

AMERICAN RANDONNEUR



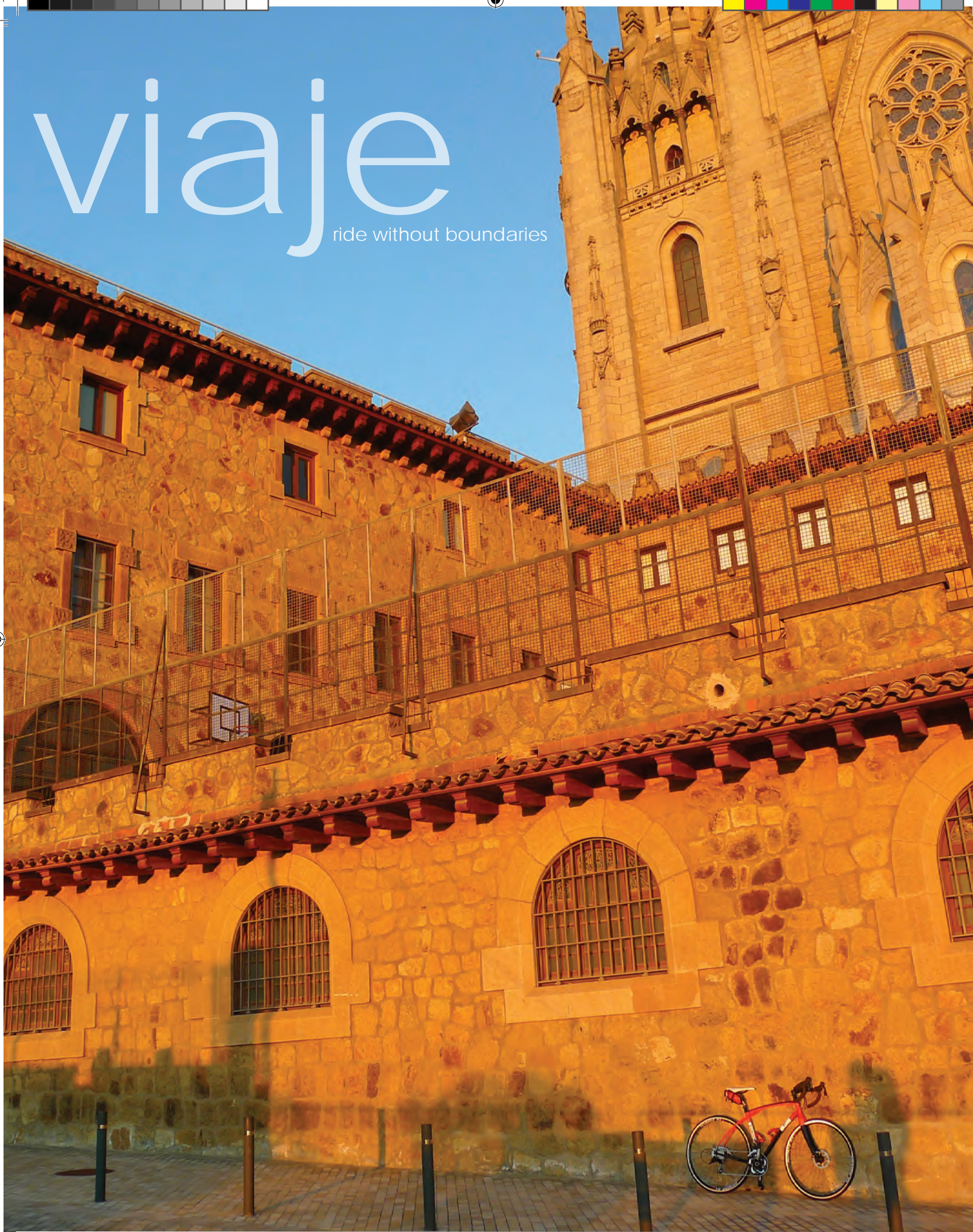
Spring 2014 • vol. 17 #1



On the evening of October 30, 1938, Orson Welles and the Mercury Theatre presented a dramatization of H.G. Wells' *War of the Worlds* as adapted by Howard Koch. This was to become a landmark in broadcast history, raising questions about media responsibility, censorship, and civil defense. As many as one million people believed that Martians had landed with

viaje

ride without boundaries



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"Randonneuring opens up new worlds." Photo taken by Christine Newman in 2013, on the 75th anniversary of the War of the Worlds at the War of the Worlds monument in Van Nest Park, Princeton Junction, NJ.

From the President

by Mike Dayton

AS WE HEAD INTO THE 2014 RIDING SEASON, RUSA IS pleased to announce two new awards. The first award, the Ultra R-12, is earned by accumulating 10 R-12 series. The R-12 award was launched in 2004 and as it neared its 10-year anniversary, Board member Bill Beck proposed the Ultra R-12 to honor those riders who have earned multiple R-12 medals. The first members will be eligible for it early this year. You can find more information here: rusa.org/award_r120.html.

The second honor, the K-Hound Award, will be a familiar honor to the many riders who rack up big yearly mileage. Lone Star Randonneur and RBA Dan Driscoll and his riding buddies coined the term “K-Hound” in 2006 to describe the dogged pursuit of 10,000K in official events during a single calendar year. The K-Hound Klub has grown in popularity every year since then. More than 200 K-Hound Awards have been earned by 83 different members, including 21 women. In 2013, more than 40 members earned eligibility. Several K-Hound members recently suggested that the award become an official RUSA honor, and the board agreed. We extend a hearty congratulations to all current and former recipients. You’ll find more information about the award on RUSA’s website: rusa.org/award_khound.html.



ON DEC. 31, a longtime volunteer retired as our webmaster, and two volunteers stepped up to take over those tasks. Longtime website volunteer Don Bennett has agreed to serve as chair of the Website Committee. Joining Don on coding tasks will be Ian Hands, who works as a programmer at Red Hat when he’s not out on his Moulton. The Website Committee has also been expanded and now includes Lynne Fitzsimmons, Mark Thomas and John Lee Ellis.

IT’S HARD TO believe that we’re getting ready to release the 5th edition of RUSA’s handbook. It’s considered to be one of the best randonneuring resources on the planet for new riders and experienced randos alike. Bill Bryant, Santa Cruz’s RBA and a former RUSA president, crafted most of the handbook’s content, and over the past several months he has been busily updating it. Now we’ve turned to editing, photo selection by Bill Beck and design by NY randonneur Keith Snyder, who also handles our newsletter’s design. Look for the new edition very soon.



EACH YEAR ONE of our members is honored with the American Randonneur Award, which is given to a RUSA member who has made significant and outstanding contributions to randonneuring in the U.S. Turn to page x for information about this year’s recipient.

—Mike Dayton
RUSA President



From the Editor

by Janice Chernekoff

SNOW IS FALLING AS I TYPE AND DREAM STILL OR AGAIN of long rides and long days. Shoveling snow is exercise, a form of cross-training I guess, but it doesn't satisfy. Reading and editing some of the stories for this issue increased my desire for the opportunity to comfortably spend a day on my bike, to "go long," which is the way I have come to think of the what it means to do brevets.

"Going long" is certainly a theme again in this issue, and this time with an international flair. I solicited articles from Steve Mahovlic, organizer of the Van Isle 1200, presented by the BC Randonneurs, as well as from Tony Gillespie, organizer of the Western Australian Perth-Albany-Perth (PAP). And even before I started working on this issue, Lothar Hennighausen, a DC randonneur who spends time each year in Korea doing research and teaching, asked if he could write a piece about randonneuring in Korea and their 1200K this June. Many RUSA members already participate in PBP and LEL, certainly two of the most significant international randonneuring events, but other exciting international opportunities exist. Doing an international randonné certainly adds a few extra challenges and might even be good preparation for PBP next year. While PAP probably presents most issues in terms of travel and acclimating to time zone differences, some of our members have done past editions (see the photo in the article), and ride reports can be found in back issues of AR and on websites¹. The Van Isle is much closer to home, but the remote nature of much of the course, plus the presence of large carnivorous animals, makes this a ride for which one wants to be properly prepared. The report of randonneuring in Korea and the June 1200K makes it clear that riding in Korea will be familiar in some ways and quite different in others. I am particularly fond of the idea of being able to nap in place on a heated floor after a meal at a restaurant. Some of us have been known

to attempt cat naps in diner booths while waiting for our meals, but this Korean tradition connects eating and sleeping in whole new and luxurious ways.

I guess the theme of long rides, lots of long rides, really does dominate this issue because there is also a co-authored article about the new RUSA K-Hound Award and one by John Lee Ellis about RUSA members who have done multiple 1200K events in one year. "Chapeaux" to our riding chums who manage not just one but several of the toughest rides in our sport in a year. What strikes me about their stories of how and why they have accomplished this amazing feat is how ordinary they make it seem. I'm not so sure...Reading the K-Hound article, however, convinced me that very ordinary slowpokes like me might be able to do 10,000K in a year (an average of 200K per week). I'm not fully committed, yet, but I'm thinking about it. Who's in?

I hope that the range of guest pieces and regular columns will entertain and be informative. Nigel Greene's review of how randos and partners or RBAs stay in touch is thorough and useful. Jayne Brown's essay on randonneuring from the perspective of those who wave us off into the sunrise is an important perspective in the balancing act that many of us try to perform as we stay committed to our sport as well as our families. Lawn art is the focus of Chris Newman's RandoM Thoughts column, and I can certainly vouch for the fact that the stuff that people plant on their lawns fascinates her. I am often behind her as she is trying to take a photo of something we are passing and that can present a whole different kind of cycling challenge. And I find myself looking forward to receiving and reading the columns of Dr. Codfish and Miles Stoneman whose essays offer gentle advice in a thoughtful manner. Dan Shadoan, the focus of Jennifer Wise's RBA interview, explains how he got into the sport and offers a bit of information about

(continued on next page)

(continued)

randonneuring in Davis, CA. It's good cycling country; if you get up to Northern California, you might want to join Dan and the Davis group for a ride.

Enjoy the stories, columns, advice and humor, and let me know what you think. You can reach me at editor@rusa.org. And let me know if you have a story idea... especially if you're willing to write it.

I'm praying that Punxatawney Phil will not see his shadow this year. Maybe he could just sleep in and avoid the boisterous festivities. It's time to ride. 🚲



Thank you to Mark Thomas for locating the following sources:

Ken Knutson on the Van Isle: rusa.org/newsletter/09-04-08.html

Tom Russell on the Van Isle: groups.google.com/forum/#!topic/sfrandon/ew9pZmGNjog

Larry Midura on the PAP: rusa.org/newsletter/04-01-09.html

Barry Moore mentions RUSA riders on PAP: audax.org.au/public/images/stories/wa/Checkpoint%2046%20-%20Barry%20Moore%20PAP%202010%20Report.pdf

Spencer Klaassen's PAP photos: plus.google.com/photos/112606249967364518673/albums/5527150673978503681?banner=pwa

Maile Neel's PAP photos: flickr.com/photos/mcn7/collections/72157624944886003/

Purpose-built Bags for Randonneuring

Top Tube Bags Now in 3 Sizes

One-handed zipper opening



The Mid-size Top Tube Century Bag is available in 8 colors (Our most popular bag!)

Rolltop RandoBags™

New! Angled Saddle Bracket (#2321, for smaller frames)

Roll-top opening—allows overstuffing



Compression straps—bag shrinks or expands as needed

One large compartment with zippered brevet card pocket

Removable tie downs—add clothing to the outside

Zippered RandoBags™

Brackets attach to the rails, not the seatpost



Easier-to-use web compression system

Rear & side reflective stripes



eoGEAR—For Endurance Outdoor Athletes
eogear.com
facebook.com/eogear
Formerly DistanceBiker.com



RUSA members get 15% off your entire order — coupon code RUSA614, good once through June 2014.*

Also on our site...tubes, tires, apparel, lighting, saddles, cyclo-computers etc.

These niche-market bags are only available manufacturer direct or on Amazon, but are not found in stores. Designed and crafted in the USA.

*No discount on demo saddles, close-out or sale items.

adventureCORPS® cycling 2014



Santa Monica Mountains February 24-27

The latest, greatest edition of **CORPScamp** features four days of SAG-supported, one-of-a-kind cycling in and around the Santa Monica Mountains. We've been cycling regularly here since 1994 and we never tire of sharing one of the world's most dramatic, inspiring, and invigorating landscapes. The camp features a specific route each day, with route sheets, and a support vehicle on the course. Each afternoon features "The Yoga Social" with a rejuvenating yoga class, while two group dinners are also included.

The
308
Since 2013

Santa Clarita - Trona - Santa Clarita May 31- June 1

New for 2014, we are pleased to offer a 308-mile ultracycling extravaganza from Santa Clarita to Trona and back to Santa Clarita: an epic race from the Los Angeles basin through the Mojave Desert. The route is based upon the wildly successful abbreviated route used for the 2013 edition of The 508 which had to be shortened due to the U.S. government shutdown. Solo, two-person relay, and four-person relay divisions are offered, as well as a self-supported solo randonneur category.

The
508
Since 1983

All New Route! October 4-6

The 508, known as "The Toughest 48 hours in Sport," is the world's premier ultra cycling race. This 508-mile 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. A brand new race route will be unveiled with the 2014 edition. Solo, two-person relay, and four-person relay divisions are offered.

Visit www.adventurecorps.com
& www.the508.com for all the info!

New RUSA Members

Spread the word about RUSA!
Join or renew online at www.rusa.org

RUSA No.	Name	City	Location
9046	Jennifer H Vierling	Durango	CO
9047	John R Tapper	Montpelier	VT
9048	Linda R Schoenfeld	Fall City	WA
9049	Sarah Cooper	Urbandale	IA
9050	John Anthony Bloch	Deatsville	AL
9051	Ethan Guy	Oakland	CA
9052	Tobias Funk	Martinez	CA
9053	David E Hilligoss	Loveland	CO
9054	James C Card	Cumberland	RI
9055	Yun Soung Kim	San Diego	CA
9056	Craig Stoffel	Phoenix	AZ
9057	Sheherezade Adams	Healdsburg	CA
9058	William Stevens	Volo	IL
9059	Clifton R. D. Poff	Oklahoma City	OK
9060	Kameel Abdurrahman	Gotha	FL
9061	Kim Ann Fuess	Santa Clarita	CA
9062	T Marie Autrey	Tucker	GA
9063	Matthew Gutacker	New Egypt	NJ
9064	Mark E Johnson	Carmel Valley	CA
9065	Rick L Van Hoorne	San Diego	CA
9066	Teddy Kisch	Berkeley	CA
9067	Dick W Lui	San Francisco	CA
9068	Scotty Steingart	Rotonda West	FL
9069	Stephen Michael Barnes	New Egypt	NJ
9070	Michael Cilley	Oakland	CA
9071	Chris M Juracka	San Diego	CA
9072	Frank L Andrews	Metamora	MI
9073	Stanton A Goodnight	Norman	OK
9074	Maigregor Baruffi	Passo Fundo	Brazil
9075	Maigom Baruffi	Passo Fundo	Brazil
9076	Joseph Briatico	Lake Mary	FL
9077	Roy W Hunt	Mesa	AZ
9078	B Richard Marklein	Dunwoody	GA
9079	Jeremy Shapiro	Walnut	CA
9080	Jessy Lagomarsino	Orlando	FL
9081	Jeremiah Johnson	San Francisco	CA
9082	Dalia Cantor	Orlando	FL
9083	Stephen D Gray	Half Moon Bay	CA
9084	Ed H Kim	San Francisco	CA
9085	Larry Mangum	Plain City	UT
9086	Mike Scott	Pocatello	ID
9087	Wendy Privee	Davie	FL
9088	Michael C Huston	Oberebreit	Germany
9089	Heidi Marie Knipping	Sacramento	CA
9090	Dean Lawrence Knipping	Sacramento	CA
9091	Olivia Lian Lauw	Sacramento	CA
9092	Margaret Lum	Mountain View	CA

RUSA No.	Name	City	Location
9093	Robert James Johnston	Carmichael	CA
9094	Pascal Ledru	Boulder	CO
9095	Diego Mesa	La Jolla	CA
9096	Donna L. LaFrance	Glens Falls	NY
9097	Cid Newberry	Allen	TX
9098	Jean Newberry	Allen	TX
9099	Loy Kiser Chipley	Carrboro	NC
9100	Abby Ende	Ashville	NC
9101	Rhonda L Earick	Fullerton	CA
9102	Mark N Lockwood	Falls Church	VA
9103	Vince P Beserra	Tustin	CA
9104	James C Philip	Moraga	CA
9105	Scott Manning	Jacksonville	FL
9106	Sharon Peplinski	Timberlake	NC
9107	Michael W Kozak	Pittsburgh	PA
9108	Eugene Kuznetsov	Escondido	CA
9109	Philip Anthony McMahon	San Diego	CA
9110	Bryan Lewis	Portland	ME
9111	Douglas D Hoffelt	San Francisco	CA
9112	Ernie D Stefely	Arvada	CO
9113	Venkatesh Duraiswamy	Tiruppur	India
9114	Barrett Hahn	Durham	NC
9115	Joshua Jason Ibbs	Stone Mountain	GA
9116	Amado B Lucas	San Jose	CA
9117	John Fermanis	Casselberry	FL
9118	Mary Shanklin	Maitland	FL
9119	Bruce D Mort	Thurmont	MD
9120	Andrew W Oliver	Westbrook	ME
9121	Dave Coke	Chuluota	FL
9122	Tom Ward	Gainesville	FL
9123	David A Campbell	Victoria	BC
9124	Thomas D Albert	Canal Winchester	OH
9125	David Norman Kresge	Fort Lauderdale	FL
9126	John Maccio	Kincardine	ON
9127	Paula J Dahl	Forest	VA
9128	Sherry Hutt	Running Springs	CA
9129	Sabrina Hutt	Running Springs	CA
9130	Matthew L Cazalas	Spring Valley	CA
9131	Nicholas A Moless	Felton	CA
9132	Peter Leiss	Toronto	ON
9133	Joe W Turnbow	Ukiah	CA
9134	Dennis D. Voorhees	Sayre	PA
9135	Michael J. Dunlap	New Bern	NC
9136	Teresa Bryan-Pettit	Denison	TX
9137	Luis Navarrete	Salem	OR
9138	Barbara Aldrich	Ione	CA

RUSA No.	Name	City	Location
9139	Joseph A Allison	Sherman	TX
9140	Heidi S Rushing	Sherman	TX
9141	Mark P Gardner	Austin	TX
9142	John L Berry	Mesa	AZ
9143	James Todd Corbitt	Irvine	CA
9144	Dan L Foster	Napavine	WA
9145	Bente Kongsore	Napavine	WA
9146	B Keith Coalson	Winston Salem	NC
9147	R. Louis Eney	Oakland	CA
9148	Steve B Hanson	Pittsfield	ME
9149	Obie Ingram, Jr	Locust Grove	GA
9150	Howard J Morse	Anchorage	AK
9151	Brian Matthew Keane	New York	NY
9152	Jean-Claude Hauchecorne	Stanwood	WA
9153	Bob Esch	San Diego	CA
9154	Art McWhirter	Kerrville	TX
9155	Melissa McWhirter	Kerrville	TX
9156	James C Thompson	Bellingham	WA
9157	Grant Haggerty	San Francisco	CA
9158	Sean R Baird	Portland	OR
9159	Laura Recker	Portland	OR
9160	Gary Shoyama	Berkeley	CA
9161	Daniel T McAuley	Paradise Valley	AZ
9162	Michael St Amand	Essex Junction	VT
9163	Jascha Daniel Fields	Orlando	FL
9164	Brannon Lee Martin	Orlando	FL
9165	Karen L. Rhodes	San Francisco	CA
9166	Herb A Boven	Allegan	MI
9167	Christopher N Wear	Raleigh	NC
9168	Jimmy Atick	Miami	FL
9169	Gordon Luce	Yorba Linda	CA
9170	Chris Gonzales	Miami	FL
9171	Hector Picard	Fort Lauderdale	FL
9172	Melissa Bales	Fort Lauderdale	FL
9173	Bill Vanderslice	Sacramento	CA
9174	Nancy Chin-Vanderslice	Sacramento	CA
9175	Jeff L Stevenson	Solvang	CA
9176	Margaret Mary Fourmier	Redding	CA
9177	Chris P Standke	Yardley	PA
9178	Geoffrey Foote	Chandler	AZ
9179	Celso Rodrigues	Jupiter	FL
9180	Heidi Hendrix	Jupiter	FL
9181	David M Johnson	Severn	MD
9182	Hal Roseman	Agoura Hills	CA
9183	Bryan P Lardizabal	Bowie	MD
9184	Nan Haberman	Snohomish	WA
9185	William H Morefield	Des Moines	IA
9186	Lauren R Rice	Des Moines	IA

RUSA No.	Name	City	Location
9187	Dan J Ward	San Jose	CA
9188	Marcia H Trussell	Kirkland	WA
9189	James Reed Allison	Sacramento	CA
9190	Andrew Chronister	Vienna	VA
9191	Joseph Stephen Mullings	Palm Beach Gardens	FL
9192	Alison Liberty Greene	Mountain View	CA
9193	Christopher Crowl	Fairfield	CA
9194	Florian Pohl	Oxford	GA
9195	Harrison W Edgbert	Ormond Beach	FL
9196	D Warner	Seattle	WA
9197	Kenny R James	Garland	TX
9198	K Karalis Redmond	Jacksonville	FL
9199	Ronald F Moles	Smyrna	GA
9200	Bradley Stuart Foster	Phoenix	AZ
9201	Scott Fraser Dion	La Mesa	CA
9202	Dennis H Sieber	Anthem	AZ
9203	Johnnie Jones	Ardmore	OK
9204	Lisa Jean Portelli	Winter Park	FL
9205	Brian K Feinberg	Cupertino	CA
9206	Sam Shkop	Pepper Pike	OH
9207	Tom Simonis	West Covina	CA
9208	Timothy A Ballenger	Apopka	FL
9209	Richard Mark Boren	Sherman	TX
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9214	Victor Angel Misquez, Jr	Pico Rivera	CA
9215	Mac S Imacseng	Solana Beach	CA
9216	Jason LePree	Demarest	NJ
9217	Ricardo Alicea	Delatona	FL
9218	Shumpei Ogawa	Mountain View	CA
9219	Ray Birkenkamp	Mitchell	SD
9220	J Curran	Fair Oaks	CA
9221	Jeremy B Kershaw	Duluth	MN
9222	Bryan L Lewis	Rocklin	CA
9223	Walter J Zitz	Lakewood	CO
9224	Michael Lane	Merced	CA
9225	Peter H Marsalis	Beulah	CO
9226	Donna K Marsalis	Beulah	CO
9227	Oswaldo Rafael Banuelos	San Ysidro	CA
9228	Brian Gillies	Grosse Ile	MI
9229	Eric Marshall	Berkeley	CA
9230	Tim DeBoer	Fort Collins	CO
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9232	Rebecca Lazan	Portland	OR
9233	Rubin Randel	Osprey	FL
9234	Rob Meyer	Gahanna	OH
9235	Paul M Schmidt	Gainesville	FL
9236	Frank J Giresi	Vienna	VA
9237	Barbara Harper	Seattle	WA
9238	Jonathan Lucas Elrath	Philadelphia	PA
9239	Daniel Beringhele	Oakland	CA
9240	Thomas G Riser	Birmingham	AL
9241	Margaret D Riser	Birmingham	AL
9242	Clint D Wisdom	Chandler	AZ
9243	Doreen M Crenshaw	Indianapolis	IN

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9247	Brian C Striggow	Athens	GA
9248	Michael L Barbour	Queen Creek	AZ
9249	Nancy K Droese	Sherman	TX
9250	April Armstrong	Seattle	WA
9251	Matthew F Bullard	Powell	TN
9252	Dennis Freeman	Phoenix	AZ
9253	K L Yarbrough	Rusk	TX
9254	Edward F Short, Jr	Falls Church	VA
9255	David S Chambers	Springfield	MA
9256	Andrew F Tautges	Santa Rosa	CA
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9258	Alex R Obero	San Jose	CA
9259	Dub-norm Robinson	Atlanta	GA
9260	Casey Kerrigan	Shingletown	CA
9261	Tom Adrien	Macon	GA
9262	Charles Allen Anderson	South Pasadena	CA
9263	Jason W Davies	Sacramento	CA
9264	Kelsey Regan	Ames	IA
9265	Samuel E Pool	Alabaster	AL
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9272	Jonathan W Stewart	Auburndale	FL
9273	Chris Mariano	San Jose	CA
9274	Craig Pinder Hicks	Berkeley	CA
9275	Kevin Lane	Marshall	NC
9276	Stuart W Garwick	Belvidere	IL
9277	Pete Miner	Gainesville	FL
9278	Scott A Haberman	Issaquah	WA
9279	Mary J Haberman	Issaquah	WA
9280	Patrick Whitaker	Norwalk	CT
9281	Ted Holland	Derry	NH
9282	Matt T Kemmish	Snohomish	WA
9283	Stephen R Brass	Scottsdale	AZ
9284	Julie A Brass	Scottsdale	AZ
9285	Kurt Weisner	Columbus	IN
9286	Stephen Barbazuk	Phoenix	AZ
9287	David Zabowski	San Francisco	CA
9288	Wei Wu	Hanover	MD
9289	Dawn M DeGroot	Seattle	WA
9290	Jason L Andersen	Elk Ridge	UT
9291	Wesley Hodgson	Seattle	WA
9292	Byron Miller	Los Angeles	CA
9293	Rick Belliveau	Portland	OR
9294	Stephanie M. Hebert	Portland	OR
9295	Benjamin Goldenberg	San Francisco	CA
9296	Alexander Dunn	Abingdon	MD
9297	Kent Beernink	Lakewood	IL
9298	Mike Van Allen	Mill Valley	CA
9299	Alexander Holland	Denton	TX
9300	Allen R Levin	Fremont	CA
9301	Daniel William Ayers	Ventura	CA
9302	Cory L Potts	Berkeley	CA
9303	Patrick L. Rinckey	Tucson	AZ

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9307	Hector Enrique Maytorena	San Diego	CA
9308	Bruce A. Robertson	Sarasota	FL
9309	Judy M. Robertson	Sarasota	FL
9310	Daniel T Schreck	Zephyrhills	FL
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9312	Thomas J Dice	Mitchell	SD
9313	Michael Edward Cavanaugh	East Moriches	NY
9314	Mary Margret Cavanaugh	East Moriches	NY
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9322	Donna M Chappelle	Port Elgin	ON
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9324	Clinton Frank	Lake Villa	IL
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9327	A Gabrielson	Charlotte	NC
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9333	Aaron Druck	San Francisco	CA
9334	Peter C Warner	Seattle	WA
9335	Chris Lockwood	Roseville	CA
9336	Lori Ann Hoechlin	Costa Mesa	CA
9337	Ralph E Baker	Altamonte Springs	FL
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9340	K Kakaes	Washington	DC
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9342	Rick H Gustafson	Eureka	CA
9343	Grant McAlister	Seattle	WA
9344	Kelly Collins	Winter Park	FL
9345	Jose F Calderin	Land O Lakes	FL



Rando wives

Jayne Relaford Brown

IT'S THE MORNING OF THE FLÈCHE, AND THE RIDERS begin to gather at our house. Les Escargots Volants will leave at 9:00 sharp from the bottom of our driveway and ride a 360K route for the next twenty-four hours toward a central meeting spot in Quakertown, PA. The waffle irons are fired up, the coffee's ground, the turkey bacon sizzles on the grill. Bananas and nutrition bars are ready for jersey pockets. The cars begin to clatter up our gravel drive, and soon the air is filled with warm greetings and hugs, the push and hiss of tire pumps, the click-click of bike shoes, the hushed anticipation and sudden laughter of excitement before a ride.

Along with the riders checking their watches and checking their bikes, are several other wives and partners, eating waffles and drinking coffee with me at a more leisurely pace. Rides that do not end where they begin are like the logic problems I always hated in math class and the SATs—a fox, a chicken, and a dog need to cross a river in a basket. After we see our riders off, the others will take the family cars and go about their days. Some couples have dropped off a car in Quakertown, some of us will meet tomorrow at the finish line.

—The riders eat as quickly and efficiently as only long distance cyclists can, and soon the start time is almost here. We all gather in the driveway for a quick photo op, the riders side by side in their matching jerseys. Then someone says, “We need a photo of the wives.” We line up, too, all different sizes of us, our arms around each

other, to huzzahs and camera flashes, and then suddenly the start time is here and the riders are off, walking their bikes to the bottom of the drive and mounting up for the 24-hour ride.

—“So what will you do all day?” I ask the others. One says she'll be doing the taxes; another is going to the garden store and putting in the spring plants. Another leaves her car at our house for a while and spends the first part of the day on a long run through the Oley Valley.

I'm always curious about what other Rando Wives do while their SO's are out on the road all those hours and days. I use the term “wives” inclusively—we might be female or male, same-sex couples or opposite, married or not. Some of us are athletes as well, many of us decidedly not. We are definitely not Rando Widows—we tend to play, not pine, and I think there's a “best of both worlds” quality about having a partnership with someone who's packing up their panniers and heading down the secondary roads several days a month.

—My partner was a cyclist when we got together almost 25 years ago, but not a randonneur. Those were the innocent days when we both thought a century was the longest ride there was. I began to get a sense of the possibilities of parallel play on our first trip together, Janice cycling the coast of Oregon while I walked, wrote or read, threw the tent in the trunk, then meandered down the coast highway, pulling off into any lookout point that struck my fancy.



—Since she became a randonneur, I’ve spent several lovely days wandering the streets of Princeton, starting out at Grover’s Mill with coffee and a muffin, then heading into town to coffee shop hop, browse the shops,

before the ride was done. “You sure know how to show a girl a good time,” is our running joke. But you do.

I love the sense of a long day opening out in front of me while you’re off riding your bike over the river and through the woods. I am inspired by what you do. You are steadfast, focused, dedicated to a goal. But I am a dabbler by nature, a putterer, and I love a day with a little of this, a little of that—a good book, a yoga class, just enough work done to satisfy the gods. I like a night that includes sleep—in a bed, not a park restroom or a Wawa sidewalk. I like sharing a beer and a good meal with cheery cyclists at the end of a 200k without having to DO the 200k. I keep a window open on your Spot tracker and check it throughout the day, but I keep other windows open as well, anything from meditation techniques to Zappos shoes. The idea of doing something called “Endless Mountains,” or endless



Rando wives contemplating 24 hours of peace. *Photo: Chris Newman*

or hang around the library or the university art gallery. I’ve spent quiet weekends at home, digging in the garden and binging on *Orange is the New Black*. I’ve spent a wonderful weekend in North Carolina with my son and daughter-in-law. While we ate grilled shrimp, tried Tarheel Pie, and walked their dogs along the beach, Janice and Christine dodged dogs on isolated roads and ate packaged pimento sandwiches from gas station cases.

—It’s true we’ve also celebrated two anniversaries in convenience store parking lots, opening our gifts for each other as we huddled under sleeping bags at dawn, staffing a controle. I’ve had my birthday carrot cake at the Prestige Diner, and spent more than one weekend reading student paper drafts in semi-tacky highway-side motel rooms, exhausting the strip mall possibilities long

anything, does not hold appeal.

—I wonder if this is true of other “Rando Wives.” In the pre-flèche gatherings at our house, I see the same humor, friendliness and independence in the partners as I see in the randonneurs. Maybe a good relationship takes two people with a sense of humor and adventure but only one obsessive hobby. Maybe the key is to love our crazy sweethearts and their crazy pursuit while having the best of both worlds. I honestly enjoy the combination of long stretches of alone time coupled with the anticipation of my partner’s return—the reconnection and stories at the end of the road that is life with a long-distance cyclist. 🚲



Where's Rando?

Nigel Greene

Randonneurs are hardy, self-sufficient adventurers who ride their bicycles for hundreds of kilometers along roads less traveled guided only by a cue sheet and an indomitable will to finish the ride.



While this romantic description of our sport may have some truth to it, in reality, every time a randonneur begins a route there is someone who wants to know that they finished, hopefully safely, or that they can be helped if needed. At minimum, the permanent owner or event organizer and the rider's family want to know. Often, a rider will have friends who are interested as well.

Having a plan to track a randonneur's progress can be essential for peace of mind, event planning, and emergency response. In fact, a "live" tracking system which allows viewers to follow the riders can turn a brevet, which takes place over hundreds

of miles in a remote location, into a "spectator" sport.

There are many ways to track a rider's progress and each has its benefits and drawbacks. This article describes a few methods in use by randonneurs across the country.¹ None of these systems are exclusive to the others. In fact, many riders will combine methods to maximize the benefits and reduce the drawbacks.

The methods are listed by the technology required but don't let that be your (only) guide. The best option for you will likely depend on several factors and may change according to the ride.

No Tech methods

I'll see you when I get back!

How it works—the basics

The “I'll see you when I get back” method (also known as “No news is good news”) is when you ride a permanent or a brevet and simply report in when you are done.

Typically, the rider will leave with an expected completion time and the person tracking the rider (the watcher) will simply wait to see that person at the appointed time or whenever they are done. Until that time arrives, no news is good news.

This method has been used by everyone who just goes for a ride and does not plan to check in along the way.

Perhaps the simplest system of all, this method is at the heart of self-sufficiency. It dates back to the beginning of travel itself and is in wide use today. It requires no technology or infrastructure. It minimizes, if not eliminates, false alarms due to a failure to check in while on route. As a result rushed, sleep deprived, or forgetful randonneurs cannot inadvertently cause undue worry. For the rider, it may add to the feeling of getting away from it all.

The drawbacks

This method all but eliminates the possibility of the watcher providing prompt assistance to a rider who needs help. If the rider can't call because of injury or lack of a cell signal or damaged phone, the watcher may not know help is needed until the rider fails to complete the ride. In the shortest brevet,

a 200K, that time may be many hours after the help is first needed. In a longer event, it could be more than a day. With this method, the rider must either self-rescue or depend on the kindness of others.

Cost: \$0

Things to consider

A few simple precautions can reduce, although not eliminate, some of the drawbacks to this method. Try some or all of these:

- Tell someone when you plan to be back and what route you're on. Leaving a copy of, or a link to, the cue sheet with someone is an easy way to give them the route.
- Carry ID with emergency contact information. Even better, have it in multiple places like a driver's license, dog tag or ID bracelet, even an “In Case of Emergency” card made out of laminated or waterproof paper with your name, address contact information and emergency medical information (like drug allergies).
- Carry a charged mobile phone with emergency contact information identified by ICE (In Case of Emergency).

Is this good for family/friends or ride organizers?

This method works for family/friends or ride organizers.

The Buddy System

How it works—the basics

Ride with at least one other person. This adds another person to the “I'll see you when I get back” method. Again, there are no on route check-ins and the riders simply start and finish together. This is another method that dates back to the beginning of travel itself.

For fast response time, this is likely the best method of all. Riders can help each other or get help for the other as the need arises.

It also adds to the peace of mind of the watchers if they know that the rider has company along the route. It does not require technology or infrastructure. It minimizes, if not eliminates, false alarms due to a failure to check in while on route. As a result, rushed, sleep deprived, or forgetful randonneurs cannot inadvertently cause undue worry.

The drawbacks

The watchers still won't know that you are done until you are done. However, the biggest drawback may be the difficulty in getting someone to ride with you. Scheduling rides and finding someone compatible with your riding style can be a challenge. Also, on very long rides, the common wisdom is that you have to “ride your own ride” and many randonneurs find themselves riding a pace that is slightly out of sync with just about everyone else. It takes commitment to ride with someone else for an entire brevet, and that commitment grows significantly as the ride gets longer.

Cost: \$0

Things to consider

If you have a compatible riding partner or partners, then you are in a very good position—enjoy and keep that going.



Consider exchanging emergency contact information so that you can call if your riding partner is unable to do so.

If you don't have people to ride with then finding one or more should be something you consider, even if for one-time events. One overlooked way to do this is to consider the rider who is just behind you in a brevet. That person is usually riding about your pace, so slow down for a bit, let them catch up and then ride together. This is highly recommended for night

riding. Two or more riders at night are much safer than riding solo.

All the recommendations for the "I'll see you when I get back method" also apply here too. Carry ID!

Is this good for family/friends or ride organizers?

This method works for family/friends or ride organizers but once again there is no on route interaction.

Ride SpreadSheets

How it works—the basics

Most often seen in a long brevet like a 1200K, the spreadsheet method is when the ride organizer creates a spreadsheet with key controls and all of the riders listed. As the rider gets to a control, they are checked in and checked out. Often the spread sheet is on a web page and 'spectators' can follow the progress of the event via the internet.

Publicly available (internet) spreadsheets allow a rider's friends and family to become spectators for the event as they get updates over the course of the event. It is also a good way to "share" a long brevet with folks at home and non-randonneurs. Not surprisingly, the longer the ride the more this method seems to be used.

It does not depend on the rider remembering to communicate. The ride organizer takes on that responsibility.

It should not rely on technology being available on route. The sheet can be updated when and where the technology is available.

The drawbacks

The response time can still be delayed by hours depending on how far apart the controls are located. However, the ride organizer is usually physically closer to the riders and will have a better knowledge of the course. Also, since this is usually used in conjunction with brevets, other riders may be able provide information to volunteers or the ride organizer about a rider's progress or condition.

Cost: No additional cost if the ride organizer has a web page.

Is this good for family/friends or ride organizers?

This method works best for organized events like longer brevets and is not practical for use on permanents or even short brevets.

Phone based methods

Text or call in method

How it works—the basics

The rider calls or sends a text when they arrive at a control or at a location on route.

The benefits

The watcher gets updates on a rider's progress.

A watcher who may have to assist a rider has a much better idea of where they may be or where to start looking for them.

The drawbacks

This method depends on the availability of technology, including having a charged working phone and a usable cell signal.

The rider must actively send the message. This introduces the possibility of a false alarm when a rider fails to call in at a scheduled time either because s/he forgot or did not have a signal.

The response time, although better than "I'll see you when I get back," can still be delayed by hours depending on how far apart the controls are located.

Slower riders spend precious minutes at controls and other stops checking in when they could be making progress.

Cost

Nominal cost assuming the rider already has a mobile phone. Depending on the calling plan, there may be roaming or texting charges.





Things to consider

Randonneur "JT" offered the following tips:

Before the brevet I pre-write emails to my wife and save them as drafts. Usually these are one line with subjects like "Mile 82 of 126." Then during the ride, it is quick to turn my phone from power-saving mode to "network connected" mode, and send the email. A lesson I learned: in areas of marginal reception, a text message will always go through sooner than an email. So, in some places I use a text message.

The following would also be helpful:

- Give the watcher a copy of the cue sheet. If the rider goes missing, those assisting can start at the last check-in point and follow the route. That should speed up any attempts at assistance.

- If you don't have a signal, send a text message and leave the phone on while you ride as you may ride through an area with good cell reception.
- If you know that you will be riding through an area without coverage, plan your call-ins accordingly to prevent false alarms.
- Consider using airplane mode to conserve battery power on long rides or in places without good coverage.

Is this good for family/friends or ride organizers?

This method seems to be used most between a rider and a spouse or family member. It is seldom used by event organizers or permanent owners.

Smartphone/Internet based methods

I've got an app for that!

How it works—the basics

Smart phones have applications (apps) that allow the phone to be located and tracked using cell phone towers, GPS, or a combination. Some examples include

Find my phone for iPhone users: Use the Find My iPhone app to see your missing iPhone on a map. They can use the Lost Mode feature to track where it's been. apple.com/icloud/find-my-iphone.html

One Touch Location for Android phones: According to the app site a user can:

"Share your location with one touch. The recipients will receive an e-mail or SMS with your current address and a link to online maps. On their smartphone they can open this link directly in the maps app and use it as the destination for driving directions.

...Track your location continuously on your personal One Touch Location profile page. Once you turn on tracking in the app and send a link to your friends they will know where you are on the move."

play.google.com/store/apps/details?id=com.creativeworkline.onetouchlocation

FollowMee: According to their website, the "GPS Tracker by FollowMee converts your smartphone or tablet into a GPS tracking device. Installing this App to a device that you want to track, it quietly records its locations (GPS, WiFi, or cellular triangulation) periodically and uploads to our secured server. To monitor location of your tracked device, you simply browse to this web site in any browser (either desktop or mobile)... It is

free to track your devices. 7-day history is maintained for the paid tracker app (standard or deluxe edition), [but] only current location for the free tracker app (free edition), Extended history (45-day or 90-day) is available for the paid tracker app.

Tracking Multiple Devices: You can track multiple devices in your account. All your devices are shown in the same place." followmee.com/

The benefits

Weight and simplicity. These applications have the potential to turn a smart phone into a tracking device. Since many riders carry smart phones on rides, it may be an easy way to increase the utility of the phone without adding a new device.

The drawbacks

The drawbacks will depend on the specific app. They could include battery drain, reliability, cell signal reliance, or the need for the rider to initiate the contact.

Cost

Many applications have a free version with an upgrade available for a cost.

Depending on the calling plan, there may be roaming charges or texting charges.

Is this good for family/friends or ride organizers?

Typically these applications are used between a rider and a family member or friends. Rider organizers would be less likely to rely on individual phone apps for events/brevets.



Social media aka the “interwebs”

How it works—the basics

The rider posts to social media, like Facebook or Twitter, when they arrive at a control.

The benefits

This method has the benefits of the text/call in. It also allows a rider’s friends and family to become spectators and even cheerleaders for the event as they get updates. The rider can post pictures from the ride. The watchers can post responses, advice and encouragement. It is also a good way to “share” a long brevet with folks at home and non-randonneurs. Not surprisingly, the longer the ride, the more this method seems to be used.

DC randonneuse “MG” blogged about her use of Twitter on the 2011 PBP. You can find the post here: chasingmailboxes.com/2011/10/13/randonneuring-twitter-and-pbp2011/

The drawbacks

This method depends on the availability of technology, including having a charged phone and a usable cell signal. Consider using airplane mode to conserve the battery on long rides or in places without good coverage.

Tweets are limited to 140 characters.

This may not be a good way to get assistance on route unless you specifically arrange to have someone respond to a problem; otherwise you could have lots of watchers but no one who expects to help when a problem arises. I would consider this a secondary method as far as safety is concerned. Having a specific emergency contact that you can reach directly should be a primary method.

Slower riders may spend precious minutes at controls and other stops checking in when they could be making progress.

Cost

Nominal cost assuming the rider already has a mobile phone. Depending on the calling plan, there may be roaming charges or texting charges. Facebook and Twitter do not charge but Facebook requires the user to have an account to view or send messages and Twitter requires the user to have an account to send messages.

Things to consider

If you are posting to social media, consider who will get the message and remember that you essentially lose control over anything you post. For example, do you really want all of your friends (and their friends if they re-post) to know where you are and what you are doing while you are doing it? For

Facebook consider creating a privacy setting, or sub group of Friends, to limit the people getting the updates. Also, DO NOT post a message or picture that you would not want to go “viral.” If you would not want to see it in tomorrow’s news—don’t send it.

Is this good for family/friends or ride organizers?

This method seems to be used most between a rider and his or her online friends and family.

It is not typically used by event organizers or permanent owners; however, DC randonneuse “MG” has used twitter as a ride organizer. She adds:

- *Twitter allows a person to follow events by using an agreed-upon hashtag, e.g., #DCR600K. In this way, you don’t have to follow the tweep. Rather, the tweets of all users who are participating in the #DCR600K will show up when you do a search for it.*
- *Twitter is a less data-heavy app than Facebook so it’s easier to send Tweets (at least in my experience).*
- *Provided people tweet in real time, you as an organizer can have a good sense of where people are on the course.*
- *For those who still want to post Facebook updates, Twitter integrates easily with Facebook. If a person tweets something from their Twitter account and has linked their Facebook account, they can update both Twitter and FB simultaneously.*
- *A Twitter account is not required to follow an event.*

She also points out that there are some drawbacks to ride organizers using Twitter :

- *Some people have not adopted Twitter. In her anecdotal experience, a lot of randos use Facebook, but do not use Twitter.*
- *Some people have privacy concerns so may not want to use Twitter or have a Twitter account.*
- *If people forget to use the agreed-upon hashtag or write the hashtag incorrectly you may not see their tweet.*
- *You must have some proficiency with Twitter in order to use it effectively as an organizer.*

GPS based devices

Garmin LiveTrack

*How it works—the basics



The Garmin Edge 510 and 810 models come with an automated GPS based tracking tool and include an iPhone/Android app that connects to the Edge unit via Bluetooth. It broadcasts updates every 30 seconds or so. The user specifies who can see it from the phone's contact list. There are also options

for Twitter and Facebook. It sends the watchers a link to a web page. The web page includes a map, overlaid with a trace of your progress, and a select set of values of ride performance, including average speed.

The benefits

Once the rider starts it up, it should not require further input so busy or forgetful riders need not worry about checking in.

Friends and family get near real time updates on a web page and "follow" the rider.

The drawbacks

Battery life of the phone and the Garmin may present a problem for long rides. (Garmin user Mike B. carried a 10,000

mAH battery on a 600K. It kept both devices topped off for the whole ride and he never plugged in to a wall charger. The external battery indicated it was down to 30% at the end. So it wouldn't make it for a 1200K.) Some riders have addressed the battery concern by connecting the unit to a hub generator.

Cost

The Garmin Edge 810 costs about \$500.00, the 510 a bit less.

Things to consider

Garmin user Mike B. has noticed that the iPhone app seems to simply stop accepting the bluetooth feed from the Edge and the app occasionally needs to be restarted. The only indication of this is a small alert on the Garmin about "phone disconnected" which is easy to miss while pedaling.

Is this good for family/friends or ride organizers?

This method seems to be used most between a rider and a spouse or family member. It is seldom used by event organizers or permanent owners to track riders.

SPOT Tracker

How it works—the basics



A SPOT tracker findmespot.com is a device that transmits its location to a GPS satellite which then transmits the location as an icon on a map on a web page. The icons create a "bread crumb trail" that a viewer can use to track a rider's progress. In addition to the tracking feature, a user can send

pre-recorded messages for "I'm OK" or "I need Help" with the press of a button. The messages can be directed to a list of text message or email recipients. Finally, a SPOT user can send an SOS emergency message that is received by local emergency personnel who can use the GPS information to locate the device and, hopefully, the user. Once activated, SPOT will acquire its exact coordinates from the GPS network, and send that location along with a distress message to the GEOS International Emergency Response Center every five minutes until cancelled or until the batteries are depleted. The Emergency Response Center notifies the appropriate emergency responders based on your

GPS location and personal information—which may include local police, highway patrol, the Coast Guard, our country's embassy or consulate, or other emergency search and rescue teams—as well as notifying your emergency contacts about the receipt of a distress signal.

The user can make the web page available privately to only those people who have the web page address and a password or the page can be made public so that no password is necessary.

The benefits

- Since it works on GPS, it will work where cell phones will not.
- Almost live tracking: The tracking updates the web page at regular intervals, 10 minutes or custom intervals, depending on the model and settings. This allows a watcher to follow a rider's progress almost live.
- In a large event, a webpage can allow spectators to watch the entire event.



- There is no need for a rider to stop and interact with the device. No calls to make or texts to send. You can start it and forget it.
- The rider's location is given to within meters and minutes.
- Battery life on both the Gen2 and Gen3 is very good. It will last for at least a 1200K worth of use.
- Waterproof.

The drawbacks

- The unit needs a clear line of sight to the sky. Poor placement on a bike (like under a seat), tree cover and deep valleys can block a signal.
- The unit cannot receive messages, only send them, which means that a watcher cannot use it to contact a rider.
- There have been reviews which have complained about the customer service and contract cancellation.

Cost

Unit cost: \$100 (Gen2)—\$150 (Gen3)

Annual monitoring fee: \$100–\$150.

Things to consider

With the initial unit cost and the annual monitoring fee, the costs will add up over time. If you do not do many events or if you rarely ride solo, this may not be a cost effective method.

Is this good for family/friends or ride organizers?

This method seems to be used most between a rider and a spouse or family member.

However, Pennsylvania RBA Tom Rosenbauer has been using SPOT trackers effectively for brevets. He adds: *As an RBA and event organizer, I've been extremely happy with the SPOT trackers—PA Randonneurs owns 5 units. These units are typically given to a variety of fast, slow, and medium speed riders and more and more local riders are purchasing personal units. By tracking rider progress, volunteers can be directed to be in the right place at the right time. For the longer events, I've gotten a lot of positive feedback from friends and family who can also monitor the progress of their loved ones.*

For the Endless Mountains 1240K, all riders were required to either bring a personal SPOT or rent one (for \$25). We also put a SPOT on the SAG vehicle. A TrackLeaders website was put together to enhance the monitoring and viewing experience: trackleaders.com/endless13 [If you go to that site you can replay the event]. Tom hopes that other 1200K organizers will also adopt this tracking technology, and he'd be more than happy to assist them with the learning curve.

Delorme Inreach SE

How it works—the basics



The Inreach SE is a satellite messenger device with a screen and limited keyboard. It shares GPs tracking data and allows for bidirectional text messages. The messaging integrates with mail and text messaging.

It also has a SOS function.

inreachdelorme.com/product-info/inreachse.php.

Delorme also offers “the Inreach Smartphone” which pairs with a Smartphone or tablet to create a two-way text-messaging global communications device and a GPS viewer.

inreachdelorme.com/product-info/inreach-smartphone.php

The benefits

- With inReach SE, you can both send and receive text messages. This allows for text conversations (the SPOT only allows the user to send preplanned messages.)

- Since it works with GPS, it will work where cell phones will not.
- Almost live tracking: 10 minutes.
- There is no need for a rider to stop and interact with the device. No calls to make or texts to send. You can start it and forget it.
- The rider's location is given to within meters and minutes.
- Battery life is advertised as 100 hours.
- Waterproof.

The drawbacks

- Rando Adam G. reports that the user interface is a bit clumsy.
- It is not integrated with a larger group tracking service.
- Cost of use may be prohibitive.





Cost

InReach SE cost: \$300

InReach Smartphone cost: \$250

Annual monitoring fee: \$120–\$600 (depending on features).

However, there are various satellite plans so you can use it for a shorter period of time, by quarter, by message, among others.

Things to consider

With the initial unit cost and the monitoring fees, the costs will add up over time. If you do not do many events or if you rarely ride solo, this may not be a cost effective method.

Is this good for family/friends or ride organizers?

This method seems to be used most between a rider and a spouse or family member.

Final thoughts

As with most things in Randonneuring, the best plan is to have a plan and a back up plan. For rider tracking, combining a “no tech” approach with a “tech based” approach whenever possible may be the best way to “find Rando.”

1. *The author would like to thank those who contributed their thoughts and experiences with varying tracking systems including, among others, Mike Binnix (Garmin LiveTrack), Mary Gersema (Twitter), Adam Glass (Delorme Inreach SE), Tom Rosenbauer (Spot Tracker), and those from FaceBook and the Rando Google group who provided useful information, feedback, and leads.*

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Randonneurs seeking new adventures are invited to ride with us in mysterious *Hanguk*, better known as Korea. Our brevets out of *Gwangju*, the cradle of Korea Randonneurs, feature stunning *Jeollanam-do* with its delicious seafood, coastal vistas, and the Majestic *Jirisan* with massive climbs. *Busan* features the southeast of the peninsula with coastal roads along rocky capes, pristine beaches and colorful fishing villages. Brevets out of *Cheonan* cover the central part of the peninsula, the green heart of Korea, and the 600K visits the east coast. Lastly, *Seoul* offers excellent bike trails along various rivers promising pleasurable cycling.

Our signature events, the Korea Fleche, the Great Korea 1200 and the 1000K SBS (Seoul-Busan-Seoul) provide perfect settings to get immersed in this land and its culture. While randonneurs mainly travel abroad to ride a Grand Randonnee, the Korea Fleche and SBS provide an ambience not to be missed. The Fleche draws teams from every corner of Korea. Converging on Gwangju, participants enjoy a celebratory lunch with plenty of Magkoli. Interested US randonneurs will find routes and

teams with vacancies on our web site. For those, who plan to ride the Fleche, we offer an array of Brevets on the flanking weekends and also exotic permanents. **SBS**, staged around October 1, runs from Seoul to Korea's second largest city, Busan, and back to Seoul. It travels through the center of the country, along rivers and crossing mountain ranges. Most of the course leads through sparsely populated agricultural regions with a gently undulating terrain and picturesque villages.



International visitors to Korea will arrive at the Seoul airport of Incheon. More than 60 years ago, Douglas MacArthur took the amphibious route, but now you can find flights from the US for less than \$1000. Airport buses reach every city in Korea and bikes fit easily into the large luggage compartments. Fares are reasonable: for example, approximately \$20 to Gwangju, the start of the Great Korea 1200. Motels, called Yeogwan's, are also inexpensive and several riders normally share rooms in these traditional "love motels." Navigation is also straightforward since English road signs are common and the phonetic Hangul alphabet is quite easy to understand.

The Great Korea 1200, June 2014.

On this third edition riders will be immersed for 90 hours in the best *Hanguk* has to offer, and those who stick with fellow Korean randonneurs will experience the country I came to love over the years. While the first and second edition of the 1200 covered Jeollanam-do and the central part of Korea, the 2014 edition will meander to

the east coast and to the far north, almost close enough to peek over the fence.

After a pre-ride dinner on June 4, randonneurs will start from Han's bike shop at the crack of dawn on June 5th and head east past the Jiri mountains. Han's bike shop is also a good place for international riders to arrange local tours for accompanying spouses and a starting point for permanents covering Jeollanam-do. This year's route avoids major cities and high-traffic roads, so the traffic will be light. Riding east, randonneurs will travel through villages where time has stood still and farmers work their rice fields and vegetable patches. It is here where the delicious red peppers that make you cry are grown.



Sharing the road with drying rice

After skirting the port city of Busan, randonneurs head north passing Ulsan, the industrial powerhouse of Korea and headquarters of Hyundai. North of Pohang the route follows the coast for almost 300 km, after which it turns inland into Korea's most scenic province, Gangwon-do. The route passes through the sparsely populated central region with scenic valleys where mountain ranges always decorate the skyline.

Sleeping and eating well will not be a problem in Korea. There is no need to plan ahead for sleep stops because Yeogwans and Jimjilbangs are everywhere.





1200K: Ttangkkeut—the end of land

Jimjilbangs are saunas, or public bathhouses, that are open 24/7 and for a nominal fee of about \$8, visitors can shower, take a bath and sleep on heated floors. Korean cuisine, with its amazing seafood, its many soups and never ending choice of vegetables, is an integral part of brevets. On the 2013 1200K, a group of us arrived around



1200K: dinner in Gongju—ways to go

10 p.m. in Gongju and settled in for dinner of Soju and Maekju. It is not uncommon that after dinner riders sleep in the restaurant on its heated floors. For regular nutritional needs and controls we stop in family marts and other convenience stores (CVS).

Bag drops and cue sheets are not required. Korean riders have not warmed up to the concept of bag drops for two reasons: their desire to save money and Taekbae. Normally they wash cycling clothes at sleep stops and dry them on the heated floor—many do not even have randonneur-style handlebar or saddlebags (notice the bikes in the first picture). For those who do wish to have spare clothes, there is Taekbae—an inexpensive postal service that delivers to CVSs all over the country. Pick up fresh clothes, change and return the used ones by Taekbae. If foreign riders need a bag drop service, we will work on a solution.

Korean riders also rarely download or use cue sheets or maps, nor do they use Garmins. After all, this is a technology-driven society and Korean-built Samsung smartphones serve all needs. GPS, Naver and Daum maps, and Google Earth are sufficient to stay on track on any brevet. Running low on battery power is unlikely as there are plenty of CVSs where phones can be recharged. Still, Jan Boonstra promised to also have perfect cue sheets ready for the 1200K next June.

What can you expect from the Great Korea 1200K? Randonneurs will cycle past the Jiri mountains (Jiri-san), along stunning coastlines and through the green heart of Korea. By no means will this be an easy ride and the extra gears be helpful, even if Spenser Klaassen rode the 1200 in 2012 on his fixie—Spencer is now almost a folk hero among Korean cyclists. You will also enjoy exquisite food (Korean restaurants in the US are a far cry from the genuine dishes) and the camaraderie is something to be cherished. I ride with Koreans and despite my almost non-existent command of this language, we always have a great time.





Russell Morris on the Gwangju 400

There is also plenty to do before and after the 1200K. Riders who plan to stay extra days can take advantage of brevets on the flanking weekends or ride some of our permanents. Those with non-cycling family members can tour the countryside, stay in seaside hotels and enjoy Korea from a different angle.

For those, who like numbers, in 2010 we had six members and three brevets out of Gwangju. Three years later, in 2013, we had brevets out of Gwangju, Cheonan, Busan and Seoul and our riders racked up more than 220,000K, and we are growing.

한국에 어서오십시요!

Magkoli: popular Korean rice wine

Soju: hard liquor

Maegju: beer

Yeogwan: inexpensive motel

Jimjilbang: 24h sauna (public bathhouse)

Additional information (including video clips) about the Great Korea 1200 and other rides, can be found at:

- korea-randonneurs.org
- korea-randonneurs.blogspot.com
- korea1200.blogspot.com
- korea-fleche.blogspot.com

Hanguk e eo seo o sipsiyo!

Lothar Hennighausen—Hana is Korea Randonneurs #1
AlpineRandonneur@verizon.net



Photos: Lothar Hennighausen



Planning Ahead

AS I WRITE, IT IS A COLD AND DREARY DAY IN LATE December, 2013. As you read, you are probably looking at considerably better weather some time in March. You have probably already started riding brevets and you may have most of your rando events planned for the remainder of the year. Good for you to be on your way and looking ahead. If you are thinking about riding PBP in August of 2015, what you do this year could have a big impact on your success, especially if this will be your first attempt.

There are so many things to consider that I couldn't possibly say it all in one short article so I want to focus on one thing that often gets overlooked: experiment this year. Whether it is equipment, clothing, nutrition, navigation aids, or anything else, this is the year to explore any changes you might be considering, especially if you are not completely satisfied with how things are going.

Heading into the thick of the 2014 season you may be reluctant to try a new drivetrain setup, or an all liquid nutrition strategy because you are thinking it could threaten your finish on your 400 or 600K brevet and possibly jeopardize your Super Randonneur medal. If the SR is your goal then that makes sense, but if you are thinking that PBP might be on your dance card in 2015, then this year is the perfect time to try different gearing, handlebars, saddle, or nutritional supplements. If your experimentation costs you a finish this year, consider that a small price to pay for an important lesson that may serve you well during your qualifying series next year, or even a possible save for your PBP ride.

One of the best 'experiments' I ever undertook was to ride my first 1000K brevet in 2002, in preparation for PBP 2003. I wanted to ride PBP, and I had completed

a series, but I had the nagging thought after completing my first 600K that if this were PBP, I'd only be halfway through. I did not have the confidence that I could get back on my bike and ride that 600K again.

Our club had a 1000K event on the schedule in October; it went over the Cascades to Eastern Washington and returned to the west over the North Cascades. I entered, finished (it almost killed me) and it changed everything. Though it was 200K shy of a 1200, I was confident I could have ridden the additional distance within the allotted time. It also helped me figure out that there were a few little things I needed to work on which I was not aware of after riding the 600KM event just a couple weeks earlier. Funny how 'little things' can turn into big things between the 600th and the 1,000th kilometer of a brevet.

One of the key ingredients to successful long distance riding is consistency, so this goofy advice to 'try something new' may seem wide of the mark. But if you are within the first couple years of ramping up your mileage and you are thinking that 2015 may be the year to tackle the premier event on the randonneuring calendar, then now may be the right time to do some fine tuning. You will probably eliminate lots of things you were wondering about, but you might just discover something you didn't realize would help you get a little farther down the road. 🚴



Dr. Codfish, aka Paul Johnson (RUSA #1168), lives and rides in the Pacific Northwest.



www.pactour.com

Lon Haldeman and Susan Notorangelo

Contact us... 262-736-2453 or

info@pactour.com

Coming Events in 2014

Three New Tours in Vermont and Upstate New York

Our 2014 summer weeklong tours are based out of the great city of Burlington, Vermont. Burlington is only 200 miles from Boston, 300 miles from New York City and under 400 miles from Philly. This makes joining PAC Tour on a summer cycling trip convenient for veterans that reside on the east coast.

Week 1 July 12-19

The Kingdom and the White Mountains Week

This unique part of New England offers some of the finest cycling roads in the eastern US--complete with challenging climbs, brake free descents, moose spotting opportunities, and jaw dropping scenery. The riding is complimented by visits to some great towns and villages where you can sample bake goods, local beers and brews and cremies.

Week 2 July 19-26

Lakes and the Seaway Week

This week one tour begins by crossing Lake Champlain heading into the beautiful Adirondack Mountains. Then we head north all the way to the shores of Lake Ontario and along the St Lawrence Seaway. During our final few days we ride passed the 1000 islands region, across the farmlands and conclude with a final ferry ride back into downtown Burlington.

Week 3 July 26 - August 2

Seven Gaps and Terrible Mountain Week

How many ways can you say "climb"? Ride the incredible ridge of the Green Mountains and auto roads up to Ski areas! Highlights include historic Woodstock, Sugar Bush Ski Resort, Mt. Ascutney and the climbing The Terrible Mountain and 7 Gaps. Warning: This is a climbers tour!

Recycle your old bike parts, clothing and equipment. We always need more items for our cycling projects in Peru and Africa. Send to PAC Tour, P.O. Box 303, 202 Prairie Pedal Lane, Sharon, WI 53585

PAC Tour History and Support

PAC Tour has crossed the country 80 times in the past 30 years. We have a 75% return rate of riders for each tour. We consistently offer the best support to make sure riders are safe and successful tour. All tours include full technical support, rest stops, motels, breakfast, lunches, commemorative clothing and many other nice things. Prices could vary contingent on group size. Visit the PAC Tour web site for full details and services offered for each tour.

Ridge of the Rockies

September 1-19

Kalispell, Montana to Albuquerque, NM

1,900 miles, 18 days (2 rest days)

Our route will zigzag across the Continental Divide several times on our way across, Montana, Wyoming, Utah, Colorado and New Mexico. This is a tour with lots of climbing while viewing the best scenery of the Rocky Mountains. We will have a stay over day near Yellowstone National Park and near the Grand Teton National Park where riders can make a loop tour on their own or rest day near those interesting areas.

Ride to the Grand Canyon (and back)

Sunday, Sept. 21 to Sunday, Oct. 5

1,100 miles, 11 riding days, 2 hiking days

Beginning in Albuquerque, NM we will ride 500 miles to the Grand Canyon in 5 days. We have a stay over day hiking at the Canyon. Our return trip will stay one day hiking at Canyon de Chelly before returning to Albuquerque. This is a popular tour including plenty of southwest culture with a good mix of cycling and hiking in some beautiful areas of New Mexico and Arizona.

Going to Ghana, Africa

Late October, 14 days, 9 riding days, 500 miles,

Ghana is located along the southern coast of Africa near the equator on the Atlantic Ocean. It is a tropical area with a diverse landscape. Our bicycle tour will ride 40-60 miles per day around the Volta Region which is a mountainous area in eastern Ghana. The roads will be 70% paved with some gravel sections. We will ride used mountain bikes and donate our bikes to the Ghana Girl's Cycling Team when we are finished with the tour. We will stay in hotels and nice lodges along the way. This is a beautiful area where the people are friendly and speak English. More updates on the PAC Tour website in March.

PAC Tour, helping make good riders better since 1981

www.pactour.com

Mittens or Gloves

“YOU HAVE TWO BOXES MARKED BIKE GLOVES?” My wife asked as we loaded the moving van which would take all of our possessions to Ohio. “Who needs two boxes of gloves?”

“They’re not all gloves,” I responded; my feelings were slightly hurt. “Some of them are mittens.”

I do have several pairs of gloves. I have ordinary bike gloves, of course—no fingers with foam and gel palm-padding, and I also have full fingered gloves in different sizes (larger ones to allow for ordinary bike gloves or chemical warmers on the inside of the glove), and then I own several pairs of mittens in different weights and sizes. Oh, of course I also have the obligatory one pair of rarely used lobster mitts.

So, how many pairs of gloves and mittens do you own? The number will probably be in inverse proportion to the latitude of your normal riding turf. Now the question is: for that really cold ride, which is better—gloves or mittens?

Bare hands are just fine for a warm day, but bring the temperature down to near freezing and all cyclists will cover their hands. And not all of them will be wearing gloves. You just might see lobster mitts. What a great concept—hybrid gloves. They offer neither the warmth of mittens nor the dexterity of gloves. Pass.

What you will most likely see on the warm hands of the smiling cyclists will be mittens. Now *there’s* a great concept. Imagine inventing an article of clothing which allows the heat from each finger to combine with the heat of the others. How efficient! How toasty!

Sure, you have to give up a little dexterity when using mittens, but if you’re still using your Sram Red integrated shifters in January, you’ll just have to de-mitten to shift. That will be your problem. Those of us with friction shifters will keep our fingers safe from frostbite and still choose a low gear for that next hill with our mittens on.

Although the debate about which is better, gloves or mittens, will often produce more heat than those inefficient lobster mitts, the subject can also be seen as a philosophical shadow of a deeper reality. Gloves allow for individual dexterity, but mittens use cooperation to achieve success.

Now we’re talking randonneuring.

Look up the posted times for any event you rode last year. I’ll bet that most riders were within 10–15 minutes of each other, at the finish, and many were closer than that. Three cheers for individual dexterity. What if, instead, there had been only a couple, or a few finish times listed for the groups which rode together? Three cheers for cooperation.

Look at this description (definition?) of randonneuring from our own website:

Randonneuring: Randonneuring is long-distance unsupported endurance cycling. This style of riding is non-competitive in nature, and self-sufficiency is paramount. When riders participate in randonneuring events, they are part of a long tradition that goes back to the beginning of the sport of cycling in France and Italy. Friendly camaraderie, not competition, is the hallmark of randonneuring.



We are all lured by the siren call of “long-distance” and “endurance,” but I wonder if “self-sufficiency,” in American randonneuring-speak, should have the accent over “sufficiency” rather than over “self.” We don’t ride unsupported. We allow for drafting, which certainly is support; and we encourage camaraderie (or moral support). But having said that, would most of the riders who participate in our events think that RUSA riders were gloves or mittens after a long day on the bike?

Perhaps I just got off to a bad start a few years ago.

My first randonneuring event was nearly my last. After riding in a paceline with several others for a couple of hours, the route sent us into a fierce cross wind. As the line began to disintegrate, one of the riders near the self-appointed leader asked him to slow the pace to “keep the group together.” “There’ll be some sorting out in this wind,” was the reply. I drifted off of the back and finished the rest of the day alone, disappointed with randonneuring. I almost didn’t come back for the 300KM brevet.

I did come back, though. I finished the full series. But I was still disappointed with solo riding during the events. After weeks of training alone, I would have preferred company on the brevet.

On the 600KM brevet in June, I flatted in the early morning dark just after the start. Unfortunately, I had chosen to start on the tail of the pack with a few others. Perhaps the darkness or the anticipation of a long day in the saddle hid my difficulty from them. In any case, they continued ahead of me. I sweated, swatted mosquitoes, and cursed the darkness as I hurried to finish the

repairs and then rode hard to try to catch back up so that I wouldn’t have to ride the next 300+ miles alone.

I didn’t need mittens that morning, but I could have used some company. Gratefully, that evening, Dennis N. Smith RUSA 2711 waited for me at a control, and then shepherded me during the overnight hours. We continued to ride together the next day to the finish. I wouldn’t have made it without him.

King Solomon wrote: *You are better off to have a friend than to be all alone, because then you will get more enjoyment out of what you earn. If you fall, your friend can help you up. But if you fall without having a friend nearby, you are really in trouble. If you sleep alone, you won’t have anyone to keep you warm on a cold night.* (Ecclesiastes 4:9–12)

Although he was not a randonneur, King Solomon was reputed to be the wisest man on earth. I bet he wore mittens. 🧤🧤



Miles Stoneman (RUSA #5169) is the RBA for Little Egypt Randonneurs.





In Over My Head?

Organizing the VanIsle 1200

Steve Mahovlic with David Gillanders

“NO POINT IN PUTTING ON YOUR GEAR IF YOU’RE NOT going to ride at least 40K,” my wife Melissa quipped. It would be years before I would complete my first 200K, much less think of organizing the VanIsle 1200. Still, Melissa’s challenge moved me to getting serious about cycling. I do not have a great volunteer record either; since joining the BC Randonneurs in 2009, you could count on one hand the number of times I have volunteered for events. Despite my limited experience, the BC Randonneurs are willingly supporting me as organizer of the 2014 VanIsle 1200.

My desire to resurrect the VanIsle was first revealed during the Pacific Shoreline 200K, in July, 2012. I was riding in the lead trio with Ken and Rob until we had covered about 60K at which point Rob dropped back. After 70K I was falling off as well, so I started talking to Ken about organizing the 2014 VanIsle 1200. It worked.

Our pace slowed as we began to discuss this idea that I had only shared with Melissa up to this point. Now the idea was public and I was committed.

The VanIsle 1200 follows a route designed by Ken Bonner in 2006. He organized the event again in 2010. His description of the ride on the 2010 Website is understated; “The VanIsle 1200...is a low-key 1200K randonnee featuring scenic seaside vistas and west coast wilderness. Starting and finishing in Victoria, British Columbia, Canada, the route travels along the Strait of Georgia, across Vancouver Island to the former mill town of Gold River before returning to the drop-bag control at Campbell River and onwards to the northern turnaround at the logging & fishing town of Port Hardy.”

The organizing challenge of the VanIsle is how to prepare participants to travel 656K of isolated highways on

Telegraph Cove--maybe next time.





Northwest Vancouver Island. There is reasonable support available on the first 293K along the east coast from Victoria to Campbell River, but for the next 656K participants must be disciplined in their riding and able to ride 40K to 90K at a time without the opportunity for replenishing supplies. While there are small towns along the way, accommodations are scarce, except in Port Hardy. Also, due to the number of large carnivores, riders are cautioned against roadside ‘camping.’ For the last 260K, randonneurs will once again be on the populated east coast.

For more details, and to confirm the accuracy of my description, you can read riders’ reports on the BC Randonneurs’ website. For example, Bob Koen’s “The Art of Finishing Last; As Executed to Perfection on the 2010 VanIsle 1200K Brevet” appears there. In his account, Bob describes his effort, along with his unwitting accomplice Dave Gillanders, to secure a bottle of Red Bicyclet wine. You should really read the whole story.

Dave Gillanders’ VanIsle story is also worth hearing because he completed his **first** 1200 (the VanIsle) at the age of 79. As the story below makes clear, Dave had previously made several 1200K attempts, but not until the VanIsle was he able to complete the distance. Here is his story:

Dave’s first attempt at a 1200K was the PBP in 2003 at age 72. On the third night, with only 4 hours of sleep, he had cycled about 1040K. About 10K out of Mortagne au Perche, Dave’s riding companions decided he was going too slow and was finished. They tucked him into a survival bag on the side of the road, extracting a promise



North Island Preparedness

that Dave would not try and go any further. They let the air out of Dave’s tires to make sure that he would go no further and promised to send a rescue vehicle for him when they got to Mortagne au Perche.

Dave fell asleep in the bag, woke up in the dark, and noted all the bikes coming by. He heard riders talking, their white lights approaching on the left, and their red lights disappearing on the right. Dave got the bright idea of turning on the SOS signal on his helmet. He lay on the side of the road with his SOS blinking for quite some time as numerous bikes passed. At one point, two English-speaking riders had a conversation as they rode by, “Isn’t that the universal distress signal?” said one. The rider’s companion replied in the affirmative as they passed Dave, not slowing one iota.

Finally, a French rider stopped and asked if he was okay. He responded, “Not really.” Assessing the situation, the rider decided to call an ambulance. As the rider was the first person to stop after what seemed like an endless number of cyclists had passed by, Dave asked if





he had completed the PBP before. When the rider said “No,” Dave tried to insist that he carry on and finish the ride. The response again was, “No, I will stay with you until the ambulance arrives! ANY MAN WOULD DO THAT.” Every time Dave thinks of those words he gets choked up.

In 2004, Dave tried the Rocky Mountain 1200. The heat beat him in Jasper. The next year he tried the BMB and had to quit after 400K because of boils on his backside. He tried the Vanisle in 2006 and developed a strained Achilles tendon at 759K. Dave made two more attempts at PBP in 2007 (he completed 750K), and 2011 (he completed 400K).

During the 2010 VanIsle with Bob Koen, after about 750K, Dave was ready to quit. And left to his own devices, he might have. However, Bob realized that Dave was spent and suggested they have a sleep for a few hours and then see how they felt. THAT WAS THE BREAKTHROUGH. He woke up after that sleep and felt like a new man. They carried on, stopping for an occasional sleep, and finished the ride, finally!

The VanIsle route has been tweaked very little since its inception. In 2014, starting at 3am on July 14th, in Victoria, BC, randonneurs will follow the highway north. Within 15K, riders will drop into Goldstream Park for their first taste of true darkness. The reward comes at the 30K mark. They will summit the Malahat with the breaking sun. This year the route stays on the highway through the city of Duncan, the farmlands of North Cowichan and then along the waterfront past Ladysmith. The first checkpoint will be at a local randonneur’s home in Yellowpoint for a continental breakfast.

After finding their way through the Cedar farmlands, riders will traverse the waterfront of the hub city of Nanaimo. Around the 155K mark riders will find themselves on the scenic old island highway. This quieter waterfront route will take them through Parksville, Qualicum Beach, Courtenay, and this year, Comox. The route is timed to get all riders through Nanaimo in the morning hours and to Campbell River (293K—drop bag central) in daylight to enjoy the spectacular beauty





of the Island's east coast. If the tailwinds prevail, Gold River (382K—drop bags) may be where many riders take their first night's rest. Faster riders could make it back to Campbell River (472K).

North of Campbell River will be a challenge for all riders. Although the road is good, and traffic lighter, amenities are scarce. Even in summer there is little in the way of replenishment (check out the advisories on the VanIsle website). It will be the well-prepared, disciplined randonneurs who will enjoy the next 656K. The remote scenery reminds me of the Arrogant Worms song, Rocks and Trees (Google it). Participants are advised to pre-plan and pre-book their stops along the way. A guide to the points of interest is being prepared for distribution. Once riders reach Port Hardy (709K), they will have cycled Vancouver Island end to end. The task then is to simply return safely to Victoria along much of the same route, now with a different perspective.

My concern about being in over my head was for naught as a team of eager, seasoned volunteers has stepped up and our plans are rapidly coming together. Melissa and I drove the North Island in August 2013 to connect with local support. At our 2013 fall and winter meetings, the VanIsle 1200 volunteers helped sort out the details. Their enthusiasm and initiative has simplified the delegation of duties.

As we wrap up the loose ends and prepare to welcome 50 randonneurs from as far away as Japan, the United Kingdom, and South America, I am glad I stepped up to the task. Ideas are already swirling about for 2018. Perhaps a VanIsle Triple Cross 1200 that would showcase the Island's west coast of Port Renfrew, Tofino, and Gold River....I am getting ahead of myself. See you in July. 🍷



Photos: Melissa Haynes



RUSA Now Offers the K-Hound Award

By Dean F., RUSA #7560, Mike Dayton, Dan Driscoll, and Janice Chernenkoff



Increased interest in the K-Hound award, given to riders completing at least 10,000K in a calendar year, has resulted in RUSA officially assuming responsibility for it. Previously managed by Lone Star Randonneurs, the K-Hound has now been added to the official list of mileage goals that RUSA members may set for themselves.

THE RULES FOR THE NEW RUSA K-HOUND AWARD ARE simple: just rack up 10,000K of RUSA rides in a calendar year. Any RUSA ride counts, and if you go out of the country for a foreign 1200K Grand Randonnée, that will count, too, as long as you provide documentation.

The K-Hound Award is an extension of existing RUSA Distance Awards (1000K, 2000K, 3000K, 4000K, and 5000K) for RUSA members that just can't stop riding at 5000K. Earning the award is an achievable goal made easier by riding with friends. It is possible to complete 10,000K in a year by riding 200K per week, and in fact, many have earned the award while never riding more than a 200K at a time.

Interested? Set your goal today, write down a plan, ask your riding buddies to get on board and support you, and then start (or continue) riding. Here is the URL to the K-Hound website with examples of and stories about the ordinary people who have earned this award: k-hounds.blogspot.com/2013/02/the-k-hound-award-recognizes-rusa.html.

Additionally, the following stories provide more proof that the K-Hound is well within reach of almost every randonneur. You simply need to set the goal and then

have the determination to reach it. The first piece, written as an interview, shows how North Carolina rider Dean F. has accomplished his goal, again and again.... The second article explains the path of former couch potato RUSA #7560 to K-Hound-dom.

"K-Hounding: Why I'm a Repeat Offender"

What prompted you to do the first 10,000K?

I didn't wake up one day itching to become a K-Hound. I also doubt that the idea would have ever even occurred to me if not for my riding buddies. No, someone had to fetch the idea, bring it to me, and drop it at my feet. I first heard of K-hounding a few years back while on a winter ride with Mike Dayton and Bob Orr. The three of us were sitting at a table in the Benson Café on Main Street, Benson. We were casually enjoying a lunch special in the sleepy little mule capital when Mike decided to spice things up. He started by telling Bob and me a fantastic story about a group of riders in Texas on track to eclipse 10,000 RUSA kilometers for the year! The



story would have been totally believable had it featured only Dan Driscoll, but it happened to implicate maybe a half-dozen or more additional randonneurs! Imagine! Without the aid of pencil and napkin, Bob and I quickly performed the requisite calculations in our heads, confirming the same thing. We just looked at each other. Then one or both of us—I forget which—blurted out, “That’s 200K a week!” Although I followed the fascinating Texas K-hounding saga from a distance, two full years passed before the idea really landed at my feet.

It was April, 2010, when Mike revealed to me that he had accepted a personal challenge from Dan to go K-hounding. This still didn’t involve me...until Mike began to challenge me to join him. I tentatively accepted the challenge, but told Mike that I wasn’t yet ready to announce the goal publicly. Because I didn’t know exactly what the commitment entailed, I wasn’t sure whether I could do it and I didn’t want to embarrass myself. However, a small group eventually committed to the K-hound goal: Mike Dayton, Joel Lawrence, Jerry Phelps, and me. There was tremendous camaraderie. Ride updates were shared by e-mail. We were continually buoyed by each other’s progress, keeping track of official numbers on the RUSA website.

How many do you have now?

I’m now a K-Hound for the fourth consecutive year.

Do you start each year with a mileage goal, or is hitting 10,000K just a coincidence?

Although I do like to ride a lot, 10,000K is outside my normal realm. Before K-hounding, my personal best was 5000K, so my first K-hounding game plan included the obvious: more planning and more riding! Now, as a repeat offender, I consciously begin each year with a fluid plan to reach the mileage goal by mid-November. I begin the year with a monthly goal of 1000K. While the bar is admittedly high for the first few months of the year, it motivates me to ride as often as I can, knowing that I

will make up the difference beginning usually in May and then tapering off in late October.

Does hitting 10,000K require a lot of solo riding?

I’ve done very little solo riding this year, maybe as little as 1100K by myself. The RUSA Awards—in particular, the distance, “R,” and “P” awards—encourage riders to stay on the bike year-round. Consequently, I always have good company and camaraderie.

You have reached your goal doing mostly 100Ks and 200Ks.

Does that prove that the award is accessible to any rider?

I completed 10,000K this year on my 79th outing, so after doing lots of shorter rides. I have had serious discussions with a fellow rando, however, about achieving the K-Hound Award by riding 100K populaires exclusively! Just two a week! We’re betting it’s only a matter of time before someone does it!

Did you ever intend to have a streak of K-Hound awards?

Never! The biggest hurdle was imagining that I could even do 10,000K, let alone repeat it. Experience is a wonderful teacher. Most importantly, I learned not to become anxious about things beyond my control. One learns to view downtime as an opportunity to address other vital things on the docket so that when one does have the opportunity to ride it’s with an unencumbered mind and schedule.

What is the most satisfying part of keeping a streak going, year after year?

One of the fears that I had entering the challenge was the foreboding prospect that I might lose interest in cycling if the journey proved too grueling and long. Not only did it not happen, but I’m eager to begin anew each January. Plus, I’m achieving one of my most important goals: physical conditioning. My favorite response when asked, “Why do you ride?” is, “I ride so that I can ride.” But the most satisfying part of keeping the streak going is





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*— Hammer Nutrition-sponsored athlete Rich Maines
Photo : Vinh Cao*



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the opportunity to ride with old acquaintances, as well as to meet new riders and turn them into old acquaintances.

What's the hardest thing about hitting the 10,000K mark?

The hardest thing for me was overcoming the unknown, something I dealt with my inaugural year. Certainly, there is a physical challenge, and scheduling poses a challenge as well. But it is the mind that conjures up the biggest obstacles. Thankfully, while the mind is capable of imagining the entire 10,000K journey in a single moment, the more reasonable legs measure the distance one sensible pedal stroke at a time.

What's the BEST thing about achieving K-Hound status?

The best thing about hitting the goal for me is the feeling of accomplishment that comes only by committing to something that demands constant devotion in a year-long odyssey.

Do you have any words of wisdom for future K-Hounders?

Create some synergy! After deciding you want to become a K-Hound, make a game plan. A year is a long time; so let the mileage come to you, rather than chasing it. One way of doing this is to break 10,000K into smaller pieces that overlay other riding goals. Doing a monthly “R-ride” and “P-ride,” for example, satisfies just over a third of the K-Hound goal! If you add a brevet series, you’ll be slightly over half-way! Also, it’s no coincidence that the majority of North Carolina K-hounders are permanent and/or permanent populaire route owners. Thus, think about tweaking your favorite training ride, transforming it into a 100K permanent populaire. But don’t stop there. Own a 200K permanent as well. Then you can ride on a whim at times and distances that match your schedule! Other randonneurs will want to join you while achieving their own riding goals, providing camaraderie and “permission” for you to ride. Doing R-rides early in the month I find psychologically satisfying. Morning populaires leave time for plenty of competing afternoon and evening activities. If sociologists were to study

K-Hounds, they would report that a big reason that some become repeat offenders is because of the company they keep. Find yourself some “enablers.”

How hard is it to juggle/balance K-hounding with other real life work and family, and do you ever feel like you're really missing out on other things you'd prefer to be doing to achieve your goal?

Imbalance may be tolerable, say at most, for a one-year K-Hound run. But for repeaters, alignment with family, work, and other commitments is crucial. For me, riding helps me accomplish several goals beyond the attainment of awards although the latter proves to be a very nice way to track progress. Because my work obligations involve successive hours of social interaction, involving little physical activity, cycling offers an excellent counterweight. Attention to work-related matters sometimes balloons out of proportion, and I can lapse into inefficiency. A regular riding schedule helps maintain balance. The scientific literature is clear on the many physical and mental benefits of regular physical exercise. All of us feel better, are more productive, and make better colleagues, family members, and playmates when we address our physical well-being. I view K-hounding not as a self-indulgent obsession, but as a health-promoting counterweight to an active professional life!

What about K-hounding impinging on family? When I’m riding, my wife can address important matters that do not directly involve me. It has also permitted us to vacation in places where neither of us has been. While I’m off riding, she is free to do the things she enjoys: relaxing, shopping, sightseeing, and scouting prospective eateries. She reports back some of the things I might like doing post-ride.

Does K-hounding impinge on other fun things? I believe that the things we enjoy doing successfully vie for our time and attention. Doing one enjoyable thing often enables us to do other enjoyable things later with a fresh mind. Consider what must be the schedule kept by multi-billionaire, Warren Buffet. However, few





may know that Buffett's passion is playing bridge and how much time he spends at it. In 2010 on PBS, Buffett stated, "I spend twelve hours a week—a little over 10% of my waking hours—playing the game." The point is that Buffett's passion of more than twenty years has not derailed a successful business career.

While K-hounding demands time, it includes enough elements that rank it high on the list of things I enjoy doing. As a kinesthetic learner, the occasional solo ride can even turn into a productive problem-solving session. Riding also clears and sharpens my mind for tackling post-ride activities. I trust that if greater passions enter my life, they will have sufficient force to pry my hands and fingers from my handlebars. Until then, let's ride!

"Journey to K-Hound..."

This is a story about an unlikely journey to becoming a K-Hound. My name is unimportant; for the purpose of this article think of me only as #7560. If you have time to continue reading, I hope you will set your sights on capturing the elusive K-Hound in 2014.

I often hear, "Why ride 10,000K in one year for the K-Hound award," or "How did you do it?" Some ride for the thrill of victory (whatever that means), some love adventure, some have a passion for cycling, some seek the camaraderie of fellow randonneurs, and some ride to fight against that inevitable day when they will no longer be able to. My unlikely quest began a couple years ago on the couch with a story I fear is all too familiar: I'm 50, overweight, with high blood pressure, my clothes are too tight, I get frequent headaches, and a flame that had once burned brightly was now reduced to a flicker. Bear with me for a moment.

I had never heard the words "brevet" or "randonneur" nor even dreamed of conquering a century ride on bicycle. Things were dire on July 4, 2011, when a Walmart bike with two flats changed my life. Day by day, five miles at a time, the pounds slowly melted. Soon the local club

adopted me and then it became clear that the Walmart bike was unfit for road duty. Fearing a backslide to the couch, I purchased a used road bike and trainer that winter. This assured that the daily regimen continued, and 2011 became the year I upgraded from couch to bicycle. Little did I know my education had just begun.

Eager to ride with a group, I attended skills training and sought advice from local veterans. Before long the five-mile distance became twenty, then thirty then sixty miles. With each outing came jitters and doubts about venturing further. Yes, the seat hurt so I bought bike shorts, yes it was cold that winter; yes, I had several near misses; yes, someone changed my first flat and taught me to use a pump; yes, I learned group skills and how to work the wind; yes, I made a lot of mistakes...and yes, rider after rider encouraged me, corrected me, taught me and accepted me into the sport. Then from nowhere it happened.

In February, 2012, a club email circulated announcing a 200K brevet. This was a century ride exceeding my personal best by 50 miles! I recall asking a friend if I could do it, and he cautiously encouraged me to sign up. It was an opportunity to accomplish something I had never done...ride a bicycle 125 miles! In February 2012 I became RUSA #7560, completed my first century ride and more importantly, proved to myself that there was still fire in the belly. I'm well beyond trophies and bragging rights, choosing nowadays to build relationships rather than tear them down via competitive bickering. My sole purpose was conquering the couch and delaying the inevitable. After that first 200K I pondered the thought, "Could I do more?"

Cover to cover, RUSA's handbook explains a special type of endurance cycling rich in European history, based on camaraderie and self-support rather than competition. Veteran know-how fills the pages; I couldn't put it down. RUSA's personal achievement awards are brilliant, and I sensed this was my lifeline. After that first 200K I recall RBA Mark Hardwick mentioning RUSA's R12 award. Time ticked by, and one by one, the 200K's





went into the books. The journey was difficult...brutal summer heat, winds, rain, mechanicals and nutrition mistakes. With the support of other randonneurs, we pressed relentlessly toward the R12. Conditioning and confidence grew as the miles rolled by, bringing me back to the handbook wondering, "Could I tackle 300K or even the dreaded 400K?" Rider #7560 logged 3149K in 2012, earning the R12 in January 2013. Never in my life would I have dreamed this possible...never! The 200K's were all challenging, but they were basically "day rides." So far, there had been no epic twenty-four hour adventures...Little did I know what lay ahead.

January 2013 included a 200K ACP brevet as the start of a Super Randonneur series. This was familiar territory, but the real challenges lay ahead. In February, RBA Dan Driscoll and other Lone Star Randonneurs (LSR) ventured 600 miles round-trip to support a West Texas 300K, and they returned in March for an epic 400K. I'm indebted to LSR for supporting our small club; otherwise, we would have scrubbed the 400K due to weather (35F and 60mph winds)! Somehow, four LSR riders (Gary Gottlieb, Dana Pacino, Pam Wright and Dan Driscoll) and I survived a 400K nightmare creeping 7mph into a 60mph headwind. My first 400K was a total beat-down!!

With the Texas Stampede 1200K fast approaching, Dan Driscoll invited me to ride a 600K with LSR and practice the 4-hour night drill (savvy advice from a veteran). We completed LSR's 600K in April then returned to West Texas for another 600K the following weekend. What was I doing? #7560 averaged 262K per month in 2012, and now he was doing back-to-back 600K weekends!! Thankfully, RUSA's handbook featured tips like packing spare links, which overcame a chain-break on LSR's hilly 600K. Randonneuring skills are mandatory to go the distance...one must learn to sleep a few winks at night, manage nutrition setbacks, deal with harsh weather and overcome mechanicals. Confidence grew ride by ride as brevets increased in length and difficulty. Finally, I felt prepared to tackle the Texas Stampede.

Over fifty riders converged on Dallas, Texas, in May 2013. The list of riders featured a legendary "Who's Who" in RUSA. I recall shaking hands with Mark Thomas for the first time and asking about his new ride. Then there was Rick, Vinny, Hugh and other icons from Seattle. Strong riders from California, Colorado, Florida, and Canada were also present. I'm certain my rookie stripes showed, but everyone was friendly and helpful. The field was deep in experience; the kind featured in *American Randonneur*. I was nervous before the 1200K, but LSR had toughened me up and they were right there for support. Four days later, nursing a painful Achilles, wind burned, suffering nutrition-bonk and running on fumes, #7560 crossed the finish. It was nothing short of a miracle! Good friend and accomplished rider, Dex Tooke, inspired me and greeted me at the Stampede finish line. My mileage after Stampede was 4117K; I was tired and badly needed a recovery.

A few weeks later Dan Driscoll asked about my goals for 2013 and said, "Heck, you can earn K-Hound...Get 'er Done!" Honestly, I had never considered K-Hound until Dan dropped the challenge. Thinking I was lucky just to be close, I took the calendar and started planning. 200K per week for the rest of the year would do it.

Dan's words, "Get 'er Done," resonated over and over as I completed 200K-300K weekly for the next several months. There's no avoiding it, motivation and commitment are prerequisites for the K-Hound challenge. I didn't want to let Dan down but more importantly, I fear the day when I will no longer be able to do these rides. During my quest, I rode a 100K permanent on a rental bike one time. Many times I rode solo 200K's at 04:00 to beat the Texas heat. But every time it was fun. And it was always more enjoyable with group camaraderie. In September LSR hosted a 400K nicknamed PBBP starting in Paris (Paris, TX, USA, that is). Craig Matthews came over from Houston, and we enjoyed the hill climbs and scenery crossing into Oklahoma. After PBBP, #7560 had 7956K in the books...right on track.





In November 2013 it seemed proper to finish the K-Hound on the Alley Oop 200K, the same brevet as my first RUSA ride. November 9, 2013 marks the day #7560 graduated from couch to K-Hound, and I consider it a miracle! The journey included many randonneurs and randoneuses whose friendship I'll cherish forever. We struggled together, helped each other, shared and laughed together, and we bonded as comrades just the way the elders intended. To those I rode with...thank you for accepting me into the sport. Life's accomplishments are possible only because others teach, challenge and encourage us, so I wish to thank all who helped me reach this goal.

So it is that #7560 went from couch potato to K-Hound in twenty-eight months, and really, I'm nobody special. *I firmly believe anyone can do it.* The journey is long and difficult at times; there will be obstacles to overcome, and it requires relentless determination. Capturing a K-Hound is one of randonneuring's toughest achievements....2014 is a new year. Get 'er Done !!

Safe journeys. I look forward to the day when our trails cross. 🍷

RUSA #7560

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RUSA Board Elects 2014 Officers

RUSA's governing body is pleased to announce the list of officers for 2014. The election was held during a board meeting on Jan. 8:

PRESIDENT — MIKE DAYTON. A North Carolina randonneur, Dayton was re-elected as RUSA's president.

VICE PRESIDENT — ROB HAWKS. Hawks, the RBA for the San Francisco region, was re-elected as vice-president.

TREASURER — ERIC VIGOREN. Vigoren, an SIR member, was re-elected as treasurer, a position he has held for several years.

SECRETARY — LYNNE FITZSIMMONS. Fitzsimmons, a member of Oregon Randonneurs, replaces Bill Beck as RUSA's secretary.

The board is comprised of Beck, Dayton, Fitzsimmons, Hawks, Spencer Klaassen (RBA Liaison), Mark Thomas, and Vigoren.

The board extends its sincere appreciation to departing Board members John Lee Ellis and Lois Springsteen for their many years of service to RUSA.



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2013 American Randonneur Award

John Lee Ellis

John Lee Ellis has been the Colorado RBA since RUSA's founding in 1998, and for years he has served as the RBA-Liaison on RUSA's Board, representing the interests of RBA volunteers across the country. If you're an RBA and ever found yourself in need of guidance, chances are you turned to John Lee Ellis for his expert advice. He has played a vital role in formalizing our RBA procedures and in writing the 1200K Organizer's Guide.

John Lee has carried out all of his many volunteer roles with enthusiasm, and he is often the first to pitch in on new projects. RUSA has been fortunate to have his counsel over the years, and we are pleased to honor him with the 2013 American Randonneur Award. The award is given to one of our members who has made significant and outstanding contributions to randonneuring in the United States.

Of course, John Lee is a consummate rider. He has completed PBP four times and other 1200Ks as well, including Boston-Montreal-Boston, Alaska's Big Wild Ride, and two events that start in Colorado. Yes, John Lee's many contributions to American randonneuring include his organization of two 1200K events. Since 2001, riders have braved the unpredictable weather of eastern Colorado and Kansas on the Colorado Last Chance Randonnée. The terrain is not extraordinarily difficult (although not quite flat either), but wind, temperature extremes, and storms nearly always provide a challenge. But it's a challenge tempered by the great camaraderie that John Lee encourages.

Not content with one great 1200km event, in 2011 John Lee established a second grand randonnée -- the Colorado High Country 1200. (In 2012, he even offered both in the same year!). The CHC1200 showcases spectacular mountain scenery in Colorado and Wyoming, reaching elevations above 10,000 feet. Wildlife sightings, including impressive moose, enhance the fascinating geography. (A wonderful exploration of the route can be read at home.com-cast.net/~chego1/CHC1200/chc1200.html).

Spencer Klaassen, who took over from John Lee as the RBA-L, offered this account of his first on-the-bike encounter with John Lee:

Travel back in time to 2005 and my very first 1200K. I am outside the hotel ready to head towards Kansas and back on the Last Chance 1200. I am as nervous I have ever been as I head out into the night with a few other riders. Soon, I am off the back from the main pack. An unknown rider comes up to me and we start to chat. Soon I learn this is the organizer (JLE). I don't remember exactly what we talked about but my anxiety dropped and I really started to enjoy



John Lee Ellis at 2008
Cascade 1200K Randonnée.

the pre-dawn day. Our riding was in synch as we went up and down the rollers of the area.

Time passed and when the sun first came up, I think both of us were a little shocked. Me, by the beautiful green DeRosa that John Lee was riding, and he by the fact that I was riding a fixed wheel Bianchi. We have done many rides together since this time but we have not spent as much time riding side by side. This has not diminished our friendship, he with his warm and friendly smile, and me with my bad habit of riding fixed. What I gained most from the encounter is that randonneuring is not a sprint but a marathon. During the marathon, it is not against the rules to talk to a novice, calm his nerves, and help him enjoy this style of riding.

Here's another 1200K story from Jennifer Wise, RUSA #1:

John Lee Ellis was one of only 15 people to finish the very first BMB 1200K in 1988. He found his niche. He enjoys long distance cycling and is good at it. He made an impression on BMB founders Charlie Lamb and Hauke Kite Powell, for being gutsy, quietly confident and genuinely personable.

Not long after that, John Lee came to Newport, to talk with Pierce and me about entering the Race Across America (RAAM). We were both struck by his friendly demeanor, his lack of ego, and his strong cycling abilities. In 1991, John Lee entered RAAM, and while he was physically capable of finishing the ultra-long distance cycling event, his crew was not. John Lee was devastated about not finishing, but never uttered one word of criticism about his crew. The only thing he ever said was that he was heartbroken. The mark of a true gentleman is to be gracious, and treat triumph and disaster just the same. I've known John Lee a long time, and never heard him say a bad word about anyone. He is trustworthy, reliable, considerate and capable. John Lee is a fine person, a good friend and an excellent ambassador for Randonneurs USA and the sport of randonneuring. What a gentleman.

Randonneurs USA congratulates John Lee Ellis for his many years of dedicated service to our organization and our sport.



K-Hounds



The K-Hound Award honors RUSA members who accumulate at least 10,000KM during a calendar year.

What events qualify?

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

RUSA congratulates these 2013 recipients.

RUSA#	Name	Club Code	RUSA#	Name	Club Code
	Jan Acuff	Seattle, WA		Michael A Hogan	Raleigh, NC
	Charles J Adams	Midland, TX		Patrick A Horchoff	River Ridge, LA
	Jacob Anderson	Virginia Beach, VA		Kerin Huber	Pasadena, CA
	Debra C. Banks	Sacramento, CA		Hugh Kimball	Seattle, WA
	Becky Berka	Dublin, CA		Spencer Klaassen	Saint Joseph, MO
	Roland Bevan	Ben Lomond, CA		Joe Kratovil	Hillsborough, NJ
	D Rick Blacker	Olympia, WA		Joel Lawrence	High Point, NC
	H Edward Boltz	Fulton, NY		Audunn Ludviksson	Seattle, WA
	Michele Brougher	St Louis Park, MN		Ronald Malinauskas	Chesapeake, VA
	Drew Carlson	Davis, CA		Vincent Muoneke	Federal Way, WA
	Patrick Chin-Hong	Forest Hills, NY		William Olsen	Califon, NJ
	Steve Davis	Auburn, WA		Dana A Pacino	Aledo, TX
	Kelly DeBoer	San Marcos, CA		John Pearch	Olympia, WA
	Dan Driscoll	Arlington, TX		Daniel A Schaaf	Rowlett, TX
	John Lee Ellis	Lafayette, CO		Paul G Shapiro	Princeton Junction, NJ
	Mary J Florian	Lumberton, NC		Andy Speier	Seattle, WA
	Dean Furbish	Raleigh, NC		Sharon Stevens	Richardson, TX
	Gary P Gottlieb	Aledo, TX		Karel Stroethoff	Missoula, MT
	Kitty Goursolle	San Ramon, CA		Geoff Swarts	Mercer Island, WA
	John Guzik	Sunnyvale, CA		Mark Thomas	Redmond, WA
	Stephen D Haas	Alameda, CA		W David Thompson	New Smyrna Beach, FL
	Tom Haggerty	San Francisco, CA		Vickie Tyer	Grandview, TX
	Stephen Hazelton	Garland, TX		Pamela Wright	Fort Worth, TX





Are you a K-Hound?



Visit the RUSA Souvenirs Store at www.rusa.org. Click "Online Store." Start your shopping.



RUSA Awards

R-12 Award Recipients

The R-12 Award is earned by riding a 200K (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

- Any event on the RUSA calendar of 200K or longer.
- Foreign ACP-sanctioned brevets and team events (Flèches), Paris-Brest-Paris, and RM-sanctioned events of 1200K 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
10/20/13	Sol Ameen [3]	Mount Shasta, CA
10/21/13	Linda Bott [6]	Ventura, CA
10/21/13	Anita Olszyk	Lacey, WA
10/21/13	Dennis J Pinner	Gainesville, FL
10/22/13	Mark Vinette [7]	Bethesda, MD
10/27/13	Matthew Farrell [3]	Wernersville, PA
10/28/13	Jan Acuff [2]	Seattle, WA
10/28/13	Luis Vargas [3]	Davie, FL
10/29/13	Donald Jagel [4]	Germansville, PA
10/29/13	Mike Shaw	Oceanside, CA
11/1/13	Jeff Bauer [4]	Nashville, TN
11/2/13	Ken Lanteigne	Columbus, IN
11/4/13	Jacob Anderson [2]	Virginia Beach, VA
11/4/13	Corey Thompson [3]	Olympia, WA
11/6/13	Jack Nicholson [2]	Arnold, MD
11/9/13	Stuart Keith Sutton [5]	Virginia Beach, VA
11/10/13	Ronald Malinauskas [4]	Chesapeake, VA
11/11/13	Jeff A Dilcher	Atlanta, GA
11/11/13	Scot Rosburg	Ft Lauderdale, FL
11/11/13	Alan J. Tolkoff	West Hills, CA
11/14/13	Brent W Weathered	Poquoson, VA
11/16/13	Emma Dixon	Sunnyvale, CA
11/16/13	Jonathan Dixon	Sunnyvale, CA
11/18/13	Clint Provenza [5]	Millersville, MD

Approved	Name	City, State
11/18/13	W Thomas Reeder [8]	Alexandria, VA
11/19/13	Robert D Bergeron [2]	Raleigh, NC
11/19/13	Elizabeth Hadfield	Fort Lauderdale, FL
11/19/13	Michael A Hogan [3]	Raleigh, NC
11/21/13	Charles A Badger [2]	Orlando, FL
11/21/13	Michael J. Beckham	Gainesville, FL
11/21/13	Kimber Guzik [3]	Sunnyvale, CA
11/22/13	Ward Beebe [7]	Oak Harbor, WA
11/23/13	David Beckstead [2]	Port Orchard, WA
11/23/13	Bill Glass	Nashville, TN
11/25/13	Erin Laine	New Orleans, LA
12/1/13	Charles White [4]	Marysville, WA
12/1/13	Kathy White [2]	Marysville, WA
12/2/13	Chad W Freeze [3]	San Angelo, TX
12/2/13	Spencer Klaassen [8]	Saint Joseph, MO
12/2/13	Aaron K Wong	San Francisco, CA
12/3/13	Ian Page Hands [3]	Raleigh, NC
12/3/13	Alan M Johnson [4]	Morrisville, NC
12/3/13	Les Medlin [2]	San Diego, CA
12/3/13	Thomas Verniere	San Francisco, CA
12/4/13	R Scott Cone	Severna Park, MD



Approved	Name	City, State
12/5/13	Stephen Hazelton [4]	Garland, TX
12/5/13	Kenneth Ward [2]	Kent, WA
12/6/13	Brian R McGuire	Phoenix, AZ
12/7/13	Alex Plumb [3]	Alameda, CA
12/8/13	Clyde Butt [4]	San Jose, CA
12/8/13	Craig Mathews [6]	The Woodlands, TX
12/9/13	H Edward Boltz [3]	Fulton, NY
12/9/13	Peter W Dusel [3]	Ontario, NY
12/10/13	Martin Meyer	Oakland, CA
12/11/13	Steve Davis [4]	Auburn, WA
12/12/13	Steven Elliott [4]	San Diego, CA
12/14/13	Albin T Moore	Leavenworth, WA
12/16/13	Ryan Thompson	Graton, CA
12/17/13	Neil Fleming [4]	Atlanta, GA
12/17/13	George D Hoover	Pioneer, CA
12/18/13	Scott A Farrell	Newport News, VA
12/19/13	Ann K Klein	Oakland, CA
12/20/13	Fred Hunley [4]	Midland, TX
12/21/13	Kitty Goursole [5]	San Ramon, CA
12/22/13	Patrick A Donovan [6]	Orange Park, FL
12/22/13	Thomas Lee Droege	Durham, NC
12/22/13	Stephen E Hahn	Millersville, MD
12/23/13	Theresa A Furnari [4]	Baltimore, MD
12/23/13	Bruce A Ivy	Seminole, FL
12/24/13	John Ende	Asheville, NC
12/24/13	Jason Hansen	Seattle, WA
12/25/13	Kerin Huber [3]	Pasadena, CA
12/25/13	Roger Peskett [2]	Tucson, AZ
12/26/13	Bob Bingham [4]	Graham, NC
12/29/13	Chip Adams [6]	Severna Park, MD
12/29/13	David Harris [2]	Nashville, TN
12/29/13	Greg Kline [3]	Balboa, CA
12/29/13	Stacy Kline [3]	Balboa, CA
12/31/13	Rob Hawks [5]	Richmond, CA
12/31/13	Yogy Namara	San Jose, CA
1/1/14	Tom Haggerty [2]	San Francisco, CA
1/2/14	Drew Carlson [2]	Davis, CA
1/2/14	Dean Furbish [7]	Raleigh, NC
1/2/14	Gary P Gottlieb [9]	Aledo, TX

Approved	Name	City, State
1/2/14	Peter Hoff [6]	Boulder, CO
1/3/14	Becky Berka [5]	Dublin, CA
1/3/14	Janet Bodine [3]	Millersville, MD
1/3/14	Mark Thomas [7]	Redmond, WA
1/4/14	Nicholas Bull [8]	Arlington, VA
1/4/14	Willy Nevin [8]	Pacifica, CA
1/6/14	Edward M Bennett	Geneva, FL
1/6/14	John Zenter [2]	Hanover, MD
1/7/14	Daniel A Schaaf [6]	Rowlett, TX
1/8/14	Curtis B Hunter [2]	Alexandria, VA
1/10/14	Juliayn Clancy Coleman [2]	San Francisco, CA
1/10/14	John Pearch [4]	Olympia, WA
1/11/14	Ken Johnson [3]	Sacramento, CA
1/12/14	Bryan Rierson [4]	Garner, NC
1/13/14	Phillip Kingsbury	Wantagh, NY
1/13/14	Tim Lucas [4]	Wilson, NC
1/14/14	Jonathan Levitt [5]	Bronx, NY
1/14/14	Thomas McHenry	Pasadena, CA
1/14/14	Thomas McHenry [2]	Pasadena, CA
1/14/14	Paul G Shapiro [5]	Princeton Junction, NJ
1/14/14	Joseph G Voelkel	Fairport, NY
1/15/14	Paul H Selden	Portage, MI

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RUSA Awards

P-12 Award Recipients

The P-12 Award is earned by riding a sub-200K 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

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

Approved	Name	City, State
10/27/13	Kitty Goursolle [2]	San Ramon, CA
10/27/13	Robert Riggs [3]	Houston, TX
10/30/13	Chris Gescheidle	Richardson, TX
11/4/13	Shan Perera [3]	Seattle, WA
11/7/13	Bob Bingham	Graham, NC
11/11/13	Michael J Dayton	Raleigh, NC
11/19/13	Robert D Bergeron	Raleigh, NC
11/25/13	Erin Laine [3]	New Orleans, LA
12/1/13	Steven T Graves [3]	Gretna, LA
12/1/13	Brent W Weathered	Poquoson, VA
12/2/13	Gloria Munson [4]	Grand Prairie, TX
12/4/13	Alan Woods	Portland, OR
12/7/13	Dean Furbish [4]	Raleigh, NC
12/10/13	William Dennen [2]	Leesburg, VA
12/15/13	Martin Shipp [2]	Raleigh, NC

Approved	Name	City, State
12/17/13	Chad W Freeze [3]	San Angelo, TX
12/17/13	Stephen D Haas	Alameda, CA
12/20/13	William Beck [2]	Woodbine, MD
12/24/13	Jason Hansen	Seattle, WA
12/28/13	David Beckstead	Port Orchard, WA
1/1/14	Joe Kratovil [3]	Hillsborough, NJ
1/2/14	Gary P Gottlieb [3]	Aledo, TX
1/2/14	Craig Hablewitz	Fort Myers, FL
1/3/14	Becky Berka	Dublin, CA
1/10/14	Mark Peterson	Mountlake Terrace, WA
1/11/14	Ken Johnson [2]	Sacramento, CA
1/12/14	Alan Bell [3]	Seatac, WA
1/13/14	Vickie Backman	San Luis Obispo, CA
1/13/14	Michael OConnor	Durham, NC





RUSA Cup Recipients

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

Riders must complete:

- A 200K, 300K, 400K, 600K, and 1000K brevet
- A 1200K or longer grand randonné
- A RUSA team event (dart, dart populaire, arrow, or flèches-USA)
- A populaire
- Any other calendared event—including populaires—to achieve the required 5000 km.

RUSA congratulates the recipients of this prestigious award.

Approved	Name	City, State
2013/05/01	Debra C. Banks	Sacramento, CA
2013/05/01	Wallace J Bigler	Houston, TX
2013/05/01	Tom Haggerty	San Francisco, CA
2013/05/01	Kerin Huber	Pasadena, CA
2013/05/01	George Winkert	Highland, MD
2013/05/01	Pamela Wright	Fort Worth, TX
2013/06/24	Clyde Butt	San Jose, CA
2013/06/24	Jason Pierce	Oakland, CA
2013/06/24	Alex Plumb	Alameda, CA
2013/06/28	Joe Llona [2]	Lynnwood, WA
2013/06/28	Todd Sahl	Seattle, WA
2013/07/21	Kitty Goursolle	San Ramon, CA
2013/07/21	Lois Springsteen	Santa Cruz, CA
2013/08/08	Ian Shopland [2]	Olympia, WA
2013/08/15	Stephen D Haas	Alameda, CA
2013/08/15	Theodore Roffe	Portland, OR
2013/08/18	Gary P Gottlieb	Aledo, TX
2013/09/07	John Peach [2]	Olympia, WA
2013/09/11	Glenn M Seager	Minneapolis, MN
2013/09/14	Vidas Placiakis	Walnut Creek, CA
2013/09/20	Ward Beebe [2]	Oak Harbor, WA
2013/09/20	Mark Thomas [6]	Redmond, WA
2013/10/12	Chip Adams	Severna Park, MD
2013/10/12	Timothy Argo	Sharonville, OH

Approved	Name	City, State
2013/10/12	Patrick Chin-Hong	Forest Hills, NY
2013/10/12	Bryan Rierson	Garner, NC
2013/11/16	Gintautas Budvytis	Castro Valley, CA
2013/12/07	Roland Bevan [2]	Ben Lomond, CA
2013/12/15	Charles J Adams	Midland, TX
2013/12/15	Jeff Newberry	Austin, TX
2013/12/15	Dana A Pacino	Aledo, TX



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The 1200K Connoisseur

John Lee Ellis

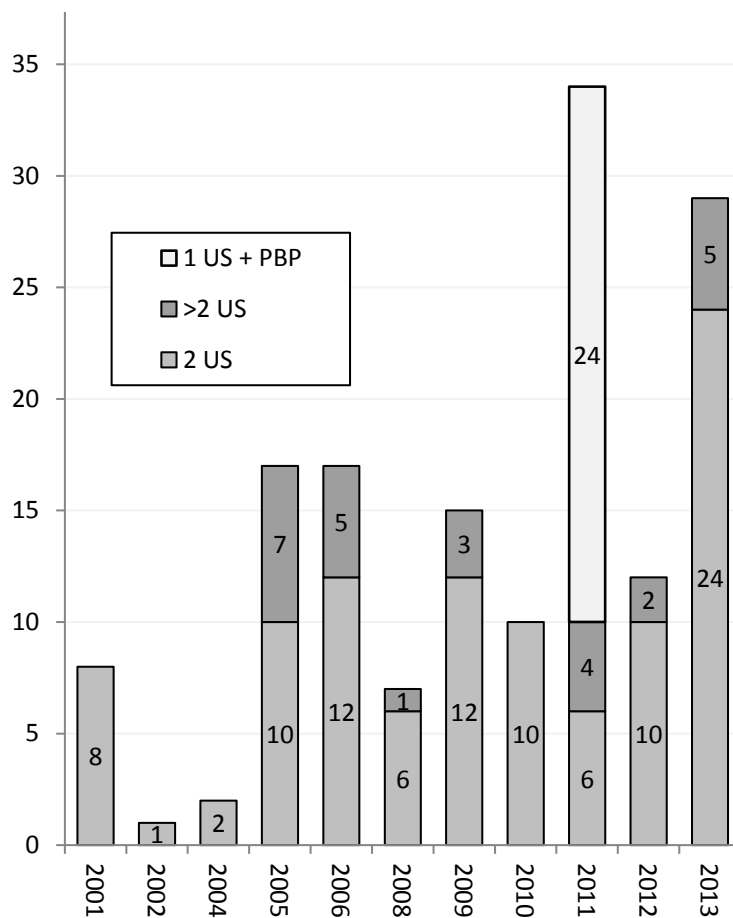
Finishing a 1200K Grand Randonnée is a big deal. So what would it be like to ride two or more in a single season? And who would want to do that?

I ASKED THREE OF OUR MEMBERS WHO RODE MULTIPLE 1200K's in 2013. **Deb Banks** started her rando career in Boulder, and now rides with the San Francisco Randonneurs in California, where she also founded a saddle company. **Bill Olsen** explains, "My claim to fame is riding all North (and South) American 1200's offered in 2013, but one could say that I (as well as many others) did the same several previous years when the pickin's were slimmer." **Pam Wright** is a perennial K-Hound and once Double K-Hound and rides with the Lone Star Randonneurs.

For Deb and Pam, this was their first multi-1200K year. Bill's first was 2005. You'll find the common thread running through their stories is not elite athleticism, but being seasoned, smart, enthusiastic, and having sociability and a smile.

A Bit of History

In earlier days of US randonneuring, riders might pound themselves into shape every four years to ride Paris-Brest-Paris (PBP) or Boston-Montréal-Boston (BMB). The big overachievers might strive to ride a 1200K each year. After their 1200K's, riders would describe their elation, their aches and pains, extended recovery periods,



and for some of them, the waiting until next season to unpack their bikes.

Then in 1997, Réal Préfontaine from Alberta, president of Randonneurs Mondiaux at the time, wagered he could finish *two* 1200K's in one season. He rode the only two 1200K's in the world that year: BMB and the BC Randonneurs' Rocky Mountain 1200. His success led to the Can-Am Award, challenging riders to this day. It was only the beginning....



In 2001, eight RUSA members rode two of the US 1200K's (the Gold Rush Randonnée, BMB, and Colorado Last Chance were on offer). In 2005, three riders finished all four US 1200K's presented. This past year, twenty-nine riders finished two or more US 1200K's, including two who rode all seven plus international events!

RUSA members who complete more than one US 1200K in a season are eligible for the American Randonneur Challenge award.

The charted statistics understate the multi-1200K mania a bit as they only include US events and PBP. 2011 was the first year that non-PBP 1200K's were allowed in a PBP year. Many of our members rode PBP as usual, and some of them also tacked on US 1200K's.

29 Randonneurs rode two or more US 1200k's in 2013

AKBARIAN, Hamid	2	JAGEL, Donald	2
ANDERSEN, Carl	2	KNOBLAUCH, Tom	2
BANKS, Debra C.	2	KNUTSON, Ken	2
BLACKER, D Rick	2	LAWRENCE, Joel	2
BOLTZ, H Edward	2	LUCAS, Tim	2
BONNER, Kenneth R	2	MASON, Tim	2
CARLSON, Drew	2	MUONEKE, Vincent	5
DRISCOLL, Dan	3	OLSEN, Mark W	4
ELLIS, John Lee	2	OLSEN, William	7
FISCHER, William	2	ROFFE, Theodore	2
FOX, Michael	2	SMITH, Vernon M	2
HENNIGHAUSEN, Lothar	2	SPARKS, Gary	2
HIMSCHOOT, Ron	2	THOMAS, Mark	3
HOOVER, George D	2	THOMPSON, W David	2
		WRIGHT, Pamela	2

Deb Banks

Sacramento, CA

Why/when did you first think of doing more than one 1200K?—
My season last year was crazy. I had no intention of riding two 1200K's, two full series, a 1000K and an

attempt at an international 1200K. I think I am an opportunistic brevet-er.

I have a yearly wall calendar and I put on it all of the rides offered by the four rando clubs in the greater Bay Area—SFR, SC, DBC and SRCC. Then I add a few 1200Ks and California double centuries and I go from there. Almost every weekend has at least one ride starting in January. We have a plethora of riding choices out here. It's fabulous.



JLE, Deb Banks and Drew Carlson at the Big Wild Ride finish. Photo: JLE

I did target LEL last year, and got in (!) when the lottery opened up. As the season progressed, I also got a call from Dan Driscoll who nudged me into riding the Stampede. I had DNF'd it a few years ago due to my mom's illness, but this year, I had no reason not to go. So I did and had a GREAT time! It was a wild ride, and I ended up getting to know quite a few randos. It was fantastic. That was May.

LEL was in July, but I ended up not going due to schedule conflicts. That left a hole in the summer and so, on a whim, I decided to go to Alaska. A group of folks





I knew would be there and that sounded like fun. And it was.

Then, another SFR rando pal told me I needed to get the RUSA cup and the only way I could do that was to ride SIR's Crater Lake 1000K ten days after returning from Alaska. Lucky for me, I have great flexibility in my schedule. So, by early August, I had completed all of that. My last 1200K, was Sydney—Melbourne, and I decided to join in on that after being in Europe with my Australian distributor. I could do the ride and then do some work. Bonus! Unfortunately, it ended in a DNF, I had cracked ribs prior to the ride and I just didn't heal up enough.

Did it seem like a big jump from prior achievements, or continuing the theme of lots of riding?—This was huge jump! I hadn't done a 1200K since PBP2011, although I was a K-hound in 2012. I had failed on the Miglia in 2012, and I wanted to prove to myself that I could still ride a 1200K successfully. I'm one of the oldest women in the US in the sport actively pursuing 1200K's and everyday I think my days are numbered...

Regarding logistical and scheduling challenges, which is harder, riding or getting to the ride?—Getting to the ride is always harder. There's a ton to do, and I would be crazy to tell you I have it down. I watch and learn from my friends all the time about what they are doing and what works for them.

What were the training and recovery challenges?—I was fortunate to stay in pretty good shape all season, so I didn't have to ramp up too much from one long event to the next. I don't know how the SIR boys do it—Mark [Thomas], Vinnie [Muoneke] and Rick [Blacker]—they ride back to back 1200Ks. I get tired. Physically, yes, but more so, mentally. I just really want and need a break from ramping up a campaign for a long event. And the season is long. Mine started on January 1st and it just ended on Thanksgiving. I may need to rethink “the season” piece. I think there might be a time when there is no season. I'm now always in 200K shape. But I wouldn't mind always being in 300K shape.

Since this was your first multi-1200K year, I think, are you hooked? Would you do it again?—I'd like to be telling you no way—I am never riding another season like this one. I think this season was awesome and if I am ever able to have another season like this one, I'll be thrilled. Having said that, I just laid out next season's ride possibilities... and the list has at least sixty events on it, starting with a 200K on January 1st (the Davis Bike Club's “First Chance 200K”). I have already circled three 1200Ks for next year and a mixed terrain series and other long distance dirt rides that I'd really like to do. But we'll see how it shakes out. The best part is riding with so many great people. This community has given me a ton and I am really glad to be a part of it.

Do you have any interesting stories or thoughts from your season?—I will say that one of the best rides of the year was one of the hardest—the Vegas to LA 600K put on by Willy Hunt. There was only a handful of us, and the weather was wild and we were out in the middle of the California desert. I had a rough day one but completed the ride, and given all the craziness that went on during the ride, it was one of the most memorable rides of the season. The SIR Crater Lake 1000K was another highlight. I rode with a posse of rando pals from SFR the entire ride and just had so much fun with everyone. Stunning scenery and great people make for great rides! Just ask any of us who were in Alaska together. In the end, that's what makes it all oh so worthwhile.

Hmmm, I guess I am hooked.

Bill Olsen

Califon, NJ

My claim to fame is riding all North (and South) American 1200's offered in 2013, but then one could say I (as well as many others) did the same several previous years when the pickin's were slimmer.

When and why did you first think of doing more than one 1200K?—It was probably by accident. My first year of





randonneuring began with completing the NJ Brevet Series to meet the qualifications to ride BMB that August with my brother, Mark. Coincidentally, I needed to make a business trip to London in July and noticed that LEL was being held that year the week after my meetings. Since there was no prequalification for LEL, it made sense to use that ride as a “break-in” ride to see what I

the 400K and 600K, and LEL’s 1400K and BMB’s 1200K. I mistakenly listened to the locals “brag” about how hard the longer events were. However, once I rode the 400K and learned from some of my mistakes on my first 600K, I found that the time allowed to ride brevets was really quite generous, even for a slow rider such as I am, as long as one continues to remember that the clock is always ticking.



Bill Olsen at Last Chance finish.

For LEL, I “befriended” several very gracious riders who pretty much rode my pace and we had a great time. I especially enjoyed the time allowance for the 1400K event that balanced the time across the entire event rather than the “front-loaded” 40/60-hour arrangement of BMB.

When I eventually met my brother to ride BMB in August I was an “old hat” having ridden LEL with LOTS of time in the bank when I finished.

Regarding logistical and scheduling challenges, which is harder, riding or getting to the ride?—The hardest part of riding (pretty much ANY brevet) is getting spousal permission to get in an event. The next challenge is getting in one’s entry prior to the event becoming overbooked. Fortunately there are a lot more opportunities to ride, so it is not quite so bad as it used to be when fewer events were offered. (THANKS TO THE HARD WORK OF THE RUSA ORGANIZERS, RBA’S AND VOLUNTEERS!!!) When I began randonneuring, there wasn’t much of a problem getting “permission” to ride brevets as there weren’t a lot of offerings...just a couple of 200’s and 300’s, a 400, 600, and a 1000 and 1200, or two. As I expanded my riding schedule from the limited brevet offerings of the NJ area to include the DC brevets and later the PA, and ROMA [Virginia] series, my wife “allowed” me to ride only one brevet per month, so I began to look for every 1000 and 1200 I could find to maximize my riding for that month. She eventually acquiesced to two brevets per month, allowing me to get in the PA R-12 ride each month, along with another “required” brevet.

might need to change when I rode BMB a month later.

Did it seem like a big jump from prior achievements, or continuing the theme of lots of riding?—I am not a fast rider, but I do enjoy the satisfaction of “covering lots of ground with very little effort” that cycling provides. I had previously done quite a bit of long-distance, light touring, so the randonneuring appealed to me with the opportunity to doing “scheduled” rides of 400, 600, 1000 and 1200K. I had done a lot of centuries and double centuries so the 200 and 300 events that I needed to ride that first year didn’t really faze me, but I wasn’t sure about

For 2013, I might have pushed things a little too far when I decided to “ask for forgiveness, after the fact” rather than “seeking permission” but I’m not sure that



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I'LL EVER have the opportunity to get in eight grand randonnees in a six-month period again. I'll still get my riding in, but it will probably be through a lot more permanents rather than organized brevets.

What are the training and recovery challenges?—My randonneuring training consists of my daily commute to work. On most days I do a bi-modal commute of riding one of my folding bikes nine miles from my house to the local train station where I fold my bike and ride the train for an hour, get off, unfold my bike and ride the remaining 6 miles to my office. I do the reverse in the evening so just by commuting to work I manage to get in an easy 30 miles of riding each day.

When I was doing the longer rides, my recovery required that I commute to work via my car to save the time I would normally spend biking to and from work. This allowed me to stay at work longer to catch up both at work and at home. With all the time spent away at rides this last year, it was pretty much triage both at work and at home, and I had no time to ride between the 1200Ks. So, over the course of the summer, my riding and training was pretty much limited to riding the 1200Ks. I'd have to admit that my fitness suffered as I progressed through the season, and it was a good thing that I had all of my fellow randonneurs to ride with, ESPECIALLY my brother Mark, to pull my sorry ass through to the finish line of all the events.

What does the future hold?—For the coming season I'm looking to get in the same mileage but trying to do it in distances a little shorter than a single 1200K every two to three weeks.

In my case I'd be happy if I could get one or two 1000s or 1200s in during a season, let alone eight! For me, 2013 was the "Perfect Storm" as far as 1200s go. I was truly blessed!

Pam Wright

Fort Worth, TX

What caused you to go for two 1200K's this year? Was this the plan up front or as the season developed?—Oh lord, I WISH I had a plan! I think my real answer is because they were there and what if they weren't next year? I live by a couple of mantras and one is from the great Kris Kristofferson, "I'd rather be sorry for something I did, than for something that I didn't do," and I don't want to miss out. Things clicked and I got to ride both Stampede and Big Wild Ride this year and both were very different, but the one thing they had in common was the miles I got to ride with all my buddies (and boyfriend, Dan Driscoll) that kept me getting back on the saddle each morning.

Naively, I really thought my years of K-Hounding gave me as good a base as I was going to get, so why not. Stampede was always my plan. However, although Big Wild Ride was in the back of my mind for a few months,



Pam Wright on Big Wild Ride. Photo: Dan Driscoll

it didn't really gel until about a month before the event, so my second 1200K actually felt a bit spontaneous. Heck, I was more focused on the budget and logistics than I was anything else for BWR and THAT was the most naive I've been in a long time.

What were the training and conditioning challenges?—I am proof positive you don't have to be the strongest or fastest to not just ride, but actually enjoy a 1200K, and being stubborn (or stupid) sure doesn't hurt. Work keeps me





off workouts for a couple months each year because I work seven days a week, usually eighteen hours per day, and in the months prior to that, we work six days a week. Stampede had lots of highs and lows for sure, but somehow the group wouldn't let me go, even when I would try to sneak off the back! And what a fantasy come to life!!! So many old and new friends, so many of them legends, and all of them committed to a great ride. So, "training" for that one was just ride the bike until I couldn't ride any more, then do it again the next day and the next week. I did absolutely no formal training for those two months; instead I just did a LOT of miles. For BWR, it was more about going into it rested and training in the hills...yes...Texas has hills!

"I'd rather be sorry for something I did, than for something that I didn't do," and I don't want to miss out."

Still, climbing Thompson Pass with a fully-loaded bike took its toll on my Achilles and it took every trick in the book to sometimes keep pedaling those four days. So, it's true what they say about riding the bike you're going to ride on the ride. I should've put more weight on my bike those weeks before BWR, but it was pretty last-minute.

Was the second 1200K tougher or easier?—DIFFERENT! As everyone knows, this game is so mental. Now my body parts would disagree lots of times, but the fact is, my mind talks my body into doing insane things. Dan will hear me talking to body parts while I play "let's make a deal." And I can be quite the deal-maker! So, from the mental standpoint, every 1200K is a little smoother (can't make myself say easier when it comes to a 1200K!). The brain knows what to expect day three (usually my hardest day), knows the lows will pass, and knows a control is coming. Best of all, I think that doing two 1200Ks back-to-back helped remove some of the angst away regarding the prep. You can overthink things only so much. Doing two this summer made it a little more routine. The

packing became more "normal" and less stressful. Great BWR weather helped my packing a LOT.

As a K-hound and double-K-hound, did you feel this was a big departure from previous seasons, or just a variation on the theme of riding a lot?—Probably just a variation on the theme. Lots of miles. Riding with friends. Celebrating living. If it wasn't BWR, it would've been something else. I've already forgotten what "plan B" was for the summer! Once I committed money and time to BWR, that became plan A.

Would you do it again?—Don't ask yet! After BWR, it was "no." But rando-nesia is setting in. There are some awesome adventures still to be had and who knows how long we have to do them. Plus, how will I know if my new bike is "the one" if I don't test her out? I'm a big one for not wanting to miss out, so I know I'll overdo it every year I can afford it and am capable. I am completely committed to not wanting to wake up at seventy-eight years old and regret having let an adventure pass me by.

Do you have any advice for others doing their first multi-1200K season?—There are so many more experienced 1200K'ers than me and I constantly look to them for advice. (Mark Thomas is the KING of overnight efficiency and I need to be better!) For those who actually plan and train, I know I always wish for more speed work. But I start from scratch each year, so for me, it's important to focus on the basics, especially day three: pedal, eat, drink, stretch, be efficient, think through the next control. After a while on BWR, even though I was so grateful for company, I was having to ride my own ride, and when they chose to stay with me, how lucky was I! But you have to ride within yourself. None of us start these adventures planning for a DNF, so everything is keyed to finishing, especially when things go south. In my case on BWR, my Achilles became





a crippling injury. I stayed wrapped in duct tape and used every other trick Dan (and Vinnie, Spencer, Greg and everyone else I got to ride with) could think of, and I just knew to not quit. There's always "plan B!" Best of all—NEVER FORGET—the low points pass. Even when your body has failed, someone will say something hysterical or a view will take your breath away and you're so glad you're there. I was a lot more tired after BWR than I thought I'd be, so any pre-ride rest that is possible, will really pay off. Maybe another suggestion would be to talk about what's going on if you're having issues. Everyone's had them and sometimes you just need one little idea to get relief from whatever it is: saddle issues, tummy issues, Achilles issues, gear-popping issues. You never know if the folks you're riding with could help unless you ask. Remember everyone around you is tired, too! Some may be more tired than you.

Help if you can, be grateful when you're the one being helped and try to be kind to each other. I remember Dan telling me when I first started...you can put up with anything for a 100K. And you can! But you can NOT put up with everything for 1200K. Those little annoyances can cripple you if you don't address them. Remember everything you would change after your first 1200K and DO IT. And sometimes...you just have to play "let's make a deal!"

The RUSA American Randonneur Challenge awards is earned by finishing two or more US 1200K's in a season. Those who've earned and applied for the award:

rusa.org/cgi-bin/awardlist_GF.pl?award=arc

The Can-Am Award is earned by riding a US and a Canadian 1200K in the same year. List of awardees:

randonneurs.bc.ca/rockymountain1200/can-am-challenge/

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The 1200km Perth Albany Perth Randonnee is held every four years. The fifth edition of this event will commence in Perth on Monday 6th October 2014. Registrations are now open. Participant numbers will be capped at about 100 so early entry is recommended.

What the PAP has to offer

The entry fee will include showers and sleeping facilities at five locations on route, including Alexander Bridge (360km), Pemberton (450km), Albany (702km), Wagin (968km) and Williams (1028km). Full dinner and breakfast will be provided at these locations as part of the entry fee. It is also planned to include bag drops at all sleeping controls. Full meals will also be provided at Bunbury and Margaret River. Limited supplies, including tea, coffee, cool drinks, fruit and snacks will also be provided at other controls where possible.

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Country Australia at its best

The route travels through a blend of farmland and forests in southern WA. Farms range from mostly dairy and cattle on the flat coastal plain and the south coast, to wheat and sheep farms in the southern wheatbelt. The forests include Tuart on the flat coastal plane, Jarrah, Karri, Marri and Tingle in the hills of the south west, the microcosm of the Stirling ranges, and Jarrah, Salmon Gums and Banksia in the Dwellingup hills.

What's so special?

- Outstanding support
- Western Australian countryside and hospitality
- Wildflowers by day, stars by night
- A safe route into and out of the city

The PAP is timed to coincide with Western Australia's renowned wildflower season. Whilst dozens of different varieties of native flowers will be scattered throughout the forests and communities, everlastings will line the roads, and some of the fields will be carpeted by hues of pink, yellow, white.



The southern sky is magnificent. With the Milky Way being centred 30 degrees below the equator, there are a greater number of visible stars than in the northern hemisphere, including 6 of the brightest stars that can only be seen in the south.

As most of the route is well away from cities there will be very little ambient light to dilute the brilliance of the sky. The night sky will be particularly beautiful in the first few hours after sunset, before the waxing gibbous moon rises.

Watching the sun set over the Indian Ocean is a treat, with brilliant hues of red, orange and pink being the norm rather than the exception. Hopefully you will come and see for yourself in Spring 2014.

1200km, 1000km & 200km OPTIONS

A 1000km brevet will run simultaneously with the 1200km, riders starting together. The route of the 1000km will be identical to the first 1000km of the 1200km route, going from Perth through to Williams. From Williams, riders can get a lift back to Perth or ride the last 200km as another ACP ratified 200km brevet, leaving Thursday morning with most of the 1200km riders. The 200km will also be available to volunteers, supporters and others who don't want to do the longer brevets.

More info @
www.audax.org.au



by Jennifer Wise

Dan Shadoan

Davis, CA RBA



How did you get involved with randonneur cycling?

In 1986, Ann and I bought a tandem. We began riding century and dou-

ble-century events. We were fascinated by Daryn Dodge's newsletter articles describing the 1987 PBP, so we signed up for our first 200KM brevet in 1988.

What made you want to be a RUSA RBA?

During the late 1980's and 1990's the Davis, CA region had an international reputation for ultra-distance events. Ann and I provided behind-the-scenes support from 1990 onward, but by 2008, with retiring RBA's and another GRR approaching I applied to become the RBA.

When did you start hosting RUSA events?

As an RBA, my first full set of RUSA events began in 2008, even though by that time we'd already hosted two Gold Rush Randonnée 1200K events, one in 2001 and another in 2005.

What is the most popular (well-attended) ride in your area?

The early March 200K from Davis into the wine region of Napa County and back.

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

All our riders enjoy the 200K distance. It's a leisurely, daylight ride with plenty of opportunities for camaraderie.

What is the most rewarding part of being an RBA?

It always gives me great pleasure to give the "last minute" instructions to a group of riders starting a brevet.

What's the most difficult part of being an RBA?

The logistics, of fully-supported brevets, can be time consuming and problematic.

What attracts riders to your region to do a brevet?

Reputation and fully-supported brevets. Then there is the weather, the terrain and large rider attendance. The Northern Sacramento Valley is a great place to ride.

Who is the cyclist you most admire?

Lois Springsteen—without a doubt. She exemplifies endurance and dedication to our sport.

What does the future hold for randonneuring in your region?

Dedication to supported brevets as a method to assist new riders into the sport. A 1200K event every four years and a local bike club endorsing our events will help the Davis, California region remain a focal point for randonneuring.

What is your favorite bike ride?

The Tour of the California Alps. It provides something for all skill levels. It's in a beautiful setting. It has a "star" topology. The Start/Finish is in the middle, with peaks at the points, which makes it ideal.

What is your greatest randonneur cycling achievement?

PBP 1999. I rode with good friends, Steve and Peggy Rex, the whole way, which provided an amazing experience. Two equally matched tandems, sharing the work, allowed for fast riding and plenty of sleep.

What is your motto?

Get there before the rest stop closes.



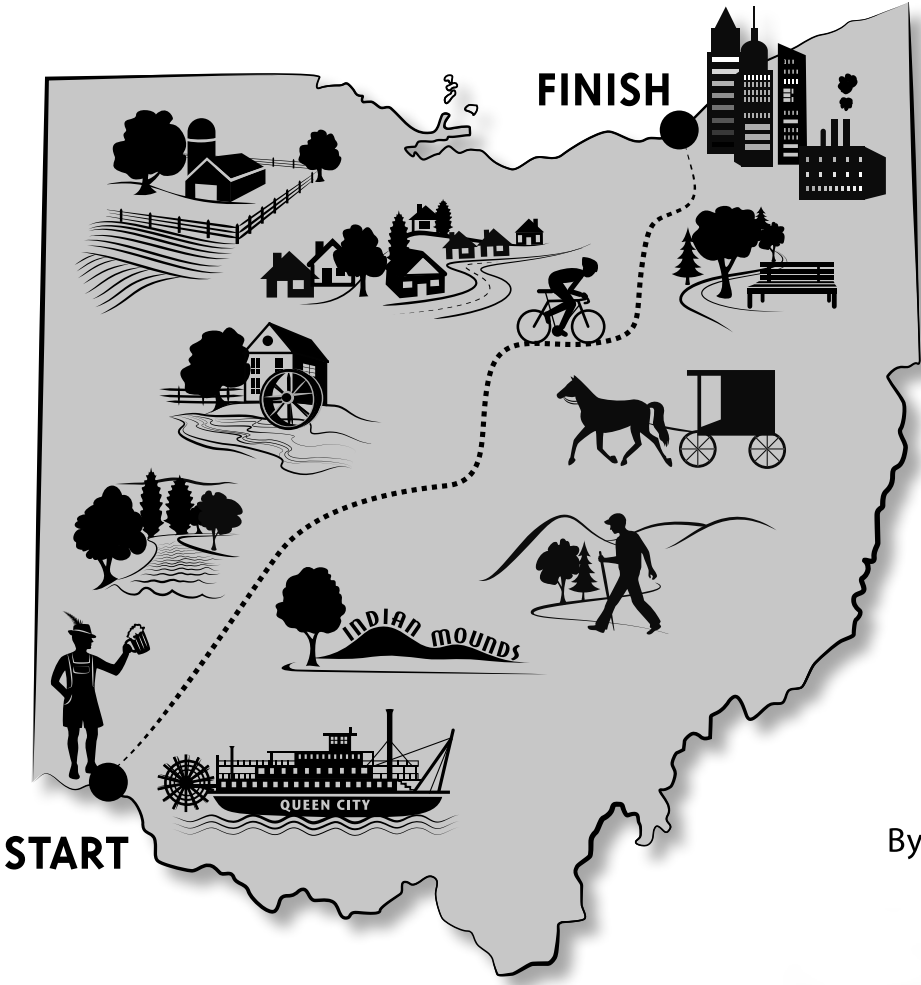
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Roadside America

AT SOME POINT IN MY CHILDHOOD, UNCLE BOB AND HIS family moved from New Jersey to Illinois thereby insuring that my brothers and I would become familiar with the concept of “Road Trip!” at relatively young ages. The 700-mile journey was never particularly exciting except for the one time the luggage flew from the roof of the Kingswood Estate on Interstate 80. Any Dad who dodges 18-wheelers to retrieve his daughter’s plastic green suitcase becomes an instant hero! On one trip, however, we made a memorable stop at Roadside America, “the greatest known miniature village.” Still in existence today, Roadside America is an 8000 square foot display

of 1950’s America complete with trains, villages, citizens and a circus parade which for some reason fascinated my 10-year-old mind and apparently still does so today. I have often thought of randonneuring as allowing us a glimpse of “Roadside America,” not in miniature but essentially writ large. Cycling allows us the chance to appreciate the many sights, sounds and experiences that can only be had while traveling below 20 mph or in my case, below 15 mph.

It seems to me that brevet and permanent routes are comprised of two basic categories: the ones which have been done so many times that no cue sheet is needed,



It appears that the Jetsons have moved to Upstate NY.



and the virgin route which requires vigilance to every TL, BR and TRO listed. In either case, however, I find that the roadside attractions are plentiful. I am always amazed (and, at my age, a little disconcerted) when I see something I have never noticed before on a route I have traversed dozens of times just as it thrills me to discover novel roadside attractions in unfamiliar territory.

Several years ago, I started bringing my camera along on most of my rides in order to document and share the wonderful sights with fellow riders and my more couch-bound friends. I especially love posting the photos taken in New Jersey although I do worry that the population might swell when out-of-state folks grasp just how beautiful the Garden State really is. In my mind, I have become pretty adept at riding and shooting although I was recently advised that my line might not be as straight as is preferred by my companions while I am engaged in all the rapid machinations required to take a photo while pedaling down a bumpy back road. It gets even more interesting, or dangerous depending on one's proximity to my bike, when I am on the fixed gear and have to keep pedaling while photographing the third "FREE MANURE" sign of the brevet. I love photographing all the quirky homemade signs you would not notice at 50 mph.

I adore lawn art, especially when the statuary juxtaposition is nonsensical and the scale all wrong. The angel Gabriel next to what can only be the King Kong of white tailed deer since it towers over the famous cherub, surrounded by a triumphant yet tiny grinning grizzly bear holding a fish aloft and the requisite Patriotic American Eagle, *all in the same yard!* It does not get any better than that, lawn art wise!

I am fascinated by the architectural composition of the many minuscule towns through which we ride with



Stay for a night or for all eternity.

their turn of the last century post office or gas station often acting as the town's sole ambassador. And although I am sure many brevets and permanents are designed to include a favorite road, village, or special controle stop, I suspect that sometimes a favorite roadside attraction is just a happy consequence of competent route planning. I refer to a small section of the New Jersey 400K brevet as the "train graveyard" though I doubt that is its official moniker. To me there is a tranquil dignity in these locomotives, boxcars, and passenger coaches which rest quiet and immobile, year after year, in the grass along the road. This is a path I would never travel in a car and probably would not find if I were out riding on my own but over the years it has become one of my favorite distillations of "Roadside America." I am certain many of you have favorite sights along the thousands of miles you have pedaled in your rando careers and I suspect that for all of us, taking the road less traveled has frequently made all the difference. 🚲

Photos: Chris Newman.



In this issue we are featuring permanents from Texas. RBA's Dan Driscoll and Bob Riggs graciously agreed to introduce us to some of their favorite routes.

From Dan Driscoll, RBA of Lone Star Randonneurs:

Lone Star Randonneurs (LSR) is the “Land of Permanents” with over 150 routes to choose from in addition to an extremely active brevet schedule. It's a GREAT place to ride. For traveling randos looking to pick up a 100km to add another state, or to our northern friends wanting to escape the cold and keep their R-12 alive for a couple of months with a single trip, LSR has a ride for you. On most weekends, there will be several permanents and/or brevets occurring, with options in terms of distance, terrain and location. Regular LSR members tend to ride different routes every weekend, and our permanents are usually posted to the LSR discussion group; all are invited to join the gaggle of local randos on a ride.

Our routes cover much local geography with a great deal of variety in vegetation and terrain. Rides range from flat to hilly, and from wooded to farmland. The landscape can be desert-like or covered in pine trees. We even have a permanent that shows off acres of Blue Bonnets, the state flower of Texas, if you are lucky enough to come in the Spring. Some routes include forays into Louisiana, Oklahoma and Arkansas, a fact that might be of interest to those looking to pick up more than one state per ride.

One of my favorite 100k permanents for out-of-town guests is “Ol' Dan's.” It starts close to my house and the bulk of the ride is on flat bike trails that run along the

Houston Randonneurs jersey, featuring Razzie, the Kulow Road dog



Trinity River with views of downtown Fort Worth, the courthouse and skyscrapers. The ride passes the Fort Worth rowers' dock, and if you're lucky you'll see rowers “stroking” down the river in their aqua slick machines. You also pass the “Fort Woof” Dog Park and the Wake Board Park, a small man-made lake with overhead cables that pull wake-boarders around and over jumps (fun to watch). The route passes Panther Island and its floating bandstand with live bands playing on Thursdays. The Fort Worth Zoo is also on the route and there are plenty of benches along the way for resting and enjoying the great views.



Randos love Fayetteville

“If you’re heading this way, drop us a line and we’ll do our best to hook you up with a ride and some new kinda crazy riding partners.”

The ride continues out to Benbrook Lake and on a windy day you’ll see lots of kite boarders literally flying across the lake, while on less windy days you can park yourself on the bleachers and watch the remote control model airplane pilots do stalls, spins, and other aerobatics. The route is out and back, so you get to enjoy all the sights again on your return trip. The World Famous Fort Worth Stock Yards and Billy Bobs are just a mile off course, in case you need another beer, some BBQ, or you need to do some souvenir shopping. You’ll also be treated to a nice view of the Dallas Cowboy Stadium a few miles from the finish.

My favorite 200KM Permanent is the Westward Ho/Possum Pedal out of Mineral Wells, Texas. I love the rugged landscape of West Texas. Out here you’ll see blooming cactus with yellow rose-like flowers, Long Horn cattle roaming the pastures, and views of the original Lonesome Dove Ranch in its box canyon. The terrain is hilly; in fact, most of the hills have names such as Cherry Pie Hill, Tower Hill, Crazy Lady Hill, and Prison Hill.... Traffic is almost non-existent, so it is a very peaceful setting.

If you’re heading this way, drop us a line and we’ll do our best to hook you up with a ride and some new kinda crazy riding partners.



And from Bob Riggs, Houston RBA:

For a long time my favorite Houston permanent has been the Bruner Mill Backroads. Starting in Brookshire, 40 miles from downtown Houston, it heads west through tree-lined roads in the flood plain until it crosses the Brazos River at the small historic town of San Felipe, capital of Stephen F. Austin’s original colony in Texas. The route then soon passes through Sealy, after which riders emerge into ranchland where they can either crank it up or sit back and





Wading through the Kulow Rd low-water crossing. It's not always this bad—we promise!

enjoy the wide-open views, including the occasional emu or longhorn steer.

The turn onto Kulow Road is memorable for three reasons: the pavement smooths out, the traffic drops off, and riders pay a visit to Razzie, the Kulow Road dog. Razzie, who loves to chase cyclists, is so famous that she is featured on the Houston Randonneurs' jersey. After a low water crossing—which isn't always so low—you enter Colorado county and come to the tiny town of Bernardo, home of a feed store and not much else. From here, the route follows quiet country roads to Columbus, the county seat and the first control. While there is not much here other than basic supplies, it's the only place within 40 miles to cross the Colorado River. From Columbus, you turn north to the best part of the ride: Brunas Mill Road.

Here be hills, finally! Plus woods, deer, and in the spring, fields of wildflowers. You begin a scenic, 20-mile roller coaster all the way to Fayetteville, Texas, with a population of about 250. Fayetteville may be the most biker-friendly town in the state, hosting numerous cycling events and providing a weekend getaway for many riders from Houston. There is nothing fancy about the town, but the people are nice, the food is great (burgers and pie at Orsak's or barbecue at Baca's), and there always seems to be something fun going on. You could

happen on an antique fair or a motorcycle club outing—you just never know what you'll find. Once we rode into town at 11pm and found a bunch of bluegrass musicians playing in the middle of town. No audience, just musicians.

You ride back the way you came, reaching the finish with the sun at your back and a smile on your face. It's a great day on the bike! 🚲



Ferocious calves are always a danger!



Snow kidding, spring's here

After the hard winter that many parts of the country saw, we're ready for spring. But that's not always a guarantee of better weather, as the picture from March 23, 2013 attests. This photo by Steve Williams was taken on the 200K during Kansas City's spring brevet series.



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RUSA Awards



Two 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.

Date Approved	Name	City, State
10/20/13	Steven T Graves	Gretna, LA
11/17/13	Andy Speier	Seattle, WA

4 Riders Earn Ultra Randonneur Awards

Four riders, including one repeating honoree, 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 (200K, 300K, 400K and 600K 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.

Date Approved	Name	City, State
11/17/13	Stephen Hazelton	Garland, TX
12/3/13	Tom Knoblauch	Aurora, CO
12/11/13	Steve Davis	Auburn, WA
12/30/13	Jeff Bauer [2]	Nashville, TN





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