers. We reassemble his derailleur, swapping the jockey pulley for the tension pulley so that less stress is on the one without a bushing, and continue on.

We wind our way up the river valley to Honeydew, really just a

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***We stop in at the  
store and meet the  
friendliest of people  
who are curious about  
where we're going  
and where we're  
coming from.***

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country store and hangout for the locals, many of whom are there as we pull in. The store is just closing but they let us come in to buy sodas and water. The locals don't pay much attention to us, as they are all pretty drunk, throwing firewood from one pickup to the other... "Hey cousin," "Watch this cousin," "Whacha doin' cousin?" I think there is a rocking chair in the back of one of the trucks. As we leave they ask if we are going out to the highway (over Bull Creek). No, we're going that way, pointing toward Wilder Ridge. "Oh...good luck. Stay to the outside of the switchbacks!" they holler.

We cross the Mattole and abruptly hit the bottom of our climb. It is steep—14-18% sustained—not just around switchbacks, but just plain up! Then we hit the switchbacks. We ride for a little bit, but as the incline gets steeper, one by one we lose traction, dismount and push. Fortunately the locals are right and it is just a one-half mile section before pavement resumes, but the killer slope does not end with the dirt; in super low gear we push up

the grade, finally reaching the top, followed by a beautiful descent into Ettersburg with vistas of steep green hillsides dotted with small farm houses and big oak trees.

We make the last crossing of the Mattole River after Ettersburg and are challenged with our last big climb that I promised was going to be more reasonable—I thought about 7-8% grade—but I was wrong. It is 14-16% the whole way to the top. We make it just as twilight falls, and I suppose because it is so beautiful and amazing up there, no one seems mad at me!

We descend in the dark with all our lights to Briceland Thorne Rd, which seems far too long to all of us as we are hungry and ready to be finished. At last we make it into Garberville about 9PM. Our original estimate had been for 7PM, so considering the mechanicals, we didn't do too bad. We are still in time for dinner at Callico's—a perfectly delicious deli-style dinner place. We load up on lasagna and meatloaf sandwiches while some old stoned hippy plays excruciatingly off-key violin sitting perched in a nook up high

The view is worth the work.

—PHOTO METIN UZ

on the wall near the ceiling where a go-go dancer would be if we were in L.A.

Then, as we are booking our hotel room, two sheriffs' deputies dressed in body armor, tight jeans and holstered weapons walk in and ask the host for some dude that she apparently knew. "No, he's not here, I ain't seen him, but you can look," she responded. They go into the manager's office, return, then leave. So we go out to our room, but there are three more police cars there and five other police with their weapons drawn, one with an assault rifle pointing in the air! "Whoa, is this safe? Should we go back in the lobby?" I ask. "Ya, you guys are fine," they respond. "Not if you've got your guns out!" We get to our rooms and they leave without incident. We bed down and sleep soundly, ready for our adventure back over the coastal mountains and down coastal CA-1 on tomorrow's 24 hour flèche... 🚲

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# Zig-Zag Permanent

BY MARIA SCHUR

A big part of my identity as a cyclist comes from the two short but influential years I worked as a bike messenger in San Francisco. During that time, I organized and competed in scores of alley cats—unsanctioned street races meant to simulate a day in the life of a courier. Racers are given a manifest with a list of checkpoints and off they go. Sometimes a signature from a checkpoint volunteer is required, other times they answer a question about each destination. Sound familiar?

Going up! And up! —PHOTOS MARIA SCHUR

One of the many reasons I love randonneuring is that it feels a lot like an advanced alley cat. I'll never forget the time I rode Susan's "Up Yer Ash," a challenging permanent that climbs up Mt. St. Helens. I found myself in the ditch, digging in the snow, madly looking for the mile marker so I could count the zip ties. I felt like a pretty hard-core "rando-cat" that day.

There's also something about riding a 200K permanent, and doing it consistently, month after month, that really lights me up. It seems to be just the right distance for me. Although a lot of my friends are pursuing their ACP Super Randonneur status, many



on their way to qualify for the 2015 Paris-Brest-Paris, I have no such ambition—not yet, anyway. After all, I need my beauty sleep.

For now, I'm enjoying working on my second R12. It would have boggled my young messenger self to know that all these years later, I'm not just riding centuries, but "century and a quarters" as some Americans might call them. It's fun to get my gear and nutrition



dial, and learn how to pace my stops and gos. And it's rewarding that my required recovery time has decreased to a mere night's sleep.

Recently I decided to create my own permanent route. Everyone told me it was easy, and they were right. First I mapped a route, a beautiful one, comprised of many of my favorite roads and rides. And it starts right in my neighborhood. I completed and submitted the application, and voila, the lovely Crista Borrás walked me through the rest.

A small group joined me for the inaugural ride of this new permanent, which I named "Zig Zag." We met at 6:30am at a coffee shop, but it wasn't open yet. It turned out the store manager had overslept. As registration forms and waivers were being completed, I saw a familiar face headed our way. A good friend had come out to see us off. She'd be the first of many we'd see that day.

The store opened and I saw another old friend who ran up and hugged me. She's not a cyclist, but was not surprised to run into me early in the morning hanging around a gaggle of bright-color-clad riders. Or is it a "rush" of randos? A "spin" of cyclists?

In any case, with no further ceremony, we were off. Down the hill to the Springwater Corridor and over to the Willamette (dammit) River. Along the Esplanade and the old "French Toast" route, which is a ride I led for the Vancouver Bike Club every month for many years. Up the corkscrew pedestrian bridge, over to the bird circle and on to the Peninsula Crossing Trail. Man, this town has a lot bike path miles, which make for a very nice warm up.

We dodged a bunny in the bike path on the way to the first control, which didn't have a bathroom, so I changed it for future riders. Such is the life of the newly minted perm owner. We ate and ran, as usual. The Marine Drive bike path was empty and surprisingly, we still had dry skies.

Stopping for a potty break past Troutdale, we ran into the Cycle Wilders, a loaded tour group on their way to Cascade Locks. They shared their VooDoo donuts (a Portland staple), and we went on ahead and treated them to kombucha (another Portland favorite) at a children's lemonade stand.

I dared to route us part way up the local legend Larch Mountain, but only to an info control three miles up. We saw a few Portland Wheelmen riders we knew, who probably assumed we were doing the entire climb. Instead we enjoyed the first of many fast and pretty descents. I made a mental note

manage now, and with just human power. The Barlow Trail was named for Sam Barlow, who blazed that trail with the help of Joel Palmer. Joe's 1845 diary included a description of the zig zag descents and climbs they encountered crossing the ravine, which is how the river got its name.

After an amazing lunch at the Zig Zag Restaurant, seated on leather recliners and sofas, we suited up and headed out. By this time, the rain had overcome its shyness and was in slog mode. We lined up and ate some ugly highway miles to make it back to the country roads we love and hate, like Baty and Coalman with their steep

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***We dodged a bunny in the bike path on the way to the first control, which didn't have a bathroom, so I changed it for future riders. Such is the life of the newly minted perm owner.***

---

to add some red cautionary notes on the cue sheet for future riders.

Next, we entered the Bull Run Watershed, Portland's water source, and enjoyed alternately descending into and climbing out of the Sandy River delta. Trees and views and barely any cars make riding these twisty hills sheer delight. Up Shipley, then Marmot—two of my very favorite roads around. While struggling slowly up Marmot, a runner passed us. He didn't seem real, and maybe he wasn't.

Shortly after that, we turned onto the Barlow Trail, and a friend ran out from the Sandy Ridge mountain bike trailhead with handups for the group. The pioneers should have been so lucky. I often think about them and their travails and how they would marvel at the ease with which we

little slaps in the face. I added another info control to defeat the temptation to take Highway 26 all the way back to town.

Finally back on the Springwater path, we wrapped up the twenty lonely miles back to town, finishing at the pub nearest my house. A few beers and several war stories later, heading home, the rain was done fooling around. It attacked. It came down comically fast, faster than the tarmac could handle, creating instant little lakes in the bike lane.

Thanks for letting me share my story. Thanks to those who have shared their stories and their rides. And, if you haven't already, I encourage you to consider sharing some of your favorite roads by creating your own permanent, alley-cat style or not. 🚲

# The Ultimate Volunteer

BY LAURENT CHAMBARD, JOE KRATOVIL, AND KATIE RASCHDORF  
(REVIEWED BY STEVE HALLETT)

## **Current NJ RBA Joe Kratovil**

**writes:** *Randonneur riders benefit greatly from those who volunteer their time staffing controles. Most who do this are fellow riders who want to give some pay back for all the times they've received the help of others. On rare occasions there is the individual who is not a regular participant in the activity yet is a frequent volunteer. We are most fortunate in the New Jersey region to have benefit of such a person.*

*Steve Hallett has been helping out on our brevets for many years. He has a long background as a cyclo-tourist. However, he seldom, if ever, signs up for brevets. The simplicity of it is he seems to enjoy helping others. He will spend many hours out on the route staffing a controle, or, multiple controles on longer rides. He has a kind, reassuring manner and an amazing ability to encourage ride participants who are experiencing low moments.*

*I recall seeing him help a shivering rider zip a rain jacket up tight before gently sending him off into the elements. He helps wobbly riders off their bikes and to a safe place to sit, all the while keeping a wary eye on them. He has medical experience and worked for over twenty-two years as a support staff person in emergency medicine. Smart ride organizers place Steve at the controle where riders are at their worst. He always seems to get them all out under their own power. Rarely does he need to SAG someone. Over the years he has become an integral part of the local randonneur scene. He is appreciated and respected by all of us.*

*Not all great accomplishments happen on a bike. Some come from the sidelines.*

## **Former NJ RBA Katie Raschdorf**

**writes:** *he's known on the message boards as "the friendly man with the van," and he usually brings some chairs that are perfect for that much needed midnight Wawa-parking-lot- nap.*

On June 7, 2014, at a controle on the New Jersey 400K, ride organizer and former NJ RBA Laurent Chambard conducted the following interview with Steve.

### **Steve, when did you start volunteering on brevets?**

I first volunteered back in 2003..., the year after the New Jersey Randonneur's series began. The previous year, I had only followed the NJ Randonneur's activities at their online website. At that time, I was club riding and found this long distance, self sufficiency, "brevet thing" to be interesting. I phoned the then NJ RBA, Diane,\* and asked if she needed any help; she immediately said yes. The first event I worked on, Diane was wise enough to put me together long time randonneur, Leroy.\*\* Leroy became my mentor and friend. I learned the right way of doing things and the importance of being a good volunteer at a controle.

### **Have you ever ridden a brevet?**

No, never once. I actually take a pride in the uniqueness of this, being such a long-term member of RUSA. I'm actually a touring cyclist by choice.

### **Do you think there is a chance we can get you on one?**

Yes, I hope to do one some day.

But even if I don't, randonneuring will still be a success for me. I know what it takes!

### **What keeps you bringing back year after year?**

It's most definitely the people... the individual and unique riders are what bring me back each year.

I truly marvel at each and every individual who rides a brevet. Early in my volunteering career, I would see a rider come into one of my controles and I would think to myself, 'He or she won't make another 10 miles,' but to my amazement they would pull themselves together, continue to pedal on down the road and complete the event. I marvel at the mental tenacity randonneurs possess. Riders will come into one of my volunteering controles physically and totally mentally spent and exhausted, yet they have the mental tenacity to continue, to keep going under extreme hardship, to keep pushing those pedals around a few more times. I admire that trait and very special ability.

**NJ rando Paul Shapiro recalls meeting Steve:** *While Steve was always a presence, then and now, one particular day, at one particular controle, sticks in my mind. I don't remember geographically where it was, the length of the ride, or even the year. I do know that it was early enough in my randonneuring career that each ride was a new adventure, that each distance was a new accomplishment, and that each brevet was accompanied by the persistent question of whether I would actually be able to get myself around the course on a bicycle. Steve was stationed*



Steve Hallett

—PHOTO CHRIS NEWMAN

*far enough into the ride that all semblance of freshness had left my legs, but not so far that the end was in sight. I rolled into the controle absolutely exhausted. Steve grabbed the bike so that I could get off, offered me food and water, and most importantly provided me with the encouragement that I needed to get back on the bike and face what would otherwise have been the daunting prospect of the remaining hills and distance. I am sure that he lied when he told me that I looked good and that I was riding strong. I know that he told me the truth when he assured me that I could, and would, do it. I think of that sunny day at a BP station often when I am wondering where I will get the strength to face the next leg and the leg after that.*

**Katie Raschdorf writes:** *I first met Steve in 2007 on an early spring 200K. I was new to randonneuring having only completed two events previously. The weather forecast called for relatively mild temps with little chance of showers. I dressed accordingly (for that forecast at least!). It snowed and then the sleet accumulated, and then it snowed again. Many riders DNF'd that day because they simply did not have the correct gear (I was one of those riders). While waiting for my SAG, I had the opportunity to*

*meet Steve and spend time some time chatting. What a wonderful person he is!*

**You have a particular talent for making many friends in the towns we use as controles. May you share a few stories with us?**

The most unique was in Phoenicia, NY, on a daytime controle for a NJ600. Many of the locals of this small town were interested in what I was doing... and I talked to them throughout the day. By the end of the day I was approached by a group of them who asked me to run for mayor of Phoenicia!

Over the years at other controle locations at various times of the day and night, I have been approached by a memorable and varied cast of characters including police, truck drivers, shop owners, farmers, other cyclists, and on one odd occasion, a lady-of-the-evening! Strangely, all of them have been genuinely interested in learning about this thing called randonneuring.

**What are the aspects of the job you enjoy the most?**

Being able to do my little piece to assist people that are trying to get through the route. Riders come into

controles in very different mental states of mind, so each one needs something unique from me. There is nothing I can do physically for them; however, mentally I can be of great help.

It gets back to PEOPLE. I'm a people person; it's one of my strengths. I always look at the bright side. I think it's important for riders to see a smiling and motivating face at a time when the going gets tough. You know, the mere signing of a brevet card and putting a time on it are only the mechanics of a volunteer's job. It's what I can do emotionally for the riders. It's the smile, the encouragement, the letting the rider know there's someone out on the route who cares about their safety, that's what really makes the difference.

Further, as a Volunteer on a brevet, you wear a lot of hats: Father, Mother, Psychiatrist, and maybe even a Priest...

**Priest???**

Yes, what happens at a controle stays at a controle. (Laughingly) I deal with a good deal of swearing, tears and on occasion vomit... It all stays in confidence.

On two occurrences I've had riders come into my controles, throw their bikes on the ground and tell me I can have their damn bikes. They don't want their bikes any longer because they have had enough of this thing called randonneuring! I smiled and took the bikes, calmly gave the riders something to drink, and suggested they have a bite to eat and go sit down for a while. Twenty minutes later each bike was given back to its rightful owner and things looked a lot brighter for each of the riders. Besides, I already have 5 bikes of my own. I didn't need theirs!

**Katie Raschdorf writes:** *My fondest memory of Steve is from*

last season's 600K. We manned the finish line together and it was a long day for the both of us. He asked why I hadn't been riding this past season and I confided in him that I was pregnant. He was genuinely overjoyed to share in my news, and it touched my heart. I am lucky enough to have him as a friend.

### **Would you have any word of advise for a rookie volunteer?**

Volunteering can be extremely rewarding. You have a multitude of interesting things going on during a brevet. Each brevet is unique and you experience all the pleasures, joys, sadness, cares and worries.

If I were to take a rookie under my wing, I would teach him or her the way I learned.

On a brevet, each of the riders is MY rider. I honestly feel a huge responsibility to each and every one of them to do my biggest or littlest

piece to get them through that tough hot, cold, wet, dry, flat or hilly brevet.

Two of the most important things to do at a controle are to be observant and to listen to a rider because knowing where a rider is physically and mentally is important to getting them through the event. It's the culmination of a lot of subtle, yet very important things...and for me, it's all those subtle things coming together which make me a good, helpful and motivating Volunteer!

There are many aspects and much to love about our sport of randonneuring. There's much that brings us each back year after year. For me, it's volunteering!

**Katie Raschdorf writes:** *reliable volunteers are a precious resource that an organization cannot afford to lose. They tirelessly share their time and expertise without any compensation or*

*concern for their own comfort simply to facilitate the enjoyment of others. New Jersey Randonneurs is lucky enough to have a small group of incredibly loyal volunteers who tirelessly ensure our rides go off without a hitch. Steve is at the top of the list. It seems he is always available, always ready, and always willing to staff any controle no matter the duration or the location.*

**Steve, you are the ultimate volunteer and we thank you! Now, we really need to get you ride a brevet with us!** 🚲

*\* Diane Goodwin, RUSA # 1099, founder (2002) and first RBA (2002-2005) of the NJ/NYC (and PA back then) series*

*\*\* Leroy Varga, RUSA # 929, multiple PBP finisher, NJ/NYC series RBA (2009-2011), longtime NJ series volunteer, and to my knowledge the first ever American Randonneur to complete an SR and qualify for PBP past age 80 (back in 2007)*

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# Conspicuous Consumption\*

BY JACK HOLMGREN

Randonneuring is a lot of fun. But it is also a dangerous activity. Fortunately, there are many things we can do to reduce the peril. RUSA is always looking at ways to make our sport safer. As an individual RUSA member I don't know that I can really move the needle on the safety scale but I want to try. So this is the first in what may be a series of occasional columns on trying to make our experience safer by helping us heighten our conspicuity. My premise is simple. If we are seen and noticed, we are less likely to get hit by the vehicles that we share the road with. The desire to make us all safer is no abstraction for me. I knew three RUSA members, all accomplished cyclists, who were killed by drivers.

Recently the League of American Cyclists (LAC) published a study of cyclist fatalities. Such studies are rare, so this is extremely welcome and helpful. LAC looked at data for two recent years.

This study found that 40% of cycling fatalities involved being struck from behind.

That is a much higher percentage than earlier research disclosed, and this fact should give randonneurs pause. While the study did not drill down to see how many of these fatalities were due to the driver not seeing and noting the cyclist, it is reasonable to assume that many of these deaths happened because of that. In the one fatality that the San Francisco Randonneurs experienced, the driver claimed not to

have seen our fallen comrade.

What can you do to defend yourself? For starters go to the RUSA store and buy some of our subsidized conspicuity gear. RUSA has sold reflective ankle bands and Sam Browne belts for some time and upgraded the ankle bands a few years ago as well as now providing the superior conspicuity vest for the torso. The newer bands and vests feature much more retro reflective material of a higher quality. But these conspicuity tools also do double duty as they work in daylight as well. They give you value for your safety dollar as they help you stand out at night and by day. 🚲

*\*With apologies to Thorstein Veblen*

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## Too Much of a Good Thing is Just Enough

One of my randonneuring “guilty pleasures” is examining the endless combination of bicycles and associated equipment seen at every brevet.

Any randonneur with a few brevets under his or her belt quickly becomes familiar with the rituals that mark the start of another long day in the saddle.

Arrive at the start location at some ungodly hour even before the sun has awakened.

Check in with the volunteer who has arisen even earlier than you.

Sign in, sign the waiver, pay the fee, have your bike inspected (or not, depending on the local custom) and grab a little food, if available.

Then it’s time for last minute adjustments to your bike, your clothing,

and running through the mental checklist to make sure no detail has been forgotten. If you are organized enough and complete all the necessary preparations with time to spare, you may now engage in one of the most enjoyable aspects of this sport—checking out your competitors’ equipment. Except of course that this is randonneuring so there are no competitors, folks don’t really keep their clever equipment fixes secrets, and everyone is always generous enough to share their hard won knowledge.

I don’t know how others scope out the bikes of fellow travelers but this is my approach. I am walking past one of the many bikes resting carefully against any available vertical surface. Something about the bike catches

my eye—the lighting, the cue sheet holder, the luggage, it could be anything really—and I give it a second look. I walk on by, turn to study it from afar, silently mulling over the rider’s choices.

After a few moments of polite sidelong glances, I succumb and return to the bike for full on staring and appraisal from multiple angles. Invariably, if I engage in this blatant behavior for long enough, the owner eventually returns and graciously answers any questions I might have.

I am repeatedly amazed by the ingenuity of randonneurs and the infinite variation in bike set-ups. There are minimalists, maximalists and in-the-middle-ists. In the past I have gravitated toward bringing almost everything I might need for any possible predicament. This year, however, I am trying for more of a minimalist approach: bringing the right tools for mechanicals which are likely to happen, such as flat tires, and well, more flat tires, since fixing a flat is about the limit of my mechanical talents. Truth be told, I have carried some random tools for years whose exact purpose is unknown to me. My hope has been that if I should bend a spoke, some roadside savior will appear who knows how to use a spoke wrench, which hopefully is part of the mystery tool collection I have been schlepping around all these years.

Of course the minimalist approach is aided immensely by riding with a buddy who will never abandon the maximalist approach. Luckily for me, my frequent riding companion Janice feels positively delinquent if her trunk pack weighs less than 10 pounds and doesn’t have the apparatus required for a full wayside bike rebuild.

If at first your don't succeed, buy, buy again.

—PHOTO CHRIS NEWMAN





Like most randos, I am always trying to find the perfect piece of equipment to meet each of randonneuring's unique challenges. I am forever upgrading, constantly vigilant for unique solutions to perennial problems. Lighting is a biggie. When I started out I knew I didn't want to be beholden to the whims of battery-powered lights. I had a generator hub and what I thought was a dazzling headlight on my first rando bike. Eight years later I realize my brilliant headlight was about as illuminating as a dying dollar-store flashlight. I have since moved on to LED lighting and am currently eyeing even brighter options.

I find that on-bike storage is one of the most challenging aspects of randonneuring. By my count I have two handlebar bags, five top tube bags, two trunk bags, too many to count small saddlebags, four large saddle bags

and two giant panniers. And I am still not sure I have found the nirvana of bike luggage. In the equipment graveyard, I count eight different styles of frame pumps, four floor pumps, assorted cue sheet holders, approximately a dozen types of reserve battery headlights, none of which are any good, six headlamps and too many "seemed-like-a-good-idea-at-the-time" singleton pieces of gear to itemize. I like to think that others have equivalent collections of cycling detritus although there are some riders who do not seem to be as concerned as I with supplemental gear.

Inevitably, during my pre-ride reconnaissance there is one bike that absolutely stumps me. The suspicious bike is often a racing model—a Cervelo or some similar 10-pound bike. There is usually a tiny saddlebag attached that is big enough to hold one Clif bar and perhaps a single tire

lever. Maybe there is a small battery powered light with sufficient juice for ninety minutes of moderately enhanced visibility and an itty-bitty taillight. "Wow, I think, "this is one speedy rando." He or she is going to finish this 400K in daylight, before the temperature drops, and they have the ability to Macgyver any mechanical with roadside debris. Or, maybe they are completely clueless. I am never sure which option is more likely. At any rate, that will never be my bike. I am always the rider, my new monk-like approach to packing notwithstanding, whose bike sports the overstuffed bag weighted with extra clothing and assorted "vital" gear bungeed to the outside like some third world bus. So far, at least there are no caged chickens hanging off the back but I am sure you will recognize my bike in your own pre-dawn bike inspections! 🚲

**Rando Necessities**

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# Who's in Charge Anyway (Garmin notes)

BY MARK THOMAS

(reprinted with permission from rusa64.blogspot.com)

The SIR and other lists have recently recounted rider questions and irritations about the Garmin Edge bicycle GPS computers. Of course, I recognize that riders have varying tolerances for frustration, more or less time to devote to the problem, and different expectations for what the technology will do, but for what it's worth and on the off chance that it might help someone, here's my experience.

Over the past few years, I have used the Garmin Edge GPS units with considerable success to keep from getting lost on more than a dozen 1200K brevets in numerous countries. Some of those brevets had fairly inscrutable cue sheets. I have used the Edge 705, the Edge 800, the Edge 810, and most recently, the Edge 1000. To make the Garmin work for me, I focus on five key things. (Or perhaps these define how I work for the Garmin, but let's leave that philosophical question for another day).

## Maps

Early on, I used Garmin's maps. Frustrated by the price and by Garmin's idiotic policies about transferring maps to replacement units, I switched to open source maps from the Open Street Maps project. Before traveling, I visit GarminOSM (<http://garmin.openstreetmap.nl>) and create a map for the countries to be visited. The coverage of OSM maps varies by country—sometimes under-inclusive (missing streets in Korea) and sometimes over-inclusive

(including hiking trails, dirt paths). But they work. Inasmuch as OSM is an ongoing project, the more recent the download, the better the maps.

## Backup Plans

I don't place complete faith in the GPS to stay on track. I also use the cue sheet and a smartphone application. When I started randonneuring, sonny, I had none of these new-fangled GPS thingys. My navigation came from the cue sheet and sometimes from paper maps (now replaced for me with maps on phones). My first long brevet was a 1000km from one end of Vancouver Island to the other and back. Cues were minimal and navigation not really a factor. My second was Paris-Brest-Paris and the route was signposted and navigation was again not a factor. (I did recover from a group navigation error by offering up my own hand-marked Michelin maps to some accompanying French riders, who were quite able to dope out the correct answer from there). My third long ride, however, was the 2001 London-Edinburgh-London 1400km brevet with, as I recall, a 14-page dense cue sheet filled with cues like "take right on unmarked lane." Fearful of getting lost in a land where I did not speak the language, I paid a lot of attention to that cue sheet—by studying with maps in advance, by trying to dope out the local customs of cue sheet presentation, and by paying careful attention to it on the road. Although cue sheets are not always perfect, I still consider



them to be a very important navigation resource and a key backup to the GPS. In addition to the cue sheet, my second GPS backup is a smartphone mapping app the use of which I've described here (<http://blog.seattlerando.org/?p=57>).

## Power

One significant weakness of the Garmin Edge units for me is that their batteries don't last as long as our rides do. So I add external power. Usually that involves bringing on a "power bank" type of device that charges from a USB outlet and provides power to one or two USB ports. I use these to charge the Garmin (and sometimes my phone as well). My preferred approach (works for me; others may have good reasons to do differently) is to have some idea of how long I can run the Garmin on its internal battery. With my 810's bluetooth features off, it seems that I can rely on at least 12 hours of runtime. Based on that, if I expect to ride for 20 hours in a day, I'll run the GPS normally from its internal battery for 8 hours, then plug in the power pack and ride that way

until the device shows 100% charge. Then I unplug the power pack and let the Garmin run down until I stop for the night. If possible, I charge it from the wall at night and repeat the next day. If not, I'll charge it up from the power pack while I sleep. With drop bag support, I'll have four smaller capacity power packs and carry a fresh one on the bike each day. With no drop bag support, I'll carry one large one sufficient to power the Garmin for the whole ride (and/or bring a charger for opportunistic recharging of the power pack and/or Garmin when time at a power outlet presents itself). As a backup, I carry a lightweight USB power pack that runs from 4 AA batteries. (Sometimes I carry it empty and sometimes with four lightweight Eveready Energizer Lithium batteries installed, but with some electrical tape over the ends to prevent accidental discharge.) With AA batteries fairly readily available at stores, this provides a backup power plan. One related problem to manage is that attaching the USB cable to the Garmin compromises the waterproofness of the Garmin. So some effort is required to manage the charging in inclement weather. Instead of following the script above, I'll take advantage of a dry spell or protected rest stop to charge up the Garmin or I'll use a long stretch without cues to put the Garmin, cable, and power pack all together in a waterproof bag and get some charge into the Garmin.

### Courses

Most of my pre-ride efforts as they relate to GPS navigation revolve around creating a "course" file in Garmin's TCX format. My goal is to have a file that has both a "breadcrumb" track that follows the course along with "course points" along that track that represent the entries on the cue sheet. I use RideWithGPS, but depending on what may be available from the ride organizers or fellow riders, the exact process may vary.

Perhaps a rider who uses the same approach to their Garmin has created a course in RwGPS with cues for turns inserted automatically by the RwGPS application. Perhaps the organizer has provided a GPX file that traces the route that I can import into RwGPS. Perhaps I only have a cue sheet, in which case, I will make the effort to create a RwGPS route. From any of these starting points, I'll painstakingly follow the cue sheet along the course and edit the RwGPS route file. My goal is to have a course point in the TCX file for each line on the printed cue sheet. (RwGPS puts a course point in the TCX file for each of the route's cue sheet entries). If I start with a bare track, this means using RwGPS "add to cue sheet" function to add a cue for each turn or other feature (like controls). If the track has cue sheet entries already, I'll follow along, one-by-one, adding entries from the paper

### Defeat the Garmin

I'm forever at war with my Garmin and its engineering team. They want to navigate for me. Provide them some parameters—destinations, waypoints, a track, whatever—and they'll figure out how to get me there and give me turn-by-turn directions. I want something else; I just want it to help me find my way around the course that I spent all that time creating. Garmin doesn't get it; so we are locked in battle. My happy place with the Garmin happens when I load the course, tell it to ride the course, turn off that annoying "virtual partner," and then have the GPS display a few pieces of key information to me as I ride. The two most important things that I want to see are the map and a field called "Course Pt Dist" that will tell me the distance, along the course, from where I am to where the next course point (i.e., cue sheet entry) is.

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***I don't place complete faith in the GPS to stay on track. I also use the cue sheet and a smartphone application. When I started randonneuring, sonny, I had none of these new-fangled GPS things.***

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cues sheet that are missing in RwGPS route, deleting extraneous entries, or editing existing entries. Once done, I export a TCX file from RwGPS and copy it to the /Garmin/NewFiles folder on the GPS. Good practice is to divide a 1200 into smaller chunks, but if I have one that has fewer than 200 cue sheet entries, I'll often live dangerously by running a single 1200K course. (Side note: the Edge 800 can't record a ride longer than around 450-500K without crashing hard. So I reset the unit every 400K or every day, restart recording, and then restart the course).

The map should show my location and the line that is my course. With sufficient attention, this could be the only navigation aid. One would ride to stay on the course line and use the "off course" warnings to cover any misses. I've done that, but it's much better for me if I can see the distance to the next cue sheet entry. As that decrements towards zero, I'll look at the map screen or the paper cue sheet (or both) to familiarize myself with my next required course action. Usually that's good enough, but if I get it wrong, the "off course" warning usually helps me to recover. The Garmin folks have

reluctantly conceded that one might want to navigate to a course, as opposed to destinations and way points, but they will not surrender easily their desire to calculate a route to do so. That route will get stuff wrong, so I don't want it. So I try to defeat that route calculation effort. Most of the time I can do so by starting the course, then going into the currently active "Activity Profile" and change the navigation method to "Direct Routing." Annoyingly, it will not save this setting in the "Activity Profile," so I have to do it every time. Idiots! I have occasionally resorted to turning off the routable maps in the GPS, starting the course, and then re-enabling the maps. A real nuisance.

On the road, I usually set up the Garmin to display five separate screens while I ride. One is a map screen with two data fields added. One of those

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***I'm forever at war  
with my Garmin  
and its engineering  
team. They want to  
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fields is the Course Pt Dist that will tell me when I'll reach the next cue. The other may vary (sometimes I use a battery indicator if that's a key consideration, sometimes I'll use Distance to Go, sometimes current elevation. Second is the elevation profile screen that will show me the profile of the course behind and ahead

of my current position. I'll usually put two fields there, too; one with my all-important Course Pt Dist field and one with the current elevation. Third is a screen, created automatically, that shows all the upcoming course points. The entries are severely truncated, but I can, for example, scroll down to the next control to determine how far away it might be, or I might want to look at the next couple of cues to know if one comes fast after another (and therefore might be easy to miss). Fourth is a screen filled with data that my geeky riding heart desires—elevation, grade, speed, distance travelled, time of day, etc. And of course my Course Pt Dist. The fifth screen is deeper geek—cumulative elevation, average speed, sunrise/sunset times and the like.

It's work, but it works. At least for me. At least so far. 🚲

## American Randonneur — CALL FOR SUBMISSIONS

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

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

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

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

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

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

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

**Paid advertising:** is available. Please contact Mike Dayton ([president@rusa.org](mailto:president@rusa.org)) for details.

**Submission deadlines:**

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

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



On October 5, a hardy band of cycling warriors will write history as the 31st anniversary of the race commonly known as “The 508” will begin in Reno, NV under its new moniker, “Silver State 508.” Will YOU be there for an epic cycling challenge and to create a lifetime of stories to swap?

Four-rider relay teams are super popular, and often super fast, while a two-rider team division and - for those who only want to suffer—a solo division—are also offered. Sub-categories are offered for “classic bikes,” tandems, recumbents, and fixed gear bikes, along with seven age groups. As this a new race route, course records will be set in every category entered, for those who finish! Come set a record!

Additionally, continuing in the tradition of the Death Valley Cup, there will be special recognition for those who complete both the Badwater 135 and Silver State 508 (as a soloist) in the same calendar year.

Though the start / finish line is in the glitzy, glamorous bright lights of Reno, racers will quickly leave that behind to tackle the outback of northern Nevada. Held mostly on Hwy 50, known as “the loneliest highway in America,” the course is over 508 miles long, with 22,000 feet of elevation gain, crossing SIXTEEN mountain passes!

Held since 1983, and now in its fourth iteration, this one-of-a-kind ultramarathon bicycle race is revered the world over for its epic mountain climbs, stark desert scenery, desolate roads, and its reputation as one of the toughest but most gratifying endurance challenges available, bar none. Coming in 2015: Randonneur / self-supported solo division!

Will you take on the challenge, write history, and go home with bragging rights to last a lifetime? Entry is open NOW!

**Visit [www.the508.com](http://www.the508.com) for all the information!**

# Fleche Report: Sinister Nuts, a PA Fixed-Gear Team

BY BILL OLSEN

Living in western New Jersey one is never disappointed with the offerings of the local New Jersey or Eastern Pennsylvania RUSA ride schedule, but the one offering that many local riders look forward to every spring, at least for the seven years that Tom Rosenbauer has offered it on the

Eastern PA schedule, is the Eastern PA Fleche. The Sinister Nuts, or, the Eastern PA Chapter of the Order of the Horizontal Drop-outs, has participated in all seven PA Fleches, starting the initial ride with three riders, Bill Olsen, Guy Harris, and Paul Searce, growing to five riders in subsequent years. While most of the teams have been riders from the NJ/PA areas, word has gotten out about how much fun this 24-hour fixed gear biking

party has become, and riders have started coming from as far away as Los Angeles. Last year, we even had a second fixie team called “Fear of Gears,” under the leadership of Bill Fischer who began attending the Horizontal Dropout convention after riding the 2009 PA Fleche as a member of the Squadra Bricconi, whose controls were all at 24-hour “Go-Go Bars.” Guy Harris has been on the roster for all seven teams, but unfortunately had

The Midnight Ride of the Sinister Nuts.  
—PHOTO TOM ROSENBAUER





to incur a DNS in 2010 due to a volcano that erupted and disrupted his travel back from the U.K.

This report focuses on things that help to make a successful fleche team and route so that riders look forward to riding each year. Probably the most important aspect of the fleche is assembling a group of 3 to 5 individuals that can get along together, or at a minimum, be “civil” to each other for the required 24-hour period, including periods of sleep deprivation. (Note that Article 4 of the Flèches-USA rules specifies that, “riders must be civil at all times.” It is assumed that this includes their fellow team members. The fleche also requires that all team members be randonneurs; as a result, team members are generally all of good disposition and ready to take on any adverse conditions the ride has to offer. It helps if riders are all of somewhat equal ability, but this is not a requirement, and it is far more important that the riders enjoy each other’s company, including those bad jokes and puns that begin about 12 hours into the ride. If the course is properly chosen, the focus of the ride will be more on the camaraderie of the event rather than requiring that all riders give their maximum effort to get through the course in the required 24 hours.

The choice of a fixie for those participating in the Horizontal Dropout party is another great equalizer in that with all riders running a gearing between 70-72”, everyone focuses on the company of the riders and not on what gear to be in...there isn’t any choice with the fixie. One of the personal “rules” of the fixed gear team is that one must start on a fixie and finish on a fixie, but one can change out the rear gearing to a “coastie” if one runs into problems on the course. This bail-out plan has allowed many PA Fleche riders to attempt the fleche on a fixie, and due to this “rule,” most new Sinister Nut team members show up to do their first fleche with a “flip-flop” hub although to date, none has had to

The Midnight Ride of the Sinister Nuts.

—PHOTO TOM ROSENBAUER

use it, and all ditch it on subsequent fleches. The experienced riders do not admit they also brought along a single speed hub on their first fleche and they give the new riders a little ribbing about having the contingency gear. At least one rider has successfully completed the fleche on a fixed gear after converting their “old 10-speed” to a fixie and having ridden less than a block on it prior to joining the Sinister Nuts for the 360K ride.

Route selection is only slightly less important than team selection for putting together a successful fleche. A

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***Probably the most important aspect of the fleche is assembling a group of 3 to 5 individuals that can get along together, or at a minimum, be “civil” to each other for the required 24-hour period, including periods of sleep deprivation.***

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variety of philosophies out there guide course creation. Some try to create an “epic” route to get in the most miles possible in 24 hours. Others build a course based on a favorite brevet, with the goal of creating a challenging but “doable” route. Unfortunately, with the unpredictable weather one encounters in the early season, a “doable” course in ideal conditions can quickly become an “epic” course, and possibly an impossible route. Since there are no awards for doing any more than the 360K, the goal should be to plan a route to make a scenic tour of a region and allow the team to be able to successfully complete the course, while also meeting the minimum requirements of 360K over the 24 hours. In the case of the Sinister Nuts, the captain put together the route with the intention of capturing the beauty of the relatively flat Jersey Shore, returning through the Pine Barrens through the late evening and along the Delaware River through the early morning. The resulting course allows riders to ride similar gear ratios and spin through the quiet roads of central and southern New Jersey, with only a little climbing as the group emerges from the Delaware River valley and climbs to the Weisel Youth Hostel finish.

In designing a route, it also helps to pick the controls first and then to look for a route that closely parallels them. Using this strategy will prevent a team from ending up with a route with many “bonus miles” or a route with too many controls, both of which results can come about due to the fleche rule specifying that only the shortest legal and safe distance between successive checkpoints is credited, not the actual route taken. When the Sinister Nuts first designed its route, it included 380 actual kilometers. However, over the years the controls have been tweaked so that the current route is 365 actual kilometers.

A somewhat tricky part of course design is identifying all of the available 24-hour merchants along the

proposed route to allow for rest stops, particularly when the members of the group begin to experience those “tired jags” between midnight and 4 AM. A “highlight” of the current Sinister Nuts route is a state park facility that the group passes about 15 miles before the penultimate “22-hour” control. This park has heated restrooms that

the 2011 fleche, the temperature at the start was 43°F, and with winds continuing off the ocean, which coincidentally was 43°F, it was anticipated that the temperature would remain at 43°F throughout the entire storm period. The forecast was for light rain throughout the day with sustained winds of 20MPH and gusts

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***Route selection is only slightly less important than team selection for putting together a successful fleche.***

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are always open. Our goal is to plan the stops along the way to allow us to reach this rest room early enough to use it as a rest/sleep stop as the group “titrates” their arrival at the penultimate control when the restaurant first opens at 6AM. Each year many stories are retold about previous rides and this rest room stop. There is one story of a rider who refused to consider stopping off to sleep in a “public” rest room at 4 AM and looked to slow things down to reduce the allowable time at this stop. Another rider looked forward to the heated rest room so much that he brought along a tuna sub to enjoy eating in this “sit-down restaurant” while the other four team members napped.

While out on the fleche, the team has time to discuss many things including the good and not so good aspects of the current route, with an eye toward modifications for “next year’s fleche.” Initially, discussions among the Sinister Nuts focused on route difficulty, and how, perhaps, it might be modified to make it less “iconic” and more “epic.” However, the major storm of 2011 put an end to these suggestions for making the route more challenging. On the weekend of

of 30MPH. As the front came through at approximately 7 PM, these winds were forecast to increase to sustained winds of 30-40MPH with gusts of 40-60MPH. While this experience was not quite “epic,” it probably generated the fondest memories for the five team members that successfully completed it. The course serendipitously had the group riding directly into the 20MPH headwinds all through the day, with everyone working as a team to share the load in fighting the headwind. Based upon the progress the team was making, it was “on schedule” to get to the point where the headwind would become a direct tailwind when the front came through and the winds were forecast to increase. As anticipated, the rain and winds increased when the team was on their homeward leg. While the group had been so serious and quiet as they fought the headwinds all day, their spirits lifted when they realized that the team would be able to finish the fleche, as scheduled, in spite of the wind-driven pelting rain that was pushing them along as fast as their 70-inch gearing would allow, along the flooded roadways. After that year, there were no more discussions about making the course more “epic.” 🚲



# RUSA Awards

## R-12 Award Recipients

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

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

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

APPROVED	NAME	CITY, STATE
2014/04/28	Christine Benkly (F)	Royal Palm Beach, FL
2014/04/30	Vickie Backman (F) [4]	San Luis Obispo, CA
2014/05/03	John P Appel	Apopka, FL
2014/05/08	Glenn M Seager	Minneapolis, MN
2014/05/09	Jeff Loomis [4]	Seattle, WA
2014/05/12	Greg Courtney [6]	Ames, IA
2014/05/13	Sanford Aniya [2]	Oceanside, CA
2014/05/17	Ken C Heck [2]	Broomfield, CO
2014/05/19	Luke Heller	Asheville, NC
2014/05/19	Dana A Pacino (F) [8]	Aledo, TX
2014/05/19	Pamela Wright (F) [8]	Fort Worth, TX
2014/05/20	Paul K Smith [2]	Cooper City, FL
2014/05/22	Cathy Cramer (F) [3]	La Veta, CO
2014/05/27	Carl Trimble	Coral Springs, FL
2014/06/02	Andy Speier [4]	Seattle, WA
2014/06/03	Michael J Dayton [8]	Raleigh, NC
2014/06/05	Lynne Fitzsimmons (F) [4]	Portland, OR
2014/06/09	Joseph E Hooton	Fort Worth, TX
2014/06/18	John T Conklin [3]	South San Francisco, CA
2014/06/18	John T Conklin [4]	South San Francisco, CA
2014/06/19	Bill Stevenson	Oceanside, CA
2014/06/20	Daniel H McKinley	Thomaston, GA
2014/06/25	Agnes L Gallo (F) [3]	Oakland Park, FL
2014/06/26	Roger Swanson [4]	Lindale, GA
2014/06/27	Rick Lentz [3]	Vineland, NJ
2014/06/29	Robert F Tulloh	Austin, TX
2014/06/30	Keith W Gates [4]	Olathe, KS
2014/07/04	Devin M Mortensen	Carlsbad, CA
2014/07/05	Andrea Symons (F) [3]	Castro Valley, CA
2014/07/07	Calista Phillips (F)	Frederick, MD
2014/07/09	Andre Dusablon	Lacey, WA
2014/07/12	Chris Nadovich [2]	Easton, PA
2014/07/13	Albert R Pacer [3]	Zebulon, NC
2014/07/14	Jesse Marsh [3]	San Francisco, CA
2014/07/15	Mel Cutler [2]	Los Angeles, CA
2014/07/17	Earl Janssen [3]	Severna Park, MD
2014/07/17	Gregory Olson	Gresham, OR
2014/07/18	Lois Springsteen (F) [5]	Santa Cruz, CA
2014/07/19	Bob Torres [2]	Carlstadt, NJ

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# RUSA Awards

## 8 Members Earn Mondial Award

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

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

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

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

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

APPROVED	NAME	CITY, STATE
2014/05/03	Tim Lucas	Wilson, NC
2014/05/06	Kerin Huber (F)	Pasadena, CA
2014/05/10	Debra C. Banks (F)	Sacramento, CA
2014/05/31	Ron Himschoot	Seattle, WA
2014/05/31	John Pearch	Olympia, WA
2014/06/01	Michael A Hogan	Raleigh, NC
2014/06/07	Gregory Olson	Gresham, OR
2014/06/21	George Winkert	Highland, MD

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# RUSA Awards

## List Of P-12 Recipients Grows

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

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

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

APPROVED	NAME	CITY, STATE
2014/04/29	Peter Nagel [3]	Georgetown, TX
2014/05/11	Stuart Keith Sutton	Virginia Beach, VA
2014/05/17	Tom Haggerty	San Francisco, CA
2014/05/18	Jason Karp [2]	Belgrade, MT
2014/05/25	Christine M Graham (F)	Westerville, OH
2014/05/25	Larry D Graham	Westerville, OH
2014/06/09	Kelly DeBoer [5]	San Marcos, CA
2014/07/04	Jacob Anderson [2]	Virginia Beach, VA
2014/07/04	Ronald Malinauskas [2]	Chesapeake, VA
2014/07/05	Paul I Kingsbury III	Elmira, NY
2014/07/05	Wanda S Tocci (F)	Elmira, NY
2014/07/08	Fred Robbins [2]	Alexandria, VA
2014/07/09	Andre Dusablon	Lacey, WA
2014/07/12	Joseph E Hooton	Fort Worth, TX
2014/07/14	Jesse Marsh	San Francisco, CA
2014/07/17	Dr. Jack Smith [2]	Topeka, KS
2014/07/21	Richard R. Robinson	Petaluma, CA

## Ultra Awards

### **3 Riders Earn Ultra Randonneur Award**

Three honorees have earned the Ultra Randonneur Award, given to RUSA members who have ridden ten (10) Super Randonneur series. The Super Randonneur (SR) series of brevets (200 K, 300 K, 400 K and 600 K in a calendar year) needed to qualify for the Ultra Randonneur Award need not be in consecutive years, nor is there a time limit on how long it takes to accumulate the ten SR series. Riders can apply with ACP brevets, RUSA brevets, or RM-sanctioned 1200k events.

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

APPROVED	NAME	CITY, STATE
2014/04/28	Paul G Rozelle	St. Petersburg, FL
2014/05/13	Dick Wiss	Boulder, CO
2014/05/19	Dana A Pacino (F) [3]	Aledo, TX
2014/06/06	Patrice Courtier	Santa Clara, CA
2014/06/17	Daniel Aaron	Long Beach, NY
2014/06/22	Michael Wolfe	Portland, OR
2014/06/29	Massimiliano Poletto	San Francisco, CA
2014/07/03	Paul A Foley	Golden, CO

# RUSA Board Member Candidates

**It is time again for our annual elections.** These RUSA members have been nominated for positions on the RUSA Board. The general board members serve three-year terms, while the RBA Liaison, nominated by the RBAs, serves a one-year term. (Remember, only RBAs can vote for the RBA Liaison position.) Read the candidate statements to learn more about each nominee, then use the Election Form on page 44 to cast your votes. RUSA depends on our volunteers to provide its leadership and operations, and in turn these candidates depend on your vote. If you'd like to vote online, go to RUSA's Website at [www.rusa.org](http://www.rusa.org).



## Bill Bryant, RUSA #7

I have been a randonneur for a long time and have ridden a lot of brevets, permanents, and team randonnées. One of the RUSA founders and a proud volunteer since 1998, I've put in countless hours to help our sport grow and prosper during the past 16 years. With your vote, I look forward to doing more of that and helping

RUSA move forward in the coming years. As a past Board member and RUSA President, I've done most of the jobs at RUSA HQ and understand our sport's rules, customs, and traditions better than most. I also created some popular RUSA awards (R-12, P-12, Ultra-Randonneur, Charly Miller), was an early proponent of the permanents program, and have done much for the RUSA publications. A firm believer in the "big tent" ethos that welcomes various types of cyclists to randonneuring, I enjoy helping our members and listen hard to their concerns. I also enjoy working with the Board and advising numerous RBAs around the country. I am co-RBA with Lois Springsteen and we have been organizing brevets in the Monterey Bay Region for a decade. We just wrapped up our successful California Central Coast Randonnée 1000/1200k events with over 90 participants. Whether as rider or organizer, I am in touch with today's riders. Randonneuring is a fine sport with great participants and I would be honored to have your vote so that I can contribute to randonneuring on the national level.



## Rob Hawks 2014 statement

My first randonneuring event was in 2004 and in 2014 I am approaching 40,000km of RUSA events. In 2007 I became RBA for San Francisco Randonneurs (SFR). Back then we were smaller with 42 RUSA members, and a calendar of 4 events. By 2014 we have hosted 1300+ different riders, have 353 RUSA members and list 24 events. I'm quite proud of the level

of volunteering we have to support not only SFR events, but also nearby regions. Within SFR I work with a roster of coordinators that help manage a now large club, and have helped SFR grow to include a full range of RUSA/ACP events, an active email list, robust website and an extensive route archive. This fall SFR will again present a series on preparing for big rides (PBP and beyond). SFR has also offered bike handling classes led by professionals.

The five NorCal RBA's have a challenge in building the calendar each year: there are only so many weekends and each club has seen tremendous growth in ridership and ride listings. We manage to build that calendar through cooperation which results in a rich calendar of events. I've carried my commitment of volunteering, spirit of cooperation, and dedication to RUSA's mission statement on to my term with the Board. RUSA itself is founded on rich traditions going back many decades. I would like to continue to contribute to RUSA's growth as it tackles the task of honoring tradition and using what works as it makes room for new ideas and tools.



**Susan Octenas, RUSA #3848**

275 miles into my first 600K, it was 40 degrees and hailing hard. I was tired, freezing cold, and a bit afraid. Soon, I was dejectedly considering my first DNF.

Instead, my ride was saved by the gentle guidance and encouragement of another rider, far more experienced than I. His steadfast companionship,

helpful advice, and steady wheel calmed me, and enabled me find the strength to complete the ride. It also gave me the confidence to believe I was capable, and to come back to the next event. And the next one... I am forever grateful.

Five years and 30,000K later, after more than 100 events in the US, France and UK, I've learned so much about myself, this beloved sport, and most importantly, the character of the men and women with whom I've been fortunate to share so many miles. Randonneurs are unfailingly generous, deeply compassionate, always encouraging and remarkably selfless. They are reliable companions and frequent volunteers.

It's been important to me to give back to those that have given me so much. I've organized brevets, volunteered at controls and designed permanents. I've tried to welcome the new folks, to encourage those who might be struggling, to lend a helping hand, and to provide companionship when needed. To be there for someone, just as someone was there for me on my first 600K so long ago.

It would be an honor to be there for you, and our future members, as a member of the RUSA board.



**Mark Roberts, RUSA #3399**

I'd be honored to serve my fellow randonneurs on the RUSA board.

I've never held any leadership position within RUSA. But I do have the experience and perspective of someone who has been involved with my local club over many years in a variety of volunteer roles. I think I understand what is involved in these events and how

to work well with others. In my day job, I've worked with both nonprofit and for-profit boards, and appreciate the responsibilities associated with board membership.

I survived my first official brevet of 600km from New York to Montreal in 1988. Since then, I've finished Paris-Brest-Paris four times, and have participated in grand randonnées in both Britain and Italy. As a founding member of Seattle Randonneurs, I actively ride in the Pacific Northwest with a club that thrives on its spirit of volunteerism.

I was initially attracted to randonneuring by the personal challenge of riding long distances with minimal support. I still love that challenge. Yet more than anything else, what keeps me going today is the shared adventure with old and new friends, and the chance to both give and accept encouragement when a ride gets tough. As RUSA continues to evolve, and as randonneuring becomes more globally connected, more technology-oriented and more susceptible to the same complexities that other modern organizations face, I want to help RUSA adapt and improve, but in a manner that does not get in the way of what brought us together in the first place.



**Spencer Klaassen — RBA-L**

It's an honor to be nominated for the chance to continue to serve as the RBA Liason. I am not completely through my rookie year and I have already learned a great deal from the energetic RBAs and board members.

I continue to see the growth of randonneuring in riders doing event, permanents, and 1200 km rides. The number and variety of events the RBAs provide has also mushroomed. These are exciting times!

The variety and number of questions that I get continue to amaze me. I know some have felt their question was not important. In reality, they are all essential to the growth of RUSA. It is important for us to know our past so we don't repeat our mistakes. Other questions may cause us to rethink a problem or even offer a solution that nobody has thought of in the past.

In conclusion, I would be grateful for the opportunity to serve the RBAs for another year.

# RUSA Election Ballot

Three positions on the RUSA Board of Directors are on the ballot.  
Candidate bios are included in this issue.

All RUSA members may vote for TWO candidates from the first list of nominees below.  
The third position is for RBAs only.  
Check the box to cast your vote.

**You may also vote online at [www.RUSA.org](http://www.RUSA.org).**

- Candidate #1: **Bill Bryant**, RUSA #7
- Candidate #2: **Rob Hawks**, RUSA #2515
- Candidate #3: **Susan Otchenas**, RUSA #3848
- Candidate #4: **Mark Roberts**, RUSA #3399

**Your Name:** \_\_\_\_\_ **RUSA #:** \_\_\_\_\_

This section is to be filled out by RBAs only.

- Candidate #1: **Spencer Klaassen**, RUSA #1989



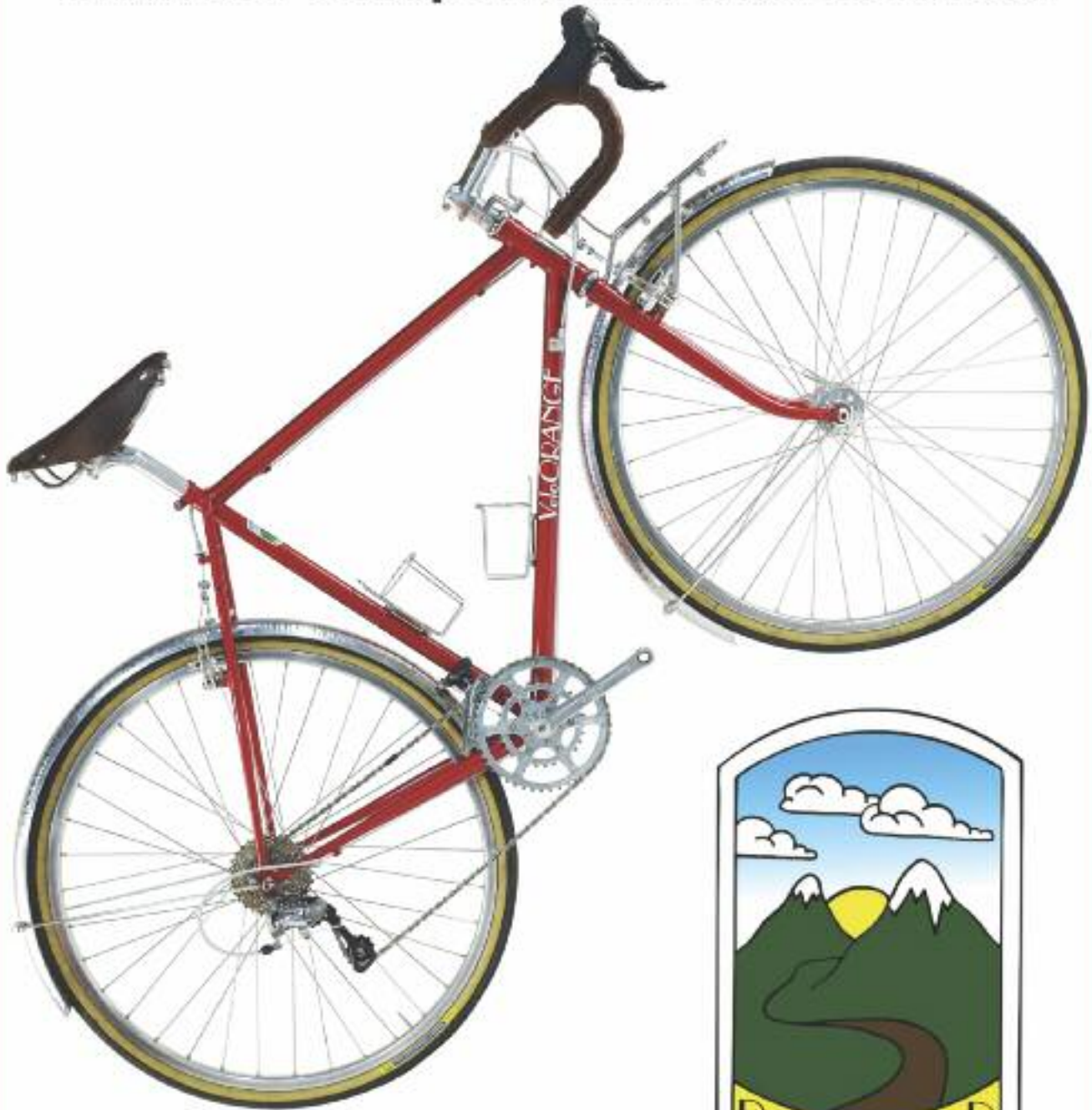
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Raleigh, NC 27608

**All ballots are due by November 15.**

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