

AMERICAN RANDONNEUR



VOLUME 24 • ISSUE #2 SUMMER 2021

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Riding Dirty in Tallahassee — AARON RUSSELL

Cycling, Spring Blooms, and “Gourvet” — SUSUMU FURUKUBO





Pacific Atlantic Cycling Tour

www.pactour.com

Lon Haldeman and Susan Notorangelo

Contact us... 262-736-2453

notorangelo@pactour.com

Celebrating 40 years of cross country cycling events. 1981 to 2021

Planning Ahead for 2021

Due to the ever changing Covid-19 virus restrictions all tours and dates are subject to change. PAC Tour will have a full schedule of popular tours for the 2021 season.

We are considering upcoming tours in 2022. We will have a firm schedule by September 2021.

2022 Possible Desert Camp in Arizona

Week #1 Tour of the Historic Hotels Early March
Cycling 50 miles per day to classic hotels in southern Arizona. This is a good week for beginning riders or cyclists who want an easier early season tour.

Week # Century Week Mid March
A full week of tours from 60 to 100 miles based in Sierra Vista, Arizona. Riders can choose an assortment of daily distances

Week #3 New 10 Day Mountain Tour Late March
This was a popular new tour in 2021 combining the best days from past Chiricahua and Mountain Tour routes riding 75-100 miles per day. We would like to offer this tour again in 2022.

Check out the PAC Tour website for dates, prices, registration information and a full schedule of available tours.

www.pactour.com 262-736-2453

PAC Tours coming in 2021

Southern Transcontinental Celebrating Lon and Susan's

100th Cycling Event Across America

September 7 to October 5

2,923 miles 108 miles per day 27 days

This will be a 27 day tour from San Diego, California to Tybee Island (Savannah) Georgia. Most days average 100 to 120 miles. We will cross the country through a variety of terrain and visit many historical sites along the way. See the PAC Tour website for route details. We still have room for about 10 more riders.

Postpone for 2021

Due to the covid virus concerns in Peru we are not doing this tour in 2021. We hope to include it again in 2022. It's a really interesting and fun tour.

Andes to the Amazon in Peru

Late October 9 days 300 cycling miles in 6 days

This tour is organized by the Peruvian National Women's Cycling Team. The cycling is 80% paved roads and 20% gravel routes in the jungle. This tour travels on a boat on the Amazon for 300 miles and visits several villages. There is an optional additional tour to Machu Picchu and Cusco to visit these classic ruins in the Andes Mountains.

Cycling in Ghana Africa

December 2-15 14 days with travel days

The Covid Virus is not a problem in Ghana. We have 10 riders signed up for this tour. We have room for a few more.

This unique tour will ride a 320 mile loop of southeastern Ghana. Along the way we will meet and visit many local people of this beautiful country. Road conditions will range from good pavement to red dirt. Bikes with 35mm tires are recommended. The people of Ghana speak English. We will stay in nice hotels and eat in restaurants along the way.

Coming in 2022

Cycling Route 66 (Western Half)

Santa Monica, California to Amarillo, Texas

Late April to early May

18 riding days 1,276 miles 1 train ride day

We will cross the western states of California, Arizona, New Mexico and Texas. This tour will focus on the history of building the highway and the cultural changes that happened during the past 95 years. We will stay in many original motels and eat at the popular cafes and diners on the "Mother Road". We will be joined by several guest speakers along the way and have educational programs about Route 66 history everyday. One of the days is a train ride to visit the Grand Canyon and back. Due to smaller motels this tour is limited to about 20 riders

PAC Tour

***Making good riders
better since 1981***



American Randonneur Magazine

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COVER—Seafood restaurant “Uomasa” is located in the southernmost port, Ushibuka, of Amakusa islands, Kumamoto. See further explanation of the image on page 49.

PHOTO SUSUMU FURUKUBO

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President's Message

In the last couple of issues of *American Randonneur*, we've had articles focused on volunteers. We listed the RBAs and their regions—as riders we see them and can thank them on the spot. We also see the work of our web team on the RUSA website. But who else is working on our behalf?

The Routes Committee

Our RBAs devise routes and hold events supported by more than one of our key teams.

Working diligently behind the scenes, making those rides possible, is the Routes Committee. What do they do? Well, they are the ones reviewing routes to ensure that they meet the standards set by ACP. There are all sorts of route design rules: we can't ride in circles, we must use controls to

ensure that we follow the routes, etc. Ensuring route integrity is the best way to describe this committee's role. We follow those same rules whether it's an ACP Brevet, RUSA Brevet or Populaire. If you're interested, you can read more about route design on our website.

Dan Wallace recently stepped down as chair of the Routes Committee. This was Dan's second stint following Craig Matthews who stepped down as chair a couple of years ago. We owe both of them a huge debt of gratitude. Carrying on the work are Terry Hutt (CA), who is stepping up to chair the committee, Keith Sutton (VA) and Gary Kanaby (TX), who recently joined the team, so it's back to three members.

For those of you devising and submitting permanent routes, you know that we are using Google

Forms for submission and ridewithgps. We have now moved event route submission to a Google Form, replacing Word docs and email. While many RBAs already submit routes using ridewithgps, we have added the option of using ridewithgps custom cues to streamline the process for submitters and reviewers. An Excel or PDF cue sheet isn't necessary for RBAs who put their controls right into the ridewithgps route.

Brevet Coordinator

The RBA devises a route, gets it approved, puts it on the calendar, runs the ride and records the results, right? Not so fast. Another behind-the-scenes team makes it all possible. Roland Bevan (chair) and Rob Hawks work with the RBAs to schedule those rides, add them to our calendar and then sanction results. For ACP and RM rides there's additional work with those organizations to schedule and record results. Their work is key. We all want credit. As much as randonneuring isn't a competitive sport, we are all quite rightfully proud of our accomplishments. The Brevet Coordinator team makes that happen.

The RUSA Store

You've done the ride, you're hydrated again ... now what? Well, you want something to hang on your wall!

Not quite behind the scenes are all the volunteers who mail various awards and other items ordered from the RUSA Store. This is a team that has one of the toughest jobs in RUSA: tough because we're all expecting

Bill Bryant ready to mail out awards.

—PHOTO BILL BRYANT



Ken Knutson with some of his personal haul.
 —PHOTO KEN KNUTSON



Ready to earn an Ultra?
 Here's a preview of our newest
 award—the Ultra P-12 patch
 for 10xP-12's. Summer 2021.

Amazon-like service but we are all volunteers. It's been especially difficult during the pandemic because some of the mailing involves venturing outside and queuing up at the local post office.

By design, the store basically breaks even. We don't have any profit built in to pay someone for expedited mailing. We've outsourced a few things; for example, we don't stock jerseys. We also don't carry many of the miscellaneous items that we used to list on our store website like mugs and water bottles.

At one point, one of our founders, RUSA # 1—Jennifer Wise—did it all. I have no idea how that was possible. She ordered, stocked, mailed, answered questions.... If there was ever a definition of a "one person band," Jennifer was it. When she decided to hand off most of the store it landed with Deb Banks, who kept up with it for a while but then we gradually decentralized the responsibilities to a long list of people listed here:

- **Bill Bryant** – P-12 & R-12 and their Ultra versions
- **Dan Driscoll** – Khound and Ultra Khound with assistance from Joe Edwards and Pam Wright
- **Paul Foley** – Coast to Coast, Mondial and Galaxy
- **Ken Knutson** – ACP Brevet & SR medals, RUSA Ultra Randonneur
- **Greg Olmstead** – RUSA Cup
- **Paul Rozelle** – RM 1200 medal, RUSA distance medals & pins, reflective gear & socks, decals and some other items
- **George Swain** – ACP R-10000
- **Tibor Tamas** – ACP R-5000
- **Jennifer Wise** – still involved, handles the American Randonneur Challenge and American Randonneur Awards, both fabricated by Pierce Gafgen.

Ken, Bill and Paul stock the items that we purchase through the store; others are manufactured on demand. All this takes volunteer time, time that could be spent riding bikes!

We Need Volunteers

Are you interested in helping out? We can always use more volunteers.

We need people with sales skills to help find advertisers for the *American Randonneur* magazine. We're also thinking about a "Support our Sponsors" web page. Perhaps you have computer skills and good attention to detail? That might land you on one of the Web or Permanents teams.

Time and motivation are key. We are all volunteers. This is your club. Come and help your fellow members! Contact any one of us to find out more.

—Dave Thompson
RUSA President
 president@rusa.org



Paul and Joe Rozelle with "soft goods."
 —PHOTO PAUL ROZELLE

From the Editor

Last week I volunteered for New Jersey's Cranbury 200. Staffing the final control with friends, we were in for a long day as riders are the most spread out by the time they ride the final leg of the event—in this case, 31 miles from Jerseyville to Cranbury. We opened the control before 1:00pm, with the first finisher arriving around 2:30pm, and the final five rolling in with bright lights and lively music between 8:30 and 9:00pm.

The last couple of hours of waiting seemed long: tired, hungry, and knowing there was nothing we could do to speed up the conclusion of the ride. It takes time to cover thirty-one miles and there can be no shortcuts for riders wishing to earn official finishes. So, we waited. JK and LZ talked about electric cars, solar energy, brevet routes, and some of the riders' adventures from earlier in the day. I half listened and half zoned out... trying to relax. A bored local resident in his muscle car with a super loud exhaust system could occasionally be heard from various directions outside the park. He was apparently making the rounds on that Saturday night... much to my companions' amusement.

And, of course, there was the constant wondering about where the riders were and when they might arrive. LZ and I even walked out to the road more than once to look for them... as if we might be able to reel them in. But the dark continued to thicken and we waited.

Finally, five sets of lights turned into the park driveway and the riders arrived with whoops and breaths of relief. They had made it. And so had we.

This is the first event I've helped to support for almost two years. Despite the long day, there is something really



satisfying about helping other riders achieve their rando goals. And I was glad to have time with friends...we were tired and ready to go home, but I am glad to have had the opportunity to hang out with them. Our RBA, Paul Kramer, has also put a lot of thought into how to make rides safe during these pandemic times. RBAs across the country are dealing with this question, and I'm grateful for their efforts to safely bring a bit of normalcy to randonneuring.

Time away from official brevets has also allowed many of us to imagine and pursue other goals, perhaps temporarily, but some of these interests will likely continue to be incorporated into the way we ride brevets. For example, during the last many months, Chris and I developed the habit of carrying our food and water and finding pleasant places along the route to stop and eat. I like that way of dealing with the need for rest and refueling. Other randonneurs have taken an interest in "off roading," bird watching, historic monument locating...and more. These added activities have enriched our cycling experiences. May we find ways to continue at least some of them.

Editor's coffee break.

—PHOTO JAYNE BROWN

We have had lots of new riders show up for brevets this year. It's almost as if, having survived the pandemic (so far at least), people want to try something new. How admirable. Some new riders do fine and some are not fully prepared for the challenge. But I hope that people who don't make it the first time come back...with a little more preparation, they will be fine. It's a perfect time to think about randonneuring anew. Try routes you haven't ridden before, ride with new people, volunteer if you haven't volunteered before, set new goals.

Enjoy this moment when we get to "reset" our rando selves and remake them in slightly different ways.

Please be safe out there.

—Janice Chernelkoff
Editor, *American Randonneur*
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WE ASKED AND OUR READERS
SHARED THEIR THOUGHTS ABOUT ...

FAVORITE TIME OF DAY TO RIDE

Jonathan Levitt — #3451

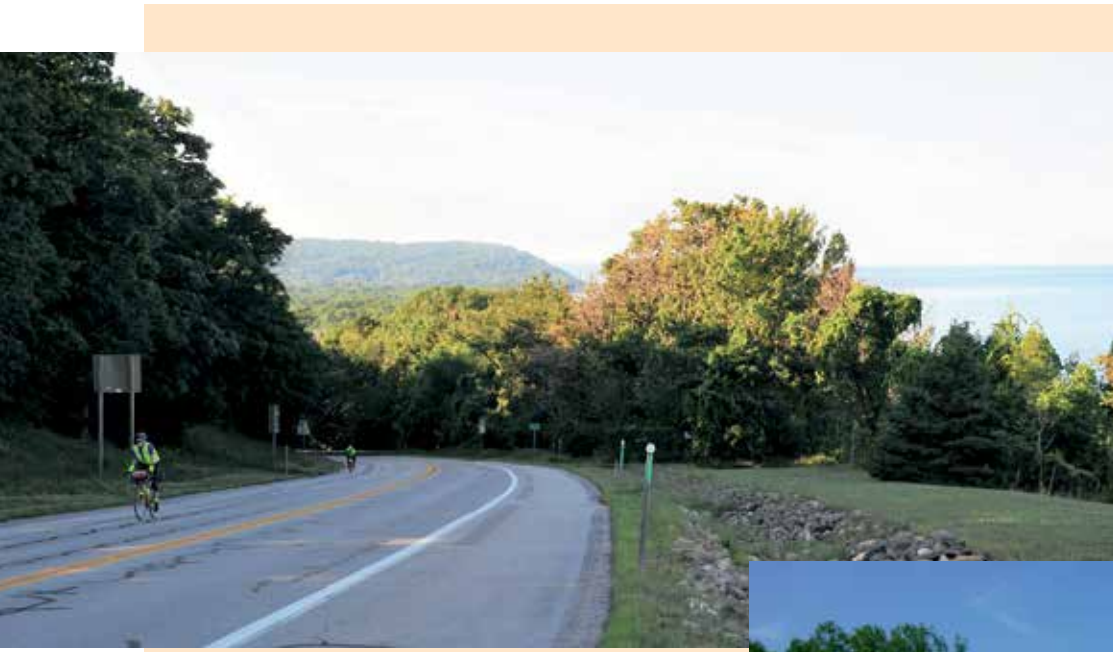
A — I love any time of day when we reach a WaWa. *Photo by Paul Shapiro.*

B — I love afternoons in the fall, when the warmth of the sun, the cool of the air, and the colors all around make for magical riding. *Photo by George Swain.*

C — I love the time of day when I reach the top of a climb so I can see where I've been, where I'm going, and where I've neither been nor will be going. *Photo by JB Levitt.*

D — I love riding early in the morning with my friends, anticipating the hours together. *Photo by Chris Newman.*





Nigel Greene — #6245

Mid-morning, after first, or second, breakfast, is my favorite time of the day to ride. I am (usually rested), ready to go, and the promise and possibilities of the day lie ahead like an unwrapped gift. *No attributions for photos.... don't know who took them.*

Joshua Haley — # 11601

Right after dusk until about 2am. There is something very peaceful about the transition into night with the stars overhead. After 2am, the sleepies set in and I wish I was at the overnight already!



Paul Shapiro — #2583

Halloween!
Photo by Paul Shapiro.

Mac Vergara

I love riding in the hours around sunrise. It makes me feel like the adventure of the day is just beginning, especially with fellow randonneurs who are bright and eager to go!

Right: Mary Foley, Mike Povman, and Janice Cherneloff alongside Mirror Lake on the Wharton 200.

Below: Mike Povman, Mary Foley, Sriram Iyer, and Tru Tran leaving Mercer County Park on the Independence Hall 200.

Photos by Mac Vergara.



Katie Raschdorf — #3106

Either between 9-11am just before lunch so I'm thinking what I'm going to get at the next Wawa and it's usually not too hot yet or between 5-7 just after dinner (and most likely ice cream if I'm riding with Newman) and it's starting to cool off and the sun is just going down.

Rick Lentz — #4634

My favorite time to ride is on a summer night. The temperatures are perfect, and I believe that with lighting and reflective gear you are actually more visible to motorists than during the daytime.

Longest Day Ride 2008. *Photo by Al Jackson, June 2008.*



Paul Kramer — #2691 RBA New Jersey Randonneurs

Sunrise—AFTER riding through the night!
Dawn on a 600km. *Photo by Paul Kramer.*

My Paris-Brest-Paris 1987

BY MICHAEL W. BECKER

The following is excerpted from a four-part article about the 1987 Paris-Brest-Paris (PBP) written for my local bicycle club newsletter.

The Flight Over

In August 1987, 210 bicyclists flew from various airports in this country to Paris to join others from around the world for PBP.

The flight itself was long and uninteresting, except for the company of Lon Haldeman, who had brought a videotape of the just completed 1987 Transcontinental Tandem Record Ride, during which he and Pete Penseyres set a new record, crossing the 2,920 miles across the country in 7 days, 15 hours and 55 minutes. He persuaded

the flight attendants to show his video instead of the usual bland movie. Lon and Pete's efforts pedaling across the country brought cheers and admiration from all, as we watched during the early morning darkness over the Atlantic. This was a perfect start, psyching up the Midwest contingent for PBP.

The Arrival

After arrival at the youth hostel where I stayed, the first order of business was to assemble my bike, a Motobecane which had been built in a suburb just to

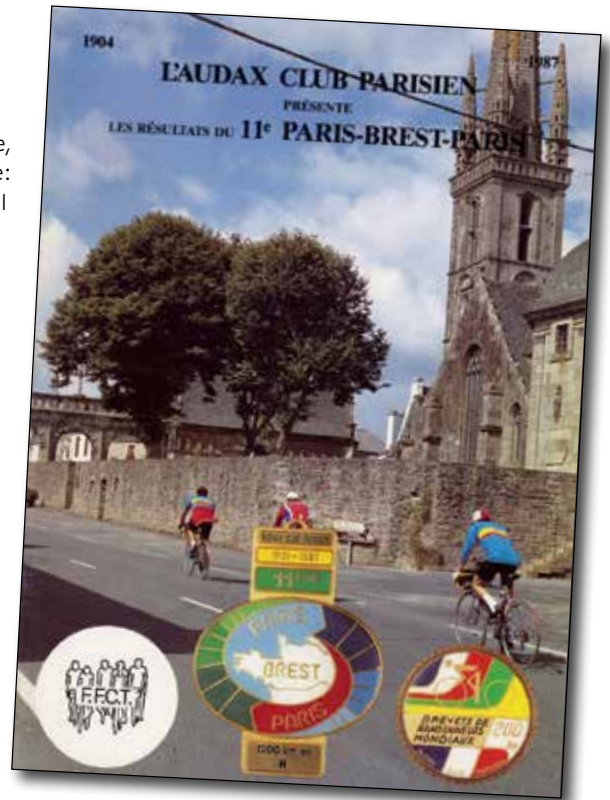
the east of Paris. It had finally returned home, about ten years after leaving.

The weather upon arrival did not disappoint us. The sun shone and the temperature ranged all week from the pleasant to the perfect. Things were looking up, especially after all the training brevets done in extremely hot and uncomfortable conditions.

A concern arose over an explanation of how the French marked roads with arrows for bicycle rides. On a typical club ride in the U.S., the arrows point the direction to go or to turn. However, in France, a left pointing arrow on the right side of the road means to go straight, and on the left side, to turn left. It was explained that you always ride by the tip of the arrow, so the



All of the photos shown here were printed in the official 1987 plaquette, as preserved and available for review on the BC randonneurs website: www.randonneurs.bc.ca/pbp/photo-pages/1987.html



direction it points is basically irrelevant. The markings turned out not to be much of a problem but caused a great deal of consternation and worrying among the American riders fearful of getting lost. The sheer number of participants and police escorts out of Paris, in addition to the helpful citizens in the countryside, made it difficult to go astray.

The Start

Three different start times were offered, and you chose depending on how you intended to ride: for those riding non-stop, 4:00pm on Monday; for the “tourist” types who planned to sleep at least two or three hours per night, 4:00am.; and 10:00am for the intermediates. A later start meant less riding time because all had to finish by 10:00pm Thursday. I chose 4:00am to give me the full 90 hours. Because the starting point was five miles from the hostel, I arose at 2:00am, and left the hostel about 2:30am to make the 3:00am pre-ride assembly.

Earlier on Sunday during the technical inspection, I developed a fever with cough and generally felt terrible. Ten minutes into my ride to the start, the skies opened up. The incredibly pleasant weather and fair skies were shattered by a downpour of major proportions. The temperature plummeted to about 45 degrees. To make it worse, I got lost making a wrong turn on a darkened and unfamiliar street. These were not good signs.

My thoughts stretched out over the 750 miles that lay ahead: 375 miles between Paris and Brest, and the turn around on the Atlantic coast. My plans

were to ride 235 miles to the Tinteniac control, then sleep for as long as my speed out would allow in order to make the next control cutoff. I would then continue on to Brest and begin the return, resting twice more on the way back. Paris lies at about 180 meters above sea level; the road would rise and fall constantly, the most challenging part located outside Brest with several elevation changes between 75 and 400 meters.

4:00am finally came, none too soon. Standing around in a downpour, along with the pre-ride tension, made the wait doubly difficult. Once we began riding, at least there would be challenges to distract from the damp and cold. The staging area corralled 1800 of the 2680 starters, tandems in front, the faster riders going off either six or twelve hours later. Upon the starting signal, we carefully negotiated

our way out, eventually forming a five-mile long pace line. The police were out in full force to direct us at each turn and to protect us from traffic until safely in the countryside.

Because Paris is so far north (about the same latitude as Winnipeg) and so far in the western part of its time zone, the sun did not set until about 9:15pm and did not rise until about 6:30am. So, the first few hours would be spent in darkness, hoping for the rising sun to somehow dry out the skies. How



I longed for the scorching brevets. The first control was Bellême, about 100 miles into the ride. The fever and malaise left me with not much to work with, so I settled back and rode easily to conserve energy.

Five miles from the start is the Forêt de Saint-Cucufa. A darker area does not exist on the face of this earth; absolutely no light from Paris or anywhere else could be seen, only the pencil thin beams of bicyclists. The ride through this forest was up a steep hill, slowing the bike down to the speed of exhaling breath. Soon, my glasses fogged and I could see less than nothing. Stopping to wipe them, I was nearly run over by riders who didn't hear or understand my spoken words or see hand signaled intentions.

At 8:00am a small village bar provided *un café grand, noir, s'il vous plaît*. After the coffee and the encouragement of people in small towns along the route, I was feeling stronger. But that was soon dampened with the continuing rain and by the road rising before me, gradually but constantly. The last ten miles into Bellême were all up. I just shifted down into a lower gear and ground it out.

Le Monde, the leading French newspaper, reported that a record four inches of rain inundated Paris that day. This was no light summer shower. In fact, even though the weather had been ideal the preceding week, the rain would not now clear for four days, the whole duration of the ride. Moreover,



the temperature would hover around 55 degrees in daylight and lower at night. This weather would prove to be a formidable opponent for many.

Bellême

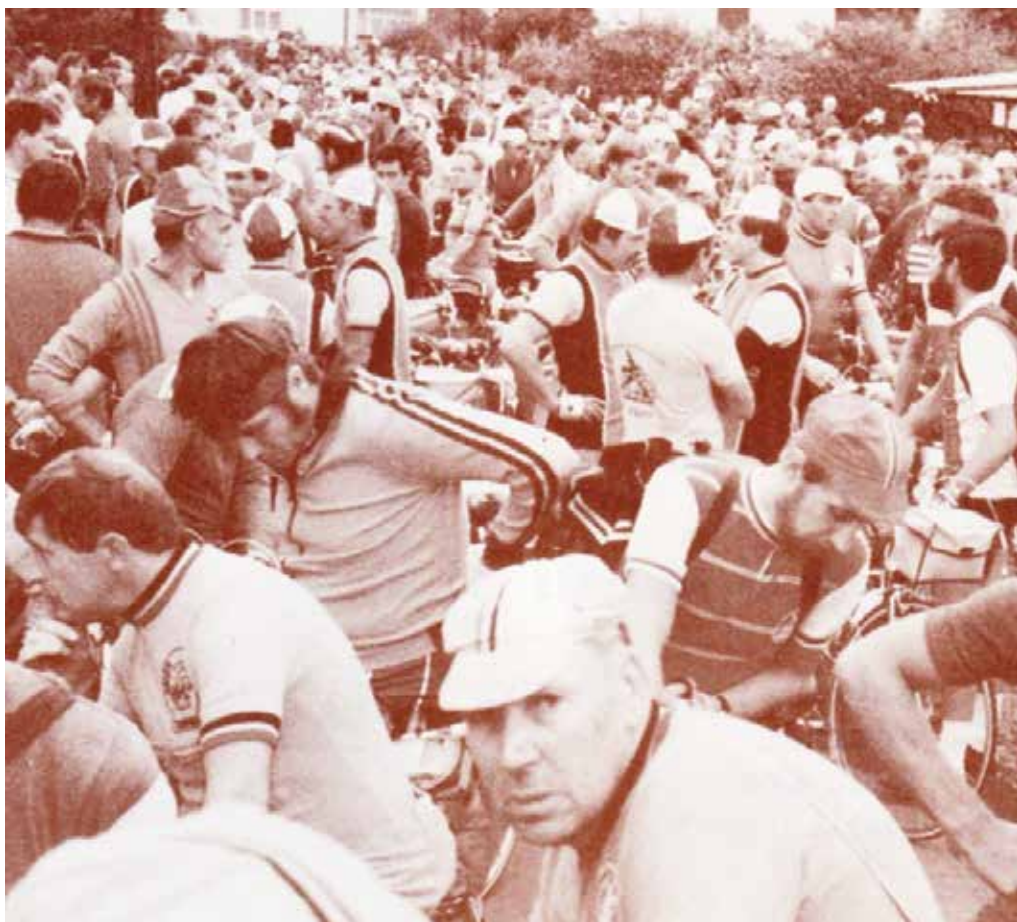
Bellême, finally. One hundred slow, slow miles, and the first of seven controls out and eight back. The control was at a school, atop yet another hill. It was now 1:20pm, making this the slowest century of my life, but I met the deadline. However, I would have to speed up to have some sleep time late that night or early the next morning.

After the staff checked and signed my card, food was next on the priority list. Each control offered a meal for about forty francs. I had a small, thin steak, green beans and fruit. Wine was offered, but I passed that in favor of mineral water.

Villaines la Juhel would be the next control, 45 miles away. The rain eased up, so I removed my rain cape. I cycled down the hill, through the town, and past a large area where support vehicles had gathered.

After a brief three miles and just on the outskirts of Bellême, the rain resumed, so I stopped at the bottom of a hill to don my rain cape. Then it happened—a feeling that will never be forgotten. As I remounted and began pedaling, a down shift to start up the hill put the rear derailleur, apparently having gone out of proper adjustment during shipping, into the spokes. The bike skidded to a halt. Neither the bent derailleur nor the wheel would budge. All the training, brevets and sweat had come to this.

I flagged down a passing American cyclist and asked that he go back to the



support vehicle area to get someone to take me back to the control. He obliged. Repair stations were available there, but it was too far to walk. I did start, however, carrying the bike on my shoulder. Finally, a small car came, but with no rack. So, bike hanging out the window, I cradled it in my arms back to the control. Several French riders saw my plight and tried to pull the derailleur away from the spokes or get the wheel off. They could not and ended up just shaking their heads.

Then, I located a repair van with the word “Motobecane” in large letters. Here was real help from the factory that produced my until-that-time reliable machine. After truing another rider’s damaged wheel, the mechanic turned his attention to me. I described my problem in gesticulation—my French was only good enough to get me into trouble, but this problem actually didn’t need much explanation. He worked on it for about 25 minutes and freed the wheel, but he showed me where the drop out had bent. He did not have a replacement derailleur with him, either. My ride was over.



Wandering around, I commiserated with others who had their own troubles. One American receiving medical attention was badly cut when run over by two or three riders after going down on a rain-slickened road. Another walked around with a split front fork in hand, dangling in two pieces from the wheel, crumpled and broken after he rode over a fallen rider. Then front runners from the 10:00am group started arriving. A number of them were riding without rain gear or warm clothes; in fact, some looked like they were out for an ordinary summer ride after work.

Back to Paris

Sag wagons were not provided; a randonneur is self-supporting, after all. I had to sort out how to get myself and my wounded bike and pride back to Paris, so I wandered down to the village and inquired about a bus. A helpful villager took me to the town’s patisserie where the owner called the inter-city bus line for a schedule and then directed me where to wait. The bus took me about thirty miles to the next town with a train to Paris. After the bus ride, I boarded a train and then *le metro*, arriving back at the hostel eighteen hours after leaving. It had been a long day, full of lofty goals and charming countryside, but culminating in bitter disappointment.

Conclusion

This PBP was not good to many. Only 2200 finished out of 2680 starters, and 125 out of 210 Americans finished. Besides the accidents and my own plight, several friends suffered from hypothermia as the constant rain and severe cold drained their bodies of the ability to keep warm. One realized that he had to abandon for his own safety after shivering so hard down a hill that he nearly lost control.

Despite the high dropout rate, the Americans otherwise accorded themselves well in individual categories. Third in 1983 and second in 1979, Scott Dickson came in first this time, in 44 hours and 1 minute (11 minutes short of the course record), and Kay Ryschon finished in 61 hours and 17 minutes and was the first woman. Lon Haldeman and his tandem partner Bob Breedlove took honors for the fastest tandem, and Patricia Brehler and Patience Hotton were the fastest women’s tandem pair.

In retrospect, I have questioned whether all the preparation, the pain, the training, was worth it for what turned out to be a ride not longer than an ordinary club century. I philosophized that the failure of machine cannot be anticipated; it is sufficient to prepare against failure of spirit or of body. 🚲



What is the essence of ultradistance cycling? Testing how far you can go? Seeing how fast you can get there? Or is it some combination of the two? It's a question I've been asking myself for many years.

It's also a question that Ian Walker, professor of environmental psychology at the University of Bath, explores in a new book about his unlikely rise into the world of elite endurance cycling. Like many, Walker's journey is not direct. He finds ultradistance cycling by way of long-distance hiking and ultrarunning. Walker explains that he was intrigued by these extreme sports, at first, because he was shocked that people actually DO these sorts of things and then, wanting to know more, he simply fell down the slippery slope into full-time obsession. *Endless Perfect Circles*, his tale of this journey

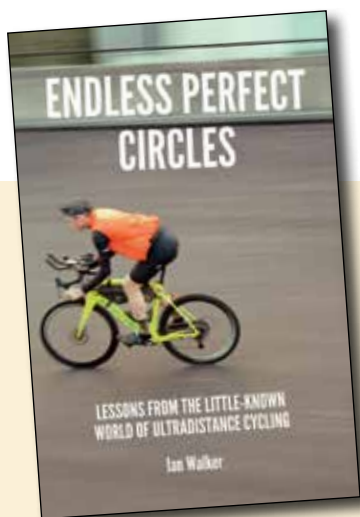
down the rabbit hole, is essentially divided into three sections: the story of his introduction to ultradistance cycling, his participation in the Transcontinental and North Cape 4000 races, and his attempt to become the fastest rider to cycle across Europe.

Walker describes randonneuring (or audax as it's known in Britain) as a transitional phase between ultrarunning and unsupported ultradistance cycle racing. He uses events on the Audax UK calendar to prepare for the races he has entered rather than as destination challenges in their own right. I was surprised that audax cycling has held less appeal for Walker as he expresses a preference for the fixed route format of the North Cape 4000 over the free-route format of the Transcontinental Race. He also offers

several other observations throughout the book that lead to the conclusion that randonneuring might hold many of the benefits of ultradistance racing with few of the liabilities.

Like the authors of many other accounts of unsupported ultradistance bicycle racing, Walker conveys some essential guidance that randonneurs will find relevant, entertaining, and perhaps even helpful. The ultrarunning expression "it never always gets worse," for instance, has my vote to become part of the standard RBA welcome repertoire at the start of each brevet to remind riders that as bad as things may seem during an event, they don't ALWAYS get worse. In fact, maybe RUSA should consider producing promotional t-shirts that read: "Randonneuring: It Never Always Gets Worse." Walker's advice to focus on "constant, forward progress" and his observation that "skipping sleep rapidly becomes a false economy" will resonate with randonneurs, as will the suggestion that, "If you can't change your circumstances, change how you feel about them."

Walker goes on to suggest that, while epic races like the Transcontinental and the North Cape 4000 are very much races, for many the goal is simply "to complete, [and] not compete." Roadside ditch naps or overnights in "audax hotels" [AKA bus stops] with the clock always running, managing time off the bike to improve overall finishing time, and taking care of as much business on the bike as possible all translate well to the world of randonneuring. In ultraracing, as in



Endless Perfect Circles: Lessons from the Little-Known World of Ultracycling

BY IAN WALKER

Self-Published
232 pages, 2020



randonneuring, huge gains can be made through careful organization and time management. He reminds us, too, that with so many variables to contend with over such long periods of time, “There is more than one way to be good.”

Walker’s professional training as a psychologist, as well as his skill as a writer, provide depth and sophistication that place this account at a level above the average self-published cycling memoir. His modest, and at times self-deprecating, stance makes this tale of extraordinary accomplishment additionally appealing to a wider audience.

Escape by Bike, written by British long-distance cyclist and photographer Joshua Cunningham, is a very different type of book: a collection of gorgeous photographs that illustrate the author’s narrative of a 13,000-mile journey he took across 26 countries from the UK to Hong Kong combined with tips for those interested in planning their own bikepacking adventure. The narrative is not a tale of “events” so much as a travelogue of one long adventure

designed, executed, and photographed by the author himself. Randonneurs will find much to enjoy in these pages, with photographs, stories, and equipment advice and techniques that are easily transferable to the context of long brevet adventures.

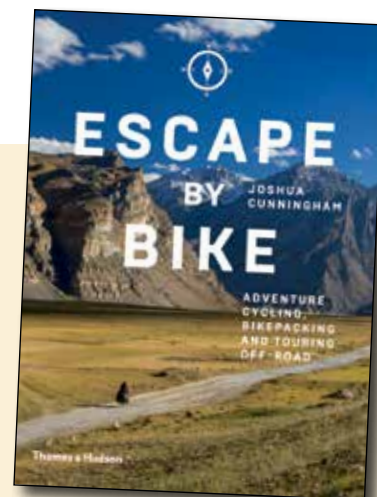
While Cunningham’s book follows a generally chronological path, it is also broken down into five sections grouped by ecological zone that generally align with the author’s chosen route and provide readers with a deeper understanding of the challenges and joys of cycling through Forests, Deserts, Mountains, Tropics, and Cities. This organizational technique supports the book’s other goal to be a somewhat general guide to bikepacking, well-supported by checklists, illustrations, how-tos, and best practices learned the hard way by an expert in the field. Novice randonneurs and those in search of equipment and gear recommendations will find these sections particularly helpful.

Escape by Bike is many things in one very attractive package published by the art book imprint Thames & Hudson. Printed on thick, high-quality

A long, gradual descent following the river downstream towards the Eki-Naryn gorge in Kyrgyzstan.

—© 2018 JOSHUA CUNNINGHAM

BOOK COVER BELOW
COURTESY THAMES & HUDSON



Escape by Bike

BY JOSHUA CUNNINGHAM

Thames & Hudson
264 pages, 2018

paper with a durable textured cover that feels very good to hold and protects the contents more than a standard paper cover might, it will be at home on any coffee table and would make a lovely gift for a special someone in your life. The colorful photos will appeal to those with a passion for cycling, travel, and adventure. While the photos are extraordinary, the fact that they were created to document an epic journey and represent fragments of a single flowing arc that connects all of these disparate and isolated locations is extraordinary in its own right, and it is in this way that the narrative and the illustrations support and reinforce one another in a symbiotic fashion.

Like Walker, Cunningham makes observations that will remind randonneurs of brevets and training rides they have experienced. While crossing the Central Asian desert, for instance, Cunningham stops every 60-100 kilometers at the *chaihanas*, as the roadside tea houses are locally known, for rest and refreshment as one might do on a long brevet. Improvising sleeping arrangements in a wide range

of conditions and foraging for food and water when rations fall short will also resonate, but it is the checklists and illustrated guides that contain the most pointed advice for long-distance cyclists.

I am left feeling a sense of awe after reading both Walker's and Cunningham's adventure narratives, wondering whether I could ever accomplish such epic feats. Each author conveys an inner strength and resolve that most of us would not be able to muster, as well as a sense of wonder which is, of course, a powerful ingredient in good travel writing. I was reminded of the classic Ernest Hemingway quote, "It is by riding a bicycle that you learn the contours of a country best, since you have to sweat up the hills and coast down them." While reading both of these fine books, I imagine you might picture yourself on similar adventures.

Post-script

Since my last column, the personal training scales in this house have tipped even further in the Rouvy direction.

I am pleased to report that I have progressed to the penultimate level by completing challenges, racing, and logging long steady miles in the saddle. With fewer group rides on Zwift now that we've moved into spring, I've cancelled my subscription until next year. The folks at Zwift kindly provide two options to those who want to take a break: "pause" for up to two months or "cancel" for longer periods. Both of these options retain existing personal riding data and allow riders to pick up where they left off. The third option, to "delete" one's account, erases all past data and requires that anyone interested in returning to the app in the future start again from the beginning. So, at the time of this writing in late March, I have just over 9000 TSS (training stress score) points remaining to accumulate to achieve Rouvy Legend status. I even bought an inexpensive power meter so that I may upload a record of outdoor miles to the Rouvy system. It may not be K-Hounding, but I imagine it will feel like a significant accomplishment when I get there. Onward. 🚲



Ian Walker's shadow.

— PHOTO IAN WALKER

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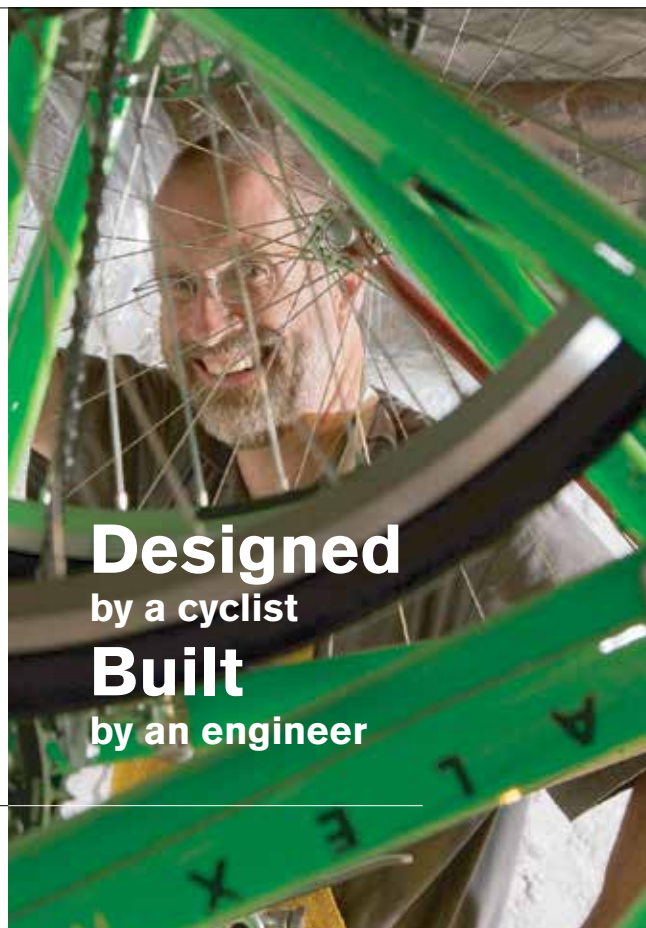
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Together We Ride: A Ride for Equality, Inclusion and Change

BY DAWN M. PIECH

March 8th, 2021, was the 110th anniversary of International Women's Day (IWD). It began in Austria, Denmark, Germany, and Switzerland to campaign for women's rights around the world. IWD has evolved into a day to celebrate the social, economic, cultural and political achievements of women as well as a day to rally for worldwide gender equality.

In the 1890's, the bike was a catalyst for the early women's movement and offered an easy mode of transportation. In 1893, Miss Katherine Towle Knox (Kittie Knox) was the first African American accepted into the League of American Wheelman. In 1895, she challenged the new "color bar" passed by the League one year earlier. Knox, from Boston, was a member of Riverside Cycling Club, Boston's first Black cycling club. Katie Knox was a true activist who courageously highlighted the issues of race and gender by shedding light on obstacles facing African Americans and women. Kitty placed in the top 20% of every ride that she ever competed in, many of which were at least 100 miles long. It sounds like randonneuring was in her cycling genes.

In 2020, the inaugural Together We Ride was celebrated. Ten regions within RUSA held events and many

non-RUSA riders participated. It is estimated that approximately 275-300 people participated with international representation from Australia, France, India, and the United Kingdom. US representation included riders from the following states: Arizona, California, Colorado, Georgia, Illinois, Indiana, Iowa, Massachusetts, Minnesota, New Jersey, New York, Ohio, Oregon, Pennsylvania, South Carolina, Texas,

Washington D.C, Washington State, and Wisconsin.

In this second year, Umbrella Works again assisted in updating the yearly design. Falls Creek Outfitters also produced the Together We Ride Persistence Patch of Honor.

In addition to the 100km RUSA populaire, non-RUSA riders had no distance minimums to provide for more inclusivity, flexibility and participation of all ages. I also added the weekend prior to March 8th to add flexibility. In addition, virtual rides, rides on stationary bikes and electronic bicycles were also permitted for non-RUSA participants. This made the event more inclusive and allowed individuals to participate safely with the ongoing pandemic.

In 2021, the following 5 RUSA regions included calendared 100km populaires in their schedule: Indiana

L to R standing: Patty Pinkston, Brad Flickner, Pat Nolan, Derric Hicks, Sharon Stevens and Daniel Schaaf. L to R on bench: Pam Wright and Jerry Austin.

—PHOTO DAN DRISCOLL





Kathy Schroth, Dawn Piech and Britt Brown celebrating in West Lafayette, Indiana at Brokerage Brewery.

—PHOTO LYDIA TROTT

Lib Rood, Kay Meuse, Gardner Duvall, Theresa Furnari and Joel Dechter.

—PHOTO LIB ROOD



Randonneurs, Atlanta Randonneurs, DC Randonneurs, Lone Star Randonneurs and Davis Randonneurs.

The following are reports received:

Indiana Randonneurs

Lydia Trott

On Friday, ten women gathered to be the first riders to shred the trails at the Amphitheater in Lafayette, Indiana. The “party pace” group ride left in waves and everyone kept their distance on the trail. The socially distanced after-party brought out a traveling firepit, beers, and great conversation.

On Saturday, I hosted several road events. Seven RUSA riders left at 8:00am from West Lafayette’s oldest Brewery and rode the Boiler Up! 100km. At the 45-mile control, riders got the opportunity to feed grain to

some of the cutest llamas ever! The final miles of the route took cyclists through the heart of Purdue’s campus and by iconic landmarks. The Wabash River Cycle Club Women’s Ride offered four additional rides. Groups were small and left at staggered times. Four

different speed groups of varying distances were led by female-identifying cyclists. 35 non-RUSA riders were surprised to meet the founder of IWD: Together We Ride. Dawn M. Piech brought with her some colorful signs and posters for riders to pose with for pictures. Brokerage Brewing Company brewed a special beer just for the event: a Zappa Dry Hopped Rye Saison called Lucy Loved TNT.

On Sunday, four RUSA riders set off outside Lafayette along the Wabash River for a 100km Half Rock gravel ride. With some freshly graded gravel and some steep climbs, only two made it back on time. While RUSA riders were out, Molly Birt led a 30-mile dirt

“The success of every woman should be the inspiration to another. We should raise each other up.”

SERENA WILLIAMS, PROFESSIONAL TENNIS PLAYER

church service, and Jill Carr and I led two different gravel casual Sunday schools. All rides concluded between 1:00pm and 3:00pm and riders enjoyed a homebrew, A People's Brewing Company Mr. Brown Ale clone, by Steve Trott.

On Monday I led my first virtual event on Zwift. Randonneurs from across the United States showed up for great conversation and some hills. Cyclists introduced themselves with their name, location, and favorite female-identifying cyclists. Susan Otcenas melted everyone's heart when she said her favorites were all the strong randonneuses in RUSA.

Atlanta Randonneurs

Betty Jean Jordan

The Audax Atlanta chapter celebrated with the Women in Cycling 100km on March 6, 2021. Four women and nine men completed the ride. Some of us rando buddies hadn't seen each other since before the pandemic. It was great to catch up with each other a bit during the ride! We rode one of our club's favorite populaire routes that starts in Watkinsville, Georgia, and goes through beautiful farmland and picturesque towns.

The southern end of the route is an out-and-back section through Hard Labor Creek State Park. I always enjoy seeing the distinctive rockwork on the bridges and signs at Hard Labor Creek. These structures are a legacy of the Civilian Conservation Corps (CCC), which built a number of Georgia state

“History has shown us that courage can be contagious and hope can take on a life of its own.”

MICHELLE OBAMA

parks during the Great Depression of the 1930s. Although the CCC was made up of men, it has an indirect connection to women. CCC life was quite structured and trained these young men well for World War II. When so many men went off to war, women were needed in the jobs they left behind in factories, stores, and fields. Women had their first widespread taste of the working world, and many weren't ready to give it up when the men returned home. These women helped pave the way for us today in the ongoing journey of women's rights.

DC Randonneurs

Theresa A. Furnari

On a brisk but sunny Saturday on March 6, DC Randonneurs heeded Susan B. Anthony's opinion and, as one of many organizations around the globe, sponsored an International Women's Day ride for 2021. Nine women were joined by husbands, partners, friends, and new friends to ride 63.7 miles through bucolic Northwest DC to Poolesville and back. Of the 30 starters, 10 were new to Randonneuring. DCRand provided

commemorative gifts of either buffs or patches to new riders and those who recruited new riders. Some of the experiences for the day included a couple who traveled from New Jersey to join their daughter and boyfriend to ride together. Another woman was goaded into riding again, after a long absence. The smile on her face at the finish was priceless. Another woman decided before the ride her goal was to ride six hours regardless of how many miles. She met her goal.

Despite the COVID-19 conditions for wearing masks and social distancing, the ride offered time for friendships to be rekindled, and new ones made as riders enjoyed the sites and swapped riding experiences. It was a fitting way to celebrate International Women's day by joining together and celebrating the strength and endurance that comes from long distance cycling. A big thanks to Dawn Piech for her inspiration and dedication to ensuring a memorable and enjoyable event. Susan B. Anthony is smiling. Enjoy the ride!

Lone Star Randonneurs

Pamela Wright

The more the merrier! That was the call for the International Women's Day ride and Lone Star Randonneurs. So, our merry band hit the Trinity Trail for a touring time alongside runners, strollers and quite a few training

Gravelicious Goodness at Cicott Park (Otterbein, Indiana) with the Indiana Randonneurs.

— PHOTO DAWN PIECH





Mrs. Virginia Bregenzer aka Ginny!
—PHOTO JEAN BREGENZER

Indiana Randonneurs Celebrating Together
We Ride after the Boiler Up! 100K.
—PHOTO DAWN PIECH

wheels, which was great fun to see. One of the best was the little girl WITHOUT training wheels getting pushed up a slight ramp by Mom, and we can all appreciate the downhill reward after that.

Like other clubs, the day was about camaraderie, seeing old friends (Patty, Brad, Pat & Jerry, it's been way too long!) and making new ones with new member Derric. Hearing folks swap stories and share tales from rides gone by made the day extra special.

The fun bonus was stopping at “Ginny’s Bench” to salute friends Jean Bregenzer and her mother, Virginia, who have been collecting milestones on their tandem, including celebrating Ginny’s 94th birthday on this bench a couple weeks earlier, and cranking out over 1200 miles since her 90th birthday! Celebrating the can-do and will-do spirit of women who have gone before us makes it really special to celebrate a woman still achieving milestones. Ginny may not ride brevets, but I’m pretty sure she’s rando at heart, and we all wish for that spirit and tenacity!

Wrap Up

It was three days of unity across the world as we all rode together in support of gender parity and equality. We pedaled sunshine around the world



and let equality flow, with the bike as a medium for the connection. Participation tripled this year! It is estimated that between 750-800 participants were a part of the 2nd annual Together We Ride empowerment peloton. In summary, 33 states in the U.S. and 11 additional countries were represented: Australia, Dubai, Germany, United Arab Emirates, United Kingdom, Ireland, Netherlands, Portugal, Lithuania, South Africa and Trinidad and Tobago.

Thank you to everyone who supported and participated in the 2nd annual International Women’s Day Together We Ride. I welcome more regions next year to grow our

community of positivity. As RBA’s are thinking about their 2022 schedules in the fall, I challenge you to consider hosting an event or multiple events on March 8, 2022, or the weekend/days before (March 5th, 6th and 7th). I also welcome individuals/companies/sponsors with a mission that aligns with equality, inclusivity and positive change for women and girls all over the world to be a part of our movement. If you have comments, suggestions, feedback, questions, contact me at iwdbike@gmail.com

Pedal Forward. Ride Inspired. 🚴

Beltway Randonista BY MARY GERSEMA

Redefining Randonnesia

Randonneurs like to joke about randonnesia—the act of forgetting the pain and difficulty of a long ride. Once the randonnesia sets in, they say, you’ll be back on another brevet in no time. I used to believe in randonnesia, too.

Recently, I began rethinking randonnesia’s applicability and think it may be precisely because we remember that we return for the next ride.

We remember discomfort. We know what sleep deprivation feels like. We recall the moments of tedium as well as those of intense engagement. A ride that does not execute according to plan lures us back with its unfinished business. How will we do the next time?

At its foundation a brevet tests our overall preparation. How did we perform? If we lack the minimum physical conditioning or our bike is not aptly tuned, we may not succeed. Alternatively, we may complete the ride but not in the way we hoped. These disappointments incentivize our return.

We also do not forget the fellowship a brevet can foster. It can be a comfort to know that others are

experiencing the same event as you. Spending miles together in the company of those with a common interest can be refreshing. You don’t

have to explain your passion for long days in the saddle or deal with variations on the “you’re crazy” comments. You can simply ride together.

Weather becomes an intimate partner on our rides. Long days mean the possibility of wide ranges in the weather. Fronts may pass through and bring rain, sun, headwinds, cold, heat, or some unplanned combination of these. Did we dress to deal with the elements? How did we fare when weather declined from pleasant to inclement?

Moments of serendipitous generosity and fellowship lodge in

Riders on Day 4 of PBP 2019.

—PHOTO MARY GERSEMA





Washington DC in Spring.
— PHOTO ED FELKER

memory. Someone treats you to a meal. A fellow rider gives you a part to handle an unexpected mechanical. Somebody offers you encouragement and a healthy push when you most need it.

Some details fade—that climb that seemed to never end, bonus miles reaped from a missed turn, fatigue from what feels like nonstop pedaling and effort. We stuff a lot into days where massive miles pass beneath our wheels. But we do not forget the ups and downs, the difficulties we must push through, as well as moments of bliss.

We know those elements will recur on rides to come, but we cannot predict how they will be packaged or when they may appear. The only way to find out is to show up and ride. It's not that we forget. Rather, the memories of small victories, challenges met and overcome, and camaraderie bring us back. The good eclipses the bad. This is randonnesia. 🚲

American Randonneur

CALL FOR SUBMISSIONS

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

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

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

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

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

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

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

Paid advertising: is available. Please contact Jay Fichiolas (quadmod@gmail.com) for details.

Submission deadlines:

Spring issue — December 25 Fall issue — June 25
Summer issue — March 25 Winter issue — September 25

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



Integer Degree Confluence Ride

BY BETTY JEAN JORDAN

Navigation and geography are two of my favorite aspects of randonneuring. Where does the route go? What interesting places do I get to visit? I'm guessing that a number of my fellow randonneurs and randonneuses enjoy these things, too. If you're looking for a new twist for a long ride, consider doing an integer degree confluence ride.

Several months ago, I thoroughly enjoyed reading the book *Maphead* by Ken Jennings. Yes, he's the same guy from *Jeopardy!* *Maphead* is all about geography, which is way more than maps. I learned about integer degree confluences from the book. An integer

degree confluence is a location that has whole degree latitude and longitude with zero minutes and seconds. No place on earth is more than 49 miles from an integer degree confluence. I decided to visit one near me, 33°N latitude, 84°W longitude, via bicycle.

During the winter I do long training rides on Saturdays with a group of friends. We call these rides Peach Peloton. Although we are roadies, we mixed it up at the end of last December and did our first mixed surface edition of Peach Peloton. Because the route was mostly dirt/gravel, I knew I couldn't keep up with the guys because it's much harder to draft on dirt than pavement. Also, the route came within two miles of 33°N, 84°W. Therefore, it was the perfect day to ride at my own pace and make a side trip to the confluence.

This confluence is located on a wooded tract owned by a timber company. I read previous accounts of visits to this confluence and saw that it was accessible either from a church or from an old logging road. Based on Google Earth, the logging road looked like it would get me closer to the spot, so I took that option. While I certainly recommend getting permission to go on private property to visit a confluence, I figured that I could get around it this time because the owner was a timber company. As it happened, I lucked into getting permission anyway.

I rode from the highway onto a dirt access road leading to an area of clear-cut timber and heard a man call out to me. He was a hunter whose club leases the property, and he was



The general area of the confluence.

— PHOTO BETTY JEAN JORDAN

All zeroes.
— PHOTO BETTY JEAN JORDAN

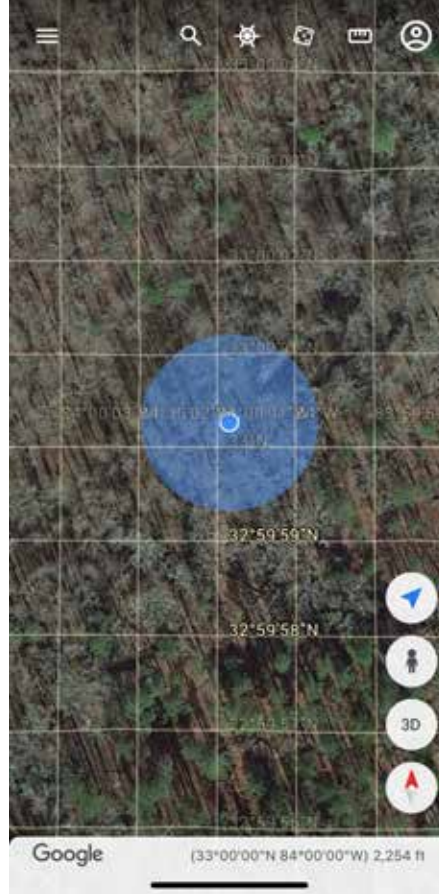
camping out in a small trailer. He said that no one was hunting that day (yea!) and was fine with me traversing the property to get to the confluence. Although he seemed a little bemused by my appearance, he sounded kind of interested in my adventure, too.

At first, I didn't see the logging road, which has become overgrown and is more of a trail now. In fact, I didn't find it until I was walking back from the confluence because a big pile of brush from the clear-cutting had blocked it from my view. So, I laid my bicycle down where I could find it again and set out on foot with the Google Earth app on my phone.

I walked across the clear-cut area, watching the lat/long on my phone and refreshing it periodically to get a live reading. There were a few briars, but they weren't bad. Trekking was fairly easy even in my cycling clothes and shoes. Also, because it was winter, ticks weren't an issue. The hunter had asked me to keep an eye out for deer, but all I saw was a rabbit.

I moved from the clear-cut area to woods that had not been timbered. I was very close on latitude, but I was having a hard time zeroing in on longitude. Then I remembered that my phone also has a compass. I was a little too far north and a little too far west; therefore, I used my compass to walk southeast. I realized that my sense of north had been slightly off because the sun was so far south that close to the winter solstice. The compass also gave me lat/long, which matched the lat/long on my Google Earth app, giving me more confidence in my location (or at least my phone's GPS receiver).

As I got closer to the confluence, I saw a creek and then remembered previous confluence reports mentioning a



creek. I climbed down an embankment to stand next to the creek and—woo hoo!—all zeroes (minutes and seconds)!

I took the photos required to submit an official visit report to the Degree Confluence Project (<http://confluence.org>), including a screenshot with “all zeroes,” a photo of the general area of the confluence, and a photo in each of the four cardinal directions while standing at the confluence. After spending a few minutes reveling in the beautiful day and successful visit, I headed back toward my bicycle. I ate the slices of Claxton fruitcake that I had brought as bike food and marveled at how my phone has more computing power than the computers that existed at the time Neil Armstrong walked on the moon.

Walking as straight a line as I could reckon, I found the trail (logging road) that would have led me almost right to the confluence. Picking up my bike, I said goodbye to the hunter and pedaled away. 🚲

Attention Members

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

Update your address online at:

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

...and to renew your RUSA membership!

Memberships run from January through December.

Renew online at:

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



New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
14210	Blankenship, James	Decatur	AL	14341	Jacobshagen, Eric	Sedalia	CO	14372	Huang, Andrew	Cambridge	MA
14155	Clerc, Christian Y	Bowie	AZ	14314	Khublal, Jaime	Thornton	CO	14353	Rothstein, Melinda A	Dover	MA
14114	Licciardi, Mario	Cave Creek	AZ	14230	Rosado, Enrique	New Haven	CT	14234	Conroy, Suzanne	Dracut	MA
14251	Tippetts, Ike T	Gilbert	AZ	14275	Wellington, Adam Lyndon	New Milford	CT	14115	Moloney, Neil	Gloucester	MA
14218	Larson, L	Glendale	AZ	14228	Allen, Ralph R	Newington	CT	14142	Ruelle, Michael F	Malden	MA
14105	Tippetts, Spencer	Mesa	AZ	14220	Ahimbisibwe, Arnold	Washington	DC	14141	Eberle, Dylan Edward	Medford	MA
14205	Garcia-Llanos, Armando	Davis	CA	14162	Bate, Pancho L	Washington	DC	14119	Fitzgibbons, Shawn P	Newton	MA
14257	Milner, Travis	Davis	CA	14097	Pickup, Edward L	Washington	DC	14110	Ryan, Connor	Salem	MA
14170	Ameer, Shahed	Folsom	CA	14219	Ray, Catherine	Washington	DC	14324	Snow, Erik	Salem	MA
14183	Egorov, Gary	Fresno	CA	14161	Whitaker, N	Washington	DC	14238	Smith Jr, Greg	South Boston	MA
14175	Walker, Steve	Lafayette	CA	14103	Wolff, Ian	Jacksonville	FL	14262	Umbrell, Michael	Waltham	MA
14152	Muhammad, Lissa	Lancaster	CA	14134	Herndon, Steve B.	Newberry	FL	14168	Robertson, Adrian	Winnipeg	MB
14297	Venable, Kevin A	Lancaster	CA	14363	Berrios, Ivette	Orange Park	FL	14096	Howie Jr, Michael	Baltimore	MD
14283	Hernandez Rivera, Daniel	Long Beach	CA	14270	Shen, Matthew	Ponte Vedra Beach	FL	14216	Matthews, Ernest D	Baltimore	MD
14129	Parker, Scott E	Longmont	CA	14127	Mallory, Gina L	Winter Garden	FL	14123	Neft, Joel D	Baltimore	MD
14233	Steinmetz, Nicole F	Loomis	CA	14128	Perez, Lorraine Vizcarra	Winter Garden	FL	14165	Ferrell, Stewart	Glenn Dale	MD
14167	Snyder, Jonathan A	Los Angeles	CA	14346	Salamon, Paul B	Cedar Rapids	IA	14166	Smith, Elizabeth	Glenn Dale	MD
14356	Goldberg, Anne	Oakland	CA	14245	Platt, Dennis	Davenport	IA	14169	Gunn, Joshua S	Severna Park	MD
14229	Herr, Seth	Oakland	CA	14130	Chon, Lena M	Barrington	IL	14156	Johnson, Katherine M	Silver Spring	MD
14136	Holmes, Victor F	Oakland	CA	14374	Goeser, Peter A.	Champaign	IL	14223	Parker, Jean	Westminster	MD
14237	Kesterson, Ian	Oakland	CA	14164	Gleeson, Ryan	Chicago	IL	14327	Huston, Charles	Berwick	ME
14102	Cua, Jc	Roseville	CA	14159	Shallow, Christopher Daniel	Springfield	IL	14320	Bogart, David A	Birmingham	MI
14349	Aronov, Olga M	San Francisco	CA	14296	Dinges, Kristen	Carmel	IN	14366	Dowling, Jon	Canton	MI
14362	Rozzelle, James E	San Francisco	CA	14295	Dinges, Nathan	Carmel	IN	14248	Murphy, Patrick K	Canton	MI
14294	Wills, Peter E	San Francisco	CA	14307	Whicker, Dick	Danville	IN	14323	Pierce, Brandon R	Detroit	MI
14293	Ly, Dominique M	San Jose	CA	14285	Krukenberg, John	Fishers	IN	14318	Roach, Annabell	Ferndale	MI
14093	Ramaswamy, Gokul	San Jose	CA	14309	Mulpuri, Midh	Indianapolis	IN	14317	Smerczak, Elizabeth	Ferndale	MI
14242	Elgasseir, Ahmed M	San Mateo	CA	14226	Becker, Julia M	Lafayette	IN	14358	DeHaan, Nicolas H	Grand Rapids	MI
14120	Kim, Han K	Santa Clara	CA	14225	Hackney Jr, Allen L	Lafayette	IN	14280	Littleton, Tyler	Grand Rapids	MI
14163	Patrick, T	South Pasadena	CA	14232	Emmett, Sandy	Marion	IN	14347	Saperstein, David	Huntington Woods	MI
14197	Mann, Deirdre	Whittier	CA	14213	Brown, Dean	Rockville	IN	14281	Kruman, Craig L	W. Bloomfield	MI
14198	Mann, Robert	Whittier	CA	14160	Barawskas, Margaret J	Terre Haute	IN	14354	Hancock, Carl	Bloomington	MN
14286	Traditi, Frank	Aurora	CO	14282	Bland, Mike	Lenexa	KS	14377	Klausner, Daniel E	Eagan	MN
14151	Dossett, Bill	Boulder	CO	14284	Newcomer, Derrick V	Olathe	KS	14190	Courson, Jim	Eyota	MN
14350	Hescheles, C.J.	Boulder	CO	14104	Carroll, Jeff A	Ottawa	KS	14108	Hill, Russell	Hopkins	MN
14290	Holub, Jim G	Brighton	CO	14348	Whitten, A Douglas	Pittsburg	KS	14131	Andrychowicz, Noelle J	Minneapolis	MN
14253	Woodward, Greg S	Castle Rock	CO	14289	Brady, Ben	Prairie Village	KS	14118	Davis, Kameron	Minneapolis	MN
14272	Moy, G	Colorado Spring	CO	14254	Ludlow, Stuart	Prairie Village	KS	14107	Robinson, Anthony	Minneapolis	MN
14095	Born, Erik	Denver	CO	14150	Wheeler, Kevin M	Covington	KY	14138	Hoffard, Timothy M	Savage	MN
14264	Denton, Samuel Hunter	Denver	CO	14244	Dubberley, John R	New Orleans	LA	14252	Fleming, Jennifer Erin	St. Paul	MN
14268	Van Ekeren, Clayton	Denver	CO	14116	Lownik, Adam J	New Orleans	LA	14269	Loskota, Pete	St. Paul Park	MN
14352	Westphal, Andrew T	Denver	CO	14240	Elfanbaum, Daniel	Belmont	MA	14100	Graham, Zach R	Wayzata	MN
14301	Dawood, Jonathan	Englewood	CO	14266	Dyer, Ash	Boston	MA	14271	Emde, Will G	Kansas City	MO
14273	Morton, Dylan	Englewood	CO	14326	Kozin, Elliott D	Boston	MA	14124	Bird, Matthew	Weldon Spring	MO
14329	Burr, Ryan R	Fort collins	CO	14319	Martin, Gage	Boston	MA	14305	Poland, Marc B	Bakersville	NC
14311	Roman, Bob	Lakewood	CO	14267	Offenheiser, Deirdre	Boston	MA	14241	Alexander, Benjamin Stribling	Raleigh	NC
14287	Silger, Mickey D	Lakewood	CO	14189	Campbell, Tim	Bridgewater	MA	14306	Bossut, Angela Bowen	Wilmington	NC
14274	Whitaker, Graham	Louisville	CO	14337	Buten, John	Cambridge	MA	14246	Ellis, Kent	Bismarck	ND

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
14325	Sleeper, Ian M	Dover	NH	14154	Carpenter, Maggie	Hagaman	NY	14158	Christiansen, Shawn	Cedar City	UT
14276	Hickey, Adam J.	Somersworth	NH	14359	Ferber, Ben	New York	NY	14368	Yuill, Ben	Holladay	UT
14256	Kolbeck, Blair A	Allentown	NJ	14338	Finan, Derek	New York	NY	14137	Hulme, Brent Chase	North Logan	UT
14126	Marsh, C Brad	Collinswood	NJ	14186	Heller, Rebekah	New York	NY	14139	Phillips, Tk	Ogden	UT
14316	Comer, Dave	East Brunswick	NJ	14192	Looby, Innis M	New York	NY	14340	Chivers, Taylor	Orem	UT
14278	Cervelli, Joseph D	Edison	NJ	14191	Merritt, Tsitsi	New York	NY	14250	Fletcher, Royal L	Orem	UT
14279	Kushner, Michael	Edison	NJ	14188	Rosario, Janelle	New York	NY	14099	Hill, Broc B	Providence	UT
14214	Laudor, Ian	Flanders	NJ	14187	Taylor, Rudd	New York	NY	14217	Pogorzelski, Joseph	West Jordan	UT
14194	Miller, Mike	Flanders	NJ	14371	Porter, Michael	New York City	NY	14212	Flanagan, Holly	Alexandria	VA
14227	Zaimaj, Klejdi	Hackettstown	NJ	14185	Reynolds II, James R	Perry	NY	14148	Moore, Andrew P	Alexandria	VA
14173	Testa, Brian	Hampton	NJ	14132	Miskis, David N	Queens Village	NY	14224	Dunbar, Henry	Arlington	VA
14201	Clissold, Brian C	Hightstown	NJ	14208	Samuels, Robert	Rye	NY	14221	Insley, Marcia	Arlington	VA
14328	Avallon, Eddie C	Hillsborough	NJ	14149	Herrick, Raymond D	Smithtown	NY	14180	de Groot, Jeffrey	Fairfax Station	VA
14335	Grimes, Ryder	Jackson	NJ	14247	DiGiandomenico, M K	Cincinnati	OH	14171	Lancaster, Matthew A	Leesburg	VA
14176	Cole, Valerie A	Landing	NJ	14302	Stallano, Joe	Cleveland	OH	14174	Hedrick, Daniel	Vienna	VA
14308	Liu, Robert R	Lawrence Township	NJ	14375	Bender, Michael R	Cleveland Heights	OH	14243	McLane Jr, Allan	Brattleboro	VT
14140	Morton, Glenn	Lebanon	NJ	14260	Hoch, Ryan	Lakewood	OH	14239	Frost, Andrew	Burlington	VT
14094	Mattia, Ricardo	Madison	NJ	14315	Petersen, Andrew W	Portland	OR	14125	Youngberg, Joshua Robert	Bainbridge Island	WA
14203	Kellner, Pauk	Mahwah	NJ	14144	Sharpe, John M	Allentown	PA	14339	Binz, Brian D	Bellingham	WA
14196	Lumauig, Joel G	Metuchen	NJ	14299	Fagan, Barbara Joan	Altoona	PA	14364	Martinez, Nicholas	Bremerton	WA
14231	Bedard, Lorraine	Moorestown	NJ	14298	Maller, David Lawrence	Altoona	PA	14135	Wright, Charles H	DesMoines	WA
14336	Dearie, Christopher	Morristown	NJ	14310	Handleman, Steven	Bala Cynwyd	PA	14133	Park, Daniel	Kirkland	WA
14259	Hernandez, Edward	Mountainside	NJ	14117	Guslyakov, Oleksiy	Doylestown	PA	14360	Polansky, David	Kirkland	WA
14184	Ashturkar, Anish	New Brunswick	NJ	14361	Bloom, Lawson D	Ellwood City	PA	14143	Miller, Clint	Mill Creek	WA
14215	Hazlett, Christopher E	New Providence	NJ	14098	Umble, Chad M	Lancaster	PA	14373	Conger, David G	Port Orchard	WA
14376	Shablyka, Anton	Palisades Park	NJ	14109	Gordon, Peter	Newtown Square	PA	14300	Atkins, Tom	Ravensdale	WA
14206	Nagireddy, Sridhar R	Plainsboro	NJ	14333	Redmond III, Garrett	Pennsburg	PA	14365	Adachi, Peter	Seattle	WA
14202	Miller, Mara	Ramsey	NJ	14200	Kroehle, Kel	Philadelphia	PA	14345	Bradburn, Andrew	Seattle	WA
14182	Betancourt, Alejandro	Randolph	NJ	14291	Layman, Dean Bradford	Philadelphia	PA	14334	Duren, Paul A	Seattle	WA
14195	Costley, Simon M	Randolph	NJ	14199	Reinvald, Tiia G.	Philadelphia	PA	14342	Guerrero, Mike	Seattle	WA
14122	Sarma, Naveen	Ridgewood	NJ	14209	Spiers, Andrew	Philadelphia	PA	14321	Justice, Radfield D	Seattle	WA
14193	White, Joe	Stanhope	NJ	14211	Tice, Corrie	Philadelphia	PA	14332	Lewis, Thomas	Seattle	WA
14111	Levins, Kenneth A	Tenafly	NJ	14330	MacWilliams, Ryan	Pittsburgh	PA	14322	Rhoads, Sam	Seattle	WA
14255	Bernhardt, Thomas	Wayne	NJ	14145	Hallam, Seth	Pittsburgh	PA	14331	Rudensey, Lyle M	Seattle	WA
14367	Probala, Tomasz	Wood Ridge	NJ	14146	Martinez, Angela	Pittsburgh	PA	14263	Sotelo, Lisa	Seattle	WA
14207	Morrone, Paul	Woodbridge	NJ	14236	Panzitta, Michael	Pittsburgh	PA	14303	Thompson, Paul	Seattle	WA
14261	Pastirik, Gary D	Woodbridge	NJ	14304	Pilz, Nicholas R	Pittsburgh	PA	14344	Vanderput, Remy	Seattle	WA
14179	He, Jonathan Qijian	Brooklyn	NY	14112	Hicks, Irene E	State College	PA	14121	West, Jeffrey M	Seattle	WA
14292	Le Maitre, Yann	Brooklyn	NY	14113	Hicks, Robert J	State College	PA	14370	Widgren, Heather N	Seattle	WA
14177	Mulligan, Joseph	Brooklyn	NY	14172	Finsen, Mark	Yardley	PA	14147	Folsom, James	Vancouver	WA
14178	Orth, Elizabeth L	Brooklyn	NY	14277	White, Bill	Rock Hill	SC	14101	Close, Matthew D	Woodinville	WA
14288	Radushkevich, Dzmitry	Brooklyn	NY	14106	Shuff, Andrew Michael	Gallatin	TN	14378	Rytillahti, Mark	Green Bay	WI
14181	Santaguida, Gino M	Brooklyn	NY	14222	Hicks, Derric	Arlington	TX	14313	Kiffmeyer, James Raymond	Rice Lake	WI
14357	Shigapov, Maxim	Brooklyn	NY	14157	Choi, Joseph	Austin	TX				
14355	Torras, Mariano	Brooklyn	NY	14265	Magee, Andrew	Cleburne	TX				
14258	Wey, Christopher R	Brooklyn	NY	14343	Misner, Michael	Dallas	TX				
14235	Blanchard, Jay R	Darien Center	NY	14351	Nanda, P	Flower Mound	TX				
14153	Paiva, Adam V	Greenfield Park	NY	14249	Bregenzer, Virginia	Fort Worth	TX				

Early Brevets Under the Shadow of COVID

BY KERIN HUBER, RBA, PCH RANDONNEURS

PCH Randonneurs (the Los Angeles region) held its first two brevets of 2021 in March, a 200km on the first weekend and a 300km two weeks later. Typically, we would begin our season in January, but the dangerously high COVID levels and alarming hospitalization rate in Southern California in December forced us to postpone our events. We are grateful to ACP and the RUSA Brevets Committee for the flexibility to postpone in the face of the ever-changing pandemic.

Like all RUSA regions, we are operating using a Pandemic Plan that lays out protocols designed to keep riders, volunteers, and the community as safe as possible. We use exclusively online advance registration so there is no handling of money, checks or

registration forms. Since our website is built on the RideStats platform developed by Michele Brougher, advance registration is easy for us to set up and easy for the riders to use. There are no mass starts or pre-ride meetings—we are using “show and go” starts with a

starting window rather than a fixed starting time.

Riders tend to start solo or with one or two friends, and it appears that when they begin by spreading out in time and space, they tend to remain that way for the entire ride. We are also taking advantage of the freedom granted by RUSA to use fully electronic proof-of-passage to eliminate the need for brevet cards and receipts. To show that they have completed the route the riders can submit a link for their ride on RWGPS or a similar app. For riders who are not GPS users (and I think it's important to accommodate these riders), time-stamped selfies from all the controls can be submitted instead. We try to be flexible with riders who are “electronically challenged” and work something out for them.



Too bad PPE can't protect against flats too.

—PHOTO GREG GOEBEL



Mask wearing recommended on bike paths.

—PHOTO JAMES YUAN

For the most part, our riders have enthusiastically embraced EPP—I have heard very few laments over the absence of brevet cards. In fact, now that we are all getting used to electronic verification it is hard to imagine most folks will want to go back to handling grimy brevet cards and receipts.

It has been reassuring to see how readily our riders have complied with the pandemic protocols. Before running any brevets under COVID, I had been afraid that the RBA or the ride leader would have to play the role of enforcer to get people to follow the rules, but that has not been the case. Our riders are willingly wearing their masks, not clumping together, and respecting CDC guidelines. I appreciate that our riders want to do what is smart and safe for their own safety and the safety of those around them.

Some of the regular PCH riders have chosen to remain on the sidelines and skip brevet riding for now. We



hope to see their smiling faces back soon. But for the riders who choose to ride our brevets it has been great to once again have the opportunity to see their rando friends and pursue their randonneuring goals. I'm hoping that by the time you read this, most people will have been vaccinated and the pandemic will be under better control. We all look forward to the return of mingling with our fellow riders, coffee shop stops, and post-ride gatherings for food and beverages.

The following quotes are taken from the feedback from the riders who participated in our March brevets.

John Marino writes,

“Documenting rides with cell phone time stamped photos and GPS routing is very convenient and less time consuming at controls. A portable phone charger might be required depending on the length of the ride. I hope RUSA allows this to continue in the years to come.”

Greg Goebel writes that he is thankful for the “leadership developing the Pandemic Plan to allow riding.”

Daniel Tran says, “I am extremely happy to be able to participate in these events.” He also adds that he misses “brevet cards” and “socializing in a large group,” and that it is “harder to make new friends because we are observing social distancing.”

Matt Vining writes, “I am stoked that there are rides on the calendar and we can daydream about the possibilities. I constantly look at the posted ride calendars and click on the GPS routes to take my mind off the daily grind. I just like to ruminate on the possibilities and imagine the effort at mile 150. It’s been an interesting year, but I have never felt uncomfortable while on a brevet, and I feel really fortunate to be able to get out as a “socially distanced” group.” 🚲

Photo controls are touchless and convenient.

—PHOTO KERIN HUBER



Roadside Repairs Beyond Your Average Flat: Wheels Edition

We've all had occasion to fix a flat, and most of us have also experienced a smattering of other mechanicals. Some mechanicals are likely to end your ride, but with preparation and a little outside-the-box thinking there are plenty that won't. Of course, an ounce of prevention is worth a pound of cure—a well-maintained bike is less likely to have problems. But as we all know, stuff happens and it doesn't hurt to be prepared.

Most of us are probably familiar with using a dollar bill or food wrapper to boot a tire with a hole too large to ignore. But what about the rest of the wheel? Broken spokes can happen in a number of ways. Sometimes it's because the wheel wasn't evenly tensioned when it was built. Other times crashes, the banging around that occurs during travel, or damage from a dropped chain or other foreign object can result in broken spokes, too.

It's common for spokes to break either at the elbow or at the nipple. Spare nipples are easy to carry and they don't weigh much. It's not that convenient to replace a nipple on the

road, as you have to take off the tire and the rim tape to do it, but it can be done if necessary.

On a 3-cross wheel with 32+ spokes, a single broken spoke will make your wheel wobble a bit, but you'll be able to keep riding. You might not even notice it! At most, you may need to open the release or loosen the cable on your brake (obviously, with disc brakes this isn't an issue), but the wheel should still be able to pass freely—even with the brake tight enough that you can still use it.

However, the fewer spokes your wheel starts with, the farther out of whack it will be if a spoke breaks. As

long as the wheel can spin freely you can still ride. Generally, a cantilever brake should be able to open up as wide as needed, although depending on how bad your wheel is, you might not be able to use that brake very effectively. You'll have to ride gingerly and rely on the other brake. Make sure you remember which one remains in service, and bear in mind its limitations!

With a caliper, you might need to remove the brake completely in order to let the wheel spin. One compromise there—if you don't like the idea of entirely removing one of your brakes, loosen the brake bolt just enough that the caliper can rotate a bit. That will let the rim nudge the brake from side to side as it wobbles.

You'll get some added resistance from that brake, but less than if the brake were not free to move. The brake will still be there if you need it, although braking will be less than smooth so keep your speed down on the descents. Be sure to keep an eye on that bolt and make sure that the side-to-side rotation doesn't gradually work the brake bolt all the way loose!

If your wobbly wheel is rubbing your frame, there is one last-ditch thing you can try. Depending on the frame and how much rub there is, you may be able to clamp the wheel just slightly crooked in the dropouts so that it tilts away from the spot where it's rubbing. You probably don't have a whole lot of leeway here because if you tilt it away from one side you're tilting it toward the other side, and your dropouts may

It's not that convenient to replace a nipple on the road, as you have to take off the tire and the rim tape to do it, but it can be done if necessary.



A FiberFix Spoke doesn't take much room.
—PHOTO EMILY O'BRIEN

not have much wiggle room in how the wheel is clamped in. You'll need to tighten your skewer down pretty hard to get it to hold. But if a little leeway is all you need, this could be the trick. I once got a companion to the end of a 300km by doing this after he broke a couple of spokes on a wheel with

proprietary nipples for which I didn't have a tool.

The better solution to a wobbling wheel is to get it at least close to being true again. On a higher spoke count wheel, you can sometimes straighten out the worst of it by using the spokes near the broken one to compensate. If

a spoke on the left side of the hub has broken, the rim will pull to the right in that spot. You can bring it more or less back in line if you tighten the left side spokes on each side of the broken one a little, and/or loosen the adjacent right side spokes. On a lower spoke count wheel, the adjacent spokes are probably too far away to help so the only thing you can do is replace the broken one.

As long as your bike uses standard spokes and nipples, I highly recommend carrying a "fiber fix spoke" in your tool bag. This is a kevlar cord you can thread into the hole on your hub and screw into the nipple and tighten to replace a missing spoke. It takes up very little space and weighs very little. The one caveat about it is that the way the cord threads through the parts can be confusing. Try it once at home first so you aren't trying to follow the tiny little diagram for the first time by the side of the road. I once helped a rider with one who had been struggling for an hour before I arrived.

There's a limit to how tight you can really get the fiber fix spoke. It will get tight enough to straighten the wheel out nicely on a typical 32-spoke, 3-cross wheel. However, wheels with fewer spokes generally also have higher tension in each spoke so you might not be able to get a fiber fix spoke quite tight enough to get the wheel all the way straight. But even if it's not perfect you should be able to get it straight enough to turn freely, and you'll be able to finish your ride.

Try this at home first.
—PHOTO EMILY O'BRIEN



If your wheels have proprietary spokes or nipples, it's a good idea to carry a spare spoke or two in the lengths your wheels use, as well as the tool needed for adjusting them. The easiest way to carry spare spokes is to tape them onto an out-of-the-way place on your frame, such as your downtube or left chainstay. Electrical tape works well for this; some touring bikes even have special slots built onto the chainstay for this purpose.

All that said, my opinion is that for brevet, touring, or general travel bikes, you're better off sticking with standard spokes and nipples, and at least 32 spokes per wheel. This type of wheel may not be the absolute lightest or most aerodynamic thing you can find, but they are easier to repair and breaking a spoke or two is less likely to be a big problem. Actually, they can be decently light if built with lighter weight components.

My last bit of wheel advice is to

take a few minutes in the comfort of your home to conceptualize which way to turn spoke nipples to tighten or loosen them. Everyone has heard of "righty tighty, lefty loosy," but with spokes it gets confusing. That saying applies if you are looking at the head of the nipple—where it sits inside the rim—and the elbow is pointing away from you. But if you are looking at the far side of the rim from you and the elbow is pointing toward you, it will be the other way around.

Another way to think about it is that turning screws counterclockwise brings them toward you; turning clockwise moves the screw farther away. Of course, a spoke nipple sits in a hole in the rim so it can't move. It makes the spoke tighter or looser instead. If you're looking at a nipple on the far side of the wheel and you rotate it to the left, it wants to climb up the spoke toward you so it tightens the spoke. If you're looking at a nipple on the near side of

the wheel, turning it to the right will make it climb up the spoke and tighten the spoke.

It's not a bad idea to experiment on an old junk wheel at home, and/or work out your own mnemonic for the direction in which to turn the nipples so you don't waste time by the side of the road making your wheel worse! You don't need to become a master wheel builder. You just need to become confident enough with being able to turn the nipple the way you intended, and make sure that the spoke wrench you're carrying is a decent design and fit so that you can make adjustments without rounding off the nipples. It could make the difference between a 15-minute stop and a phone call for a ride home. 🚲

Next time: Drivetrain mechanicals by the side of the road.

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Successfully Coping in Colorado

BY JOHN LEE ELLIS, RBA, COLORADO RANDONNEURS

On March 8 last year, we started our populaire—on International Women’s Day—in typical convivial fashion with lots of socializing and riding together.

One week later at our next event, the masks and nitrile gloves were on, and distancing was the order of the day. A week after that, RUSA events closed down.

Since RUSA events resumed in September, we’ve held rides each month, seven in all through March as I write this. These have been populaires and 200km’s, small events with five to seventeen riders—typical for that time of year in Colorado. The small riding groups have been able to maintain separation and not cause crowding at stores.

Riders have seemed comfortable with our new protocols. After all, as individuals, we’d had four months to

get used to the COVID behaviors we now practice in daily life. Our core members have shown up with their usual enthusiasm. There have been new faces, too! A promising sign—to see folks trying out something new in the time of the virus and during the frosty climes of a Colorado winter.

To begin, we adhere to Colorado’s restrictions and recommendations, of course, including distancing and mask-wearing at start and finish, controls, and other stops. Next, we have a “touchless” sign-in, ride, and finish. Riders can email us photos, GPS routes, or images of receipts from controls; nothing is collected at the finish. The only “physical transfer” is

the signed paper waiver, printed out by the rider and deposited into a plastic bag at the ride start. We don’t supply physical cards or cue sheets, but riders can download them. Most of our riders have used GPS or photos, a natural carryover from riding permanents, which had resumed in August. These revised processes did not put a crimp in our events for riders or organizers.

Riders may depart as soon as they’ve deposited the waiver. Most depart together in small groups at the nominal start time. A few start out in ones or twos ahead of time. Riders just have to document their starting time.

We feature routes where people feel comfortable going into an establishment for services. We’re lucky in Colorado with the cordial and responsible behavior we generally find among store staff, customers, fellow riders, and everyone else.

As I write this on the verge of spring, we will soon be moving into



3/8/2020 pre-virus-populaire start.

—PHOTO JOHN LEE ELLIS



Spacing at the start of the December Roggen Roundabout 200km.

—PHOTO JOHN LEE ELLIS



Corinne Warren and Jim Howell at the Vail Pass.
— PHOTO PAUL FOLEY

Below, Mike Turek with John Lee Ellis and handbooks.
— PHOTO PAUL FOLEY

a season of more and longer events. Based on our positive experiences so far, we anticipate having enjoyed additional smooth and successful events by the time you read this. These will feature longer distances and more contact with services, but all should be manageable using the protocols that have served us well, along with great rider attitudes!

Local riders were asked for their reactions to rides offered during the pandemic:

Pascal Ledru: “While the brevet and permanent programs were on hold last summer, we continued to ride as a small group and took it as an opportunity to explore new routes and complete the Colorado Triple Crown in social distancing mode.”

Michael Turek: “Except for the heartbreaking cancellations of the Grand Randonnees, Covid didn’t slow us down. With precautions RUSA/RMCC laid out, cycling became our escape from social isolation (zoom calls provided only partial relief). Because I wasn’t traveling for work, I actually found myself more fit this past year... and doing some new routes.”

Vernon Smith: “I’m certainly comfortable with RMCC COVID protocols. Our brevets break up into smaller groups which makes the

controls less populated. Everyone carries a mask to wear before the ride, after the ride, and at the convenience store controls. I’ve been doing more permanent riding, often with just one or two others, sometimes solo. Colorado is opening up vaccinations to all adult age groups very soon. I’ve had mine.”

Paul Foley: “It was the best of

times. It was the worst of times. Having the chance to ride with good friends again for RUSA credit, but limited beer stops in the end.”

Debbie Bush: “I just want to say that for me it has been a pleasure to be able to ride with this great group of people. Fun, challenging and following the social distance protocols :-)” 🚲



Riding Dirty in Tallahassee

BY AARON RUSSELL

Cyclists in Tallahassee, Florida, are blessed with a superabundance of bikeable dirt. The city and surrounding area boast hundreds of miles of trails and unpaved rural roads, earning it the nickname “Trailahassee” among outdoors enthusiasts. I moved here from Houston about a year ago and have probably ridden on more gravel, clay, and sand surfaces in that short time than I had in the previous decade in Texas.

To the surprise of those with fixed ideas about Florida geography, much of Tallahassee and environs is quite hilly: the block to the west of my house registers as a 15% grade in my bike’s GPS unit. With the Red Hills region to the north and the flat coastal terrain to the south, the Tallahassee area offers local cyclists a wide range of terrain and surfaces to choose from.

Given Tallahassee’s penchant for rough and dusty outdoor activities, it makes sense that some of the local RUSA permanents are best ridden in dry weather on wide tires. On March 13, 2021, I met up with “Randonneurs of Tallahassee” (ROT) regulars Aaron Suko and Jeff Lord, for the first official

run of a newly approved 110km permanent, “Miccosukee Canopy Cruise,” a dirt-centric out-and-back from Tallahassee to Thomasville, Georgia. The route runs through the heart of the Red Hills region of North Florida and South Georgia, offering a good deal more climbing than the typical Florida populaire at about 2500 feet (according to Ride with GPS). Nothing too long or steep, but lots of moderate rollers. That profile, combined with about thirty-six miles of uneven and unpredictable clay and gravel surfaces, make this one a bit more challenging to complete in the allotted time than the average 100km.

The ride starts at a trailhead on the Miccosukee Canopy Road Greenway.

The first mile or so of clay is especially magical, deeply shaded by mossy oaks that arch above the sunken old roadbed.



The popular gravel multi-use trail carries us five and a half miles to the northeast, winding over small hills through pretty woods and fields while avoiding a high-traffic section of Miccosukee Road. Some of the trail has recently been resurfaced with very fine gravel (or coarse sand depending on your perspective) and feels a bit loose under our wheels.

Reaching the end of the greenway, we make a quick jog over to Miccosukee Road, which runs for about seven miles from Tallahassee to Miccosukee, with much of that distance featuring a shady canopy of live oaks. Miccosukee was once an important center for the Miccosukee tribe; Andrew Jackson burned hundreds of their homes here in 1818 during the First Seminole War.



Riding into Miccosukee, Florida.

—PHOTO AARON RUSSELL

Creek crossing on the return trip from Thomasville.

—PHOTO AARON RUSSELL

Today, Miccosukee is a small, rural, largely African-American community with one store and a tiny post office.

On the other side of Miccosukee, we begin a long section on mostly clay-surfaced roads between Miccosukee and Thomasville. The first mile or so of clay is especially magical, deeply shaded by mossy oaks that arch above the sunken old roadbed. The clay road surfaces here change continually, and one should be aware of recent weather before attempting them on a bicycle. Today, after a dry spell and some recent mechanical grading, the road surfaces are tending to loose and dusty, with a few sandy sections that slow us down. Still, we'll take it over miles of sticky mud on a rainy day.

We pop out onto some pavement



Jeff Lord and Aaron Suko share a laugh at the start of the ride.

—PHOTO AARON RUSSELL

in Metcalfe, Georgia, a tiny town dominated by a lumberyard, before entering the final 8-mile stretch of orange dirt into Thomasville. Aaron Suko always keeps a sharp eye out for a certain donkey in Metcalfe and will later feel relieved when he spots it on the return leg of the ride. (According to Aaron, “the ROT Squad rule is it ‘doesn’t count unless you see a donkey.’ The swamp donkey is our mascot and muse.”) Somewhere between Metcalfe and Thomasville, recent heavy rains have caused a stream flowing from a swamp to change course from just running beneath the small bridge to now running across the road. We pedal through without incident, stopping to snap action photos.

Upon arrival in Thomasville, Aaron and Jeff ride a few blocks past



the control into the cute downtown for espresso and croissants. I’m a bit tired, have food in my bag, and am still feeling store-shy, so I wait for them at a shaded picnic table in a nearby park and tuck into a motley “lunch” of potato chips, chocolate Ensure Plus, and lukewarm Gatorade. Pre-COVID, I would normally have gone into an air-conditioned store at this point on a warm day, bought a cold drink, and

topped off my bottles with ice.

And, in retrospect, icing those bottles and doing some more deliberate hydration would have been a good plan. On the return leg of the journey I realize I’m not feeling quite as fresh as I was on the way up to Thomasville. Spring afternoon temperatures are climbing into the 80s, the endless small dirt climbs are wearing me down, and Aaron and Jeff keep getting ahead



Miccosukee Canopy Road Greenway.

—PHOTO AARON RUSSELL

of me. The Gatorade in my bottles is now blood-warm and sickly sweet, and my stomach revolts at the thought of the two granola bars lurking in my bag. Not good. Catching up with the others, I say that I will have to stop at the Miccosukee store control to cool off and hydrate. My budding nausea increases when we climb a hill through thick smoke from a controlled burn in the woods.

In my deteriorating state, the slow climb on pavement into Miccosukee feels endless. At long last, we mask up and enter the store. It's a bit crowded inside, but virtually all of the other customers also have masks on. In any case, my immediate needs are too pressing to stay outside avoiding germs. I buy two bottles of mineral water and a coconut ice pop and flop down with the others in the shade on the lawn behind the post office. The cold, bubbly water tastes amazing after miles of tepid, syrupy Gatorade, but I can't manage more than a few bites of the gummy, freezer-burned fruit bar. Ice cream usually revives me in times like these, so I'm a bit worried now. Aaron offers me a banana but I don't want that either.

I'm teetering on the verge of bonking, but remind myself it's only about fourteen miles to the end of the ride. At this point we're not even sure we'll finish in the allotted time. I urge the others to ride ahead at their own pace, then nurse myself along with sickly-sweet sips from my bottle and count the miles. Upon reaching the north trailhead of the final stretch of greenway, I call home and beg my wife, Sheila, to pick me up at the finish in half an hour. (I'd ridden the five miles over that morning.) She kindly agrees

Clay road north of Miccosukee.

—PHOTO AARON RUSSELL



to fetch me and I push the pace a bit, bombing down hills on the gravel trail to make up for lost time.

At the finish, my time is just under seven hours, doubtless the slowest 100km I've ever ridden. I'm exhausted. Later, showered and resting at home, I realize that I hadn't counted on the extra hours of saddle time. These, along with skipping the bottle-icing stop in Thomasville, threw a monkeywrench in my usual cavalier 100km nutrition

and hydration strategy. I'm looking forward to re-tackling this route with a better plan soon. Still, it's been a wonderful weekend day enjoying the local roads and trails with friends and putting another notch on my 2021 P-12. 🚲

Live oaks on Miccosukee Road.

—PHOTO AARON RUSSELL



Return of a Cherished Friend

Last January, in the “before-times,” the suspension of the Permanent Program and its effect on my P-12 and R-12 streaks were at the top of my mind. The 200km ride I had completed in December would not be recognized. I had ridden a 200km every month since March 2015, but my quest for an “R-60” was now stopped at “R-57.” I was a bit obsessed with somehow righting this wrong until COVID-19 came along with its lessons on what in life is truly important.

When the Permanent Program was restarted in August 2020, I was too busy with work and caring for my elderly mom to pay much attention to the details. I had ridden very little since New Jersey shut down in mid-March, and once my streak had stopped, I had little motivation to get

back on the bike. Instead of 200kms ridden under the pressure of time limits and control stops, my friends and I leisurely traversed back roads and rewarded ourselves with ice cream or beer at the finish.

This lazy riding couldn’t continue forever if I were to still consider myself

a randonneuse, so in the final days of November 2020, with considerable trepidation I rode a relatively flat 100km in a surprisingly decent time. It helped that my friend Paul pulled me around the course although that assistance didn’t prevent my legs from feeling as though I had ridden PBP! But it was a start, and after I completed a 100km in December, I readied myself for a January 200km, the last month in which I could officially restart the streak which had been interrupted the year before.

With Paul again pulling me around a somewhat hillier course (and also fixing my two very inconvenient flat tires), the January 200km proved quite pleasant. Janice and I conquered a chilly, windy February 200km to complete both my R-12 and Ultra R-12. March brought Nigel’s annual Rides of March challenge which inspired me and many others to ride an hour each day throughout the month. I finally feel as though my love of long-distance cycling has returned, and the Permanent Program has certainly been instrumental in getting me back in the saddle.

And the new program is fabulous! I initially thought it would be almost identical to the old program except for the route owner aspect. After I rode the first few 100kms I decided it might be worthwhile to actually read the information page on the RUSA website to discover what other changes

Our whole route is a playground.

—PHOTO CHRIS NEWMAN



had been instituted. I am so glad I did! (Yes, I am one of those folks who feels that, generally speaking, reading the instructions first is a waste of time!)

There are so many new features that have truly enhanced the permanent experience for me. I love that I can sign up today to ride a permanent...today! Previously that was available if I were riding my own route but remembering to contact the route owner in advance to obtain permission and a route card required a degree of advance planning and organization which frequently eluded me. With the new program I can pick a route—and loads of great routes have been approved—sign the waiver and be on my bike in ten minutes. It is such a gift to wake up to a beautiful, perfect-cycling-weather day and be able to ride a 100km with no advance planning. (I excel in the no advance planning arena!)

The second facet of the program I love is the freedom to change up the route as long as the distance is



Crossing the bridge between Pennsylvania and New Jersey.

—PHOTO CHRIS NEWMAN

maintained and the controls are visited. This past winter we were slammed with a blizzard, and the snow remained along the roads for weeks. I had planned to ride my own, hilly 100km but was quite concerned about the safety of some of the steep descents on narrow, rural roads. I had settled on making a few minor changes when I realized I could substitute better maintained, safer roads throughout the route

which would still allow me to visit each control and travel the same distance. I much prefer the more rural, hilly route, but this rule update made that winter adventure substantially safer.

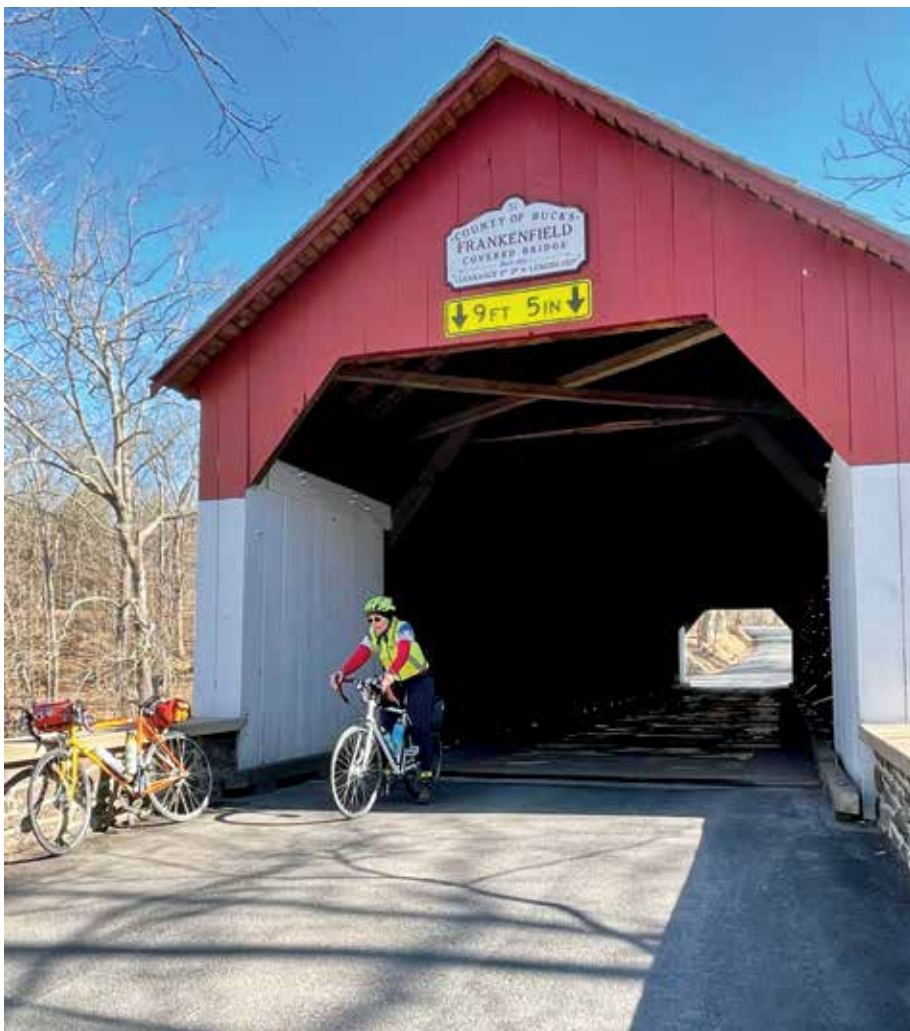
I also love being allowed to start any route from an intermediate control—this is an absolute game changer! Previously my eyes would skip past any route which didn't begin relatively close to home. Now I search each route for a local-ish control, and I am often rewarded. I am lucky enough to live a few miles from a small town which houses a fabulous market that has become a favorite stop for cyclists of all stripes and is frequently featured as a control. The downside is there are so many local route options that I am feeling lazy about creating any new permanents of my own!

And finally, especially in COVID times, I appreciate that we no longer need to enter the control to prove we were there. During the 200km that Janice and I rode in February, we stopped at a park and ate our lunch stretched out on the grassy hill surrounding a lovely lake, listened to birds singing, and just enjoyed the quiet. Contrast that to sitting on a curb outside a convenience store after dodging cars and pedestrians and answering the inevitable question "How far are you riding today?"

It is so wonderful to have this new and improved Permanent Program restored for RUSA members. I offer my sincere thanks and congratulations to the Board and committee members, volunteers all, who invested their time and talents in resurrecting this much-loved segment of our sport. 🚲

One of Pennsylvania's many covered bridges.

—PHOTO CHRIS NEWMAN



Cycling, Spring Blooms, and “Gourvet”

BY SUSUMU FURUKUBO

I hope all of you are staying healthy. As soon as 2021 started, a state of emergency was declared in some parts of Japan due to the resurgence of COVID-19, so many brevets were postponed or cancelled. But in March, the infections finally subsided, and it seemed like this year's brevet season would truly begin.



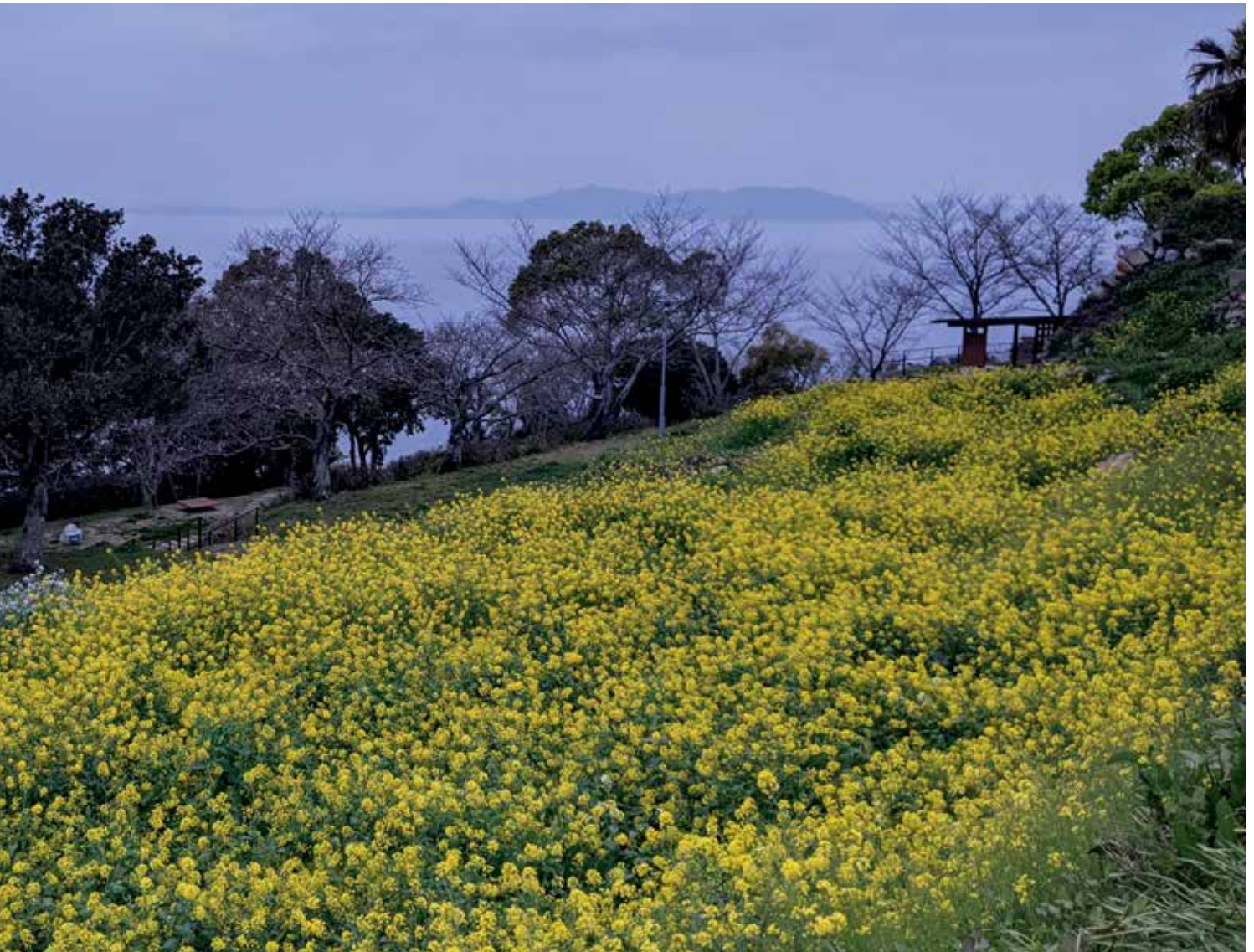
At the end of March, I participated in my first brevet of this season. It was a 300km BRM ride through Kumamoto and Kagoshima in the Kyushu region of southern Japan. I'd like to report on this fascinating ride in the beginning of spring.

As you can see on the map, the route I rode circled around the wide ocean area surrounded by mainland Kyushu and the Amakusa Islands. A variety of beautiful flowers were beginning to bloom along the route, and sometimes the sea acted as a



Cherry blossoms (above), rapeseed blossoms (right) and crates of Amakusa citrus (above right) are some of the brevet highlights in southern Japan.

—PHOTOS SUSUMU FURUKUBO



Seaside view of mainland Kyushu and the Amakusa Islands.

—PHOTO SUSUMU FURUKUBO



backdrop—a delight to cyclists' eyes. In Japan, cherry blossoms are especially popular in the spring, but I was also greeted by a variety of other flowers including peach blossoms, daffodils, and rapeseed blossoms, etc., which blew away my fatigue. I could also see beautiful roadside flowers together with Amakusa citrus. I believe that spring is a very nice season to enjoy the beauty of cycling.

Another thing that I enjoy during brevets is gourmet food. As you may

know, Japan has many convenience stores that are open 24 hours a day and very useful for food supplies. Many are also used as controls. However, there are many delicious foods all over Japan, and it would be a shame to just eat at convenience stores. I look forward to researching the best food in each region in advance, then riding hard to make sure I have enough time to eat the specialties.

This time, I visited a seafood restaurant in the southernmost

port town of the Amakusa Islands and had sashimi (yellowtail, flounder, silver-stripe round herring) and boiled local fish. At that point, I had completed half of the 300km and was beginning to feel tired, so the delicious fish cheered me up.

In Japan, there are also many different types of ramen noodles, each with its own unique characteristics. Kumamoto is famous for its pork-bone flavored ramen, and I had a bowl of this famous local ramen at the beginning of the night ride, which gave me the energy to ride to the finish line. Eating delicious food along the route of a brevet, this is what "Gourvet" is all about.

I hope that by the time this issue comes out, many of you will have already enjoyed a brevet event. I look forward to seeing you all again at the brevets. 🚲



Kumamoto's famous pork-bone flavored ramen (left). Sashimi and boiled local fish (top right) and roadside blossoms (bottom right).

—PHOTOS SUSUMU FURUKUBO



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FAVORITES



What is your favorite local brevet route?



What is your favorite snack on a 100km, 600km, third day on a 1200km?



What is your favorite extra piece of gear that you carry on brevets?

If inspired, write answers to one or more of the above questions, including brief explanations about your choices, and send responses to editor@rusa.org by **June 30, 2021**.



A Year Without Brevets

BY DAVID BUZZEE, RUSA # 14

January 1, 2020. I think, “Big year coming up.” Due to the disruptions to my careful planning, 2019 wound up with fewer brevets ridden than I had hoped. But with fewer work obligations and better coordination among members of the household, 2020 will be the best cycling year in a long time, I tell myself.

On the schedule I plan for a Super Randonneur series with rides in Ohio, Florida, North Carolina and Tennessee. I will ride permanents and a local populaire. As usual I will spend happy hours in the basement shop tuning the bike, choosing spare parts and possible equipment upgrades, and time in the office making travel plans. With these thoughts in mind, I can ignore the gloomy Ohio winter and focus on the season ahead. The reality, though, played out differently.

For the first local brevet in March (after the seriousness of the pandemic became clear), only a handful of riders started. Then all remaining regional scheduled rides were cancelled. The pandemic grew worse, and I cancelled all of my planned out-of-state brevets. An absolute bummer of a situation.

After several weeks I decided to ride locally strictly solo. Under very modified rules, I participated in a

virtual fleche. The first 100 km was indoors and ugly—after switching to an outdoor “return” route the experience was actually pleasant. With this insight, I began to ride from home 50, 100 and 200 km off-the-schedule rides outdoors by myself on routes I laid out.

While I got pleasure from this riding, using the same safe routes time

after time offered little variety. What to do for variety while staying close to home?

A few years ago, I rode from Ohio to Florida using a credit card model—staying in hotels or BNBs and eating in restaurants. While I couldn’t do such an extended trip now, I wondered how I might discover some of the variety I found on that trip. I decided to try bikecamping. How could I satisfy the various expectations and cautions needed? I created my guidelines:

- Establish a time limit.
- Visit a public state or county park away from the main tourist areas in an area I hadn’t seen before.
- Sleep late in the morning. Much as

London Ohio primitive campground at Camp Chase cross-Ohio bike trail head. In Ohio, London is perhaps 70 miles from Oxford (Ohio).

—PHOTO DAVID BUZZEE



A.W. Marian State Park Ohio.
All gear fits in and on large panniers.

—PHOTO DAVID BUZZEE

I enjoy brevets, they all start at a time when I would rather just be getting up and fixing breakfast. So, no early starts.

- Stay overnight. Part of my expectation was that the activity should provide a different perspective by getting away from the most familiar surroundings.

The final plan was this: ride to an isolated campground in an area new to me, pack what I needed (depend on no stores), cook minimally, maintain social distancing guidelines.

For the first attempt, I left home shortly after noon, rode 35 miles to A. W. Marion State campground which I shared with two other campers (I saw



only their tents, never them), took an arduous hike, showered in a seriously underutilized facility, ate a simple dinner, and calmly watched the sun set over the lake. I met a volunteer campground monitor. In Ohio, some of the more remote state campgrounds do not maintain an on-site ranger presence but instead let volunteers stay for much of the year in their RVs and travel trailers. Who knew? In the morning I fixed oatmeal and coffee, packed the bike, then leisurely rode home. Total elapsed

time—22 hours, 30 minutes. It was perhaps the best 24-hour period since quarantining and social distancing became our way of life.

What did it do for me? Given the added weight of the bike, and the terrain, it gave me a noticeable physical workout. More importantly, it gave me a de-stressing period, a psychological cleansing, which I hadn't realized I needed until I was back home. The rewards encouraged me to do this again. Using a map of state parks and some sleuthing on neighboring county recreation department web sites, I identified a half-dozen potential targets and created low-traffic routes from home. I left my panniers packed with gear. After the first 24-hour adventure, all I needed was a day free, decent weather, and simple food which I could pack in the mornings. This wound up being my favorite kind of riding during the 2020 pandemic. And I discovered more benefits. First, I explored regional places which I previously had ignored—too close to home, you know. And surprisingly, when I returned after another 24-hour adventure, I often saw in a new light, the pandemic refuge at home which had grown too familiar. It was as if being away from the familiar helped me appreciate it.

My next 24-hour camping trip was very much spur-of-the-moment.





Kiser Lake State Park Ohio Wetlands. There is a one-mile boardwalk through the fens.

—PHOTO DAVID BUZZEE

A late afternoon virtual meeting was cancelled, I had nothing scheduled for the next morning. One of the places I often stopped for water on a regular 100km route was a very small primitive campground in London, Ohio. Only 35 miles away, it was an easy ride. There I pitched my tent on a platform instead of the ground. This campground is also a trail head for the Ohio-to-Erie bike trail, a route popular with multi-day and cross-country travelers. I maintained social distancing and still was able to talk with several long-distance riders about their trip plans, letting their experiences put ideas in my mind. No lake to look at, just a calming evening. Although meals are available during some hours at the adjacent Senior

Center, in the morning I ate my usual oatmeal and coffee, packed up and rode home, all the while picturing myself doing a long bike ride next year.

I had completed some 35-mile camping trips. Now, what is the distance limit for a 24-hour camping trip? I planned these as relaxing getaways. Could I do a metric century? On my brevets in Ohio, I occasionally rode through the most pretty little Kiser Lake State Park. The setting always had me saying, “I want to come back and stay for a while, not just ride through.” So there I went. It was lovely. I met several visitors who were introducing their grade school children to camping and fishing. Also, in the park another gem revealed itself: a wetlands preserve

which I had not noticed on brevets. And while the trip was wonderful, for me 65 miles is the limit of my enjoyment. Camping does take longer, with setup, cooking, breaking camp and packing all counting against my 24-hour time limit. Almost too much to leave me relaxed by the adventure.

I collected several of these unexpected and pleasurable bike adventures after the brevet season was cancelled. Still, these adventures did not take the place of brevets. So, while I won’t forget the 24-hour bike vacations in the middle of the pandemic, I’m more than ever looking forward to riding brevets again—after the pandemic is well and truly under control. 🚲

Places named:

London Primitive Trailside Camp Area

Prairie Grass Trail
London, OH 43140

Kiser Lake Wetlands State Nature Preserve

Kiser Lake Campground
4084-3832 Kiser Lake Rd
St Paris, OH 43072

A.W. Marion State Park

7317 Warner-Huffer Rd
Circleville, OH 43113



Esbit solid fuel stove, one pellet good for oatmeal and coffee. Water filter for emergency use, helpful in avoiding crowds. Bike on trainer is not minimalist gear.

—PHOTO DAVID BUZZEE

RUSA Awards

R-12 Award Recipients

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

NAME	CITY, STATE	APPROVED
Dawe, Nick D [3]	Austin, TX	3/9/21
Dembinski, Jan Peter [3]	Woodstock, VT	3/4/21
Dunlap, Wayne [9]	Austin, TX	3/25/21
Duvall, Gardner M [10]	Baltimore, MD	3/2/21
Duvall, Gardner M [10]	Baltimore, MD	3/2/21
Foley, Mary (F) [5]	New Egypt, NJ	4/11/21
Foley, Paul A [7]	Golden, CO	4/2/21
Geisert, Rodney D [2]	Columbia, MO	2/21/21
Gottlieb, Gary P [15]	Aledo, TX	1/14/21
Howell, Jim [2]	Niwot, CO	3/1/21
Jordan, Betty Jean (F) [7]	Monticello, GA	3/28/21
Kerway, Gaetan K.W. [3]	Santa Clara, CA	2/10/21
Klaassen, Spencer [15]	Saint Joseph, MO	4/7/21
Kline, Stacy (F) [8]	Newport Beach, CA	4/16/21
Kreger, Matt	Woodinville, WA	2/21/21
Markovits, Yair	West Hills, CA	3/24/21
Muoneke, Vincent [12]	Federal Way, WA	1/30/21
Newberry, Jeff [11]	Austin, TX	1/15/21
Newman, Christine (F) [10]	Skillman, NJ	2/27/21
Nguyen, John D [2]	Seattle, WA	1/11/21
Pacino, Dana A (F) [14]	Aledo, TX	1/14/21
Povman, Michael D [3]	Sleepy Hollow, NY	1/16/21
Rodgers, D W	Becket, MA	2/22/21
Ross, Graham A [5]	Portland, OR	3/29/21
Schenkel, Mark S [6]	Orlando, FL	4/5/21
Snavelly, Henry J [6]	Centennial, CO	1/11/21
Sullivan, Timothy J [8]	Coronado, CA	1/11/21
Tamas, Tibor [6]	Fort Worth, TX	1/17/21
Thomas, Mark [13]	Kirkland, WA	2/2/21
Toigo, Paul	Kansas City, MO	2/4/21
Walsh, Mick [3]	Seattle, WA	2/21/21
Williams, Kevin J	Carmichael, CA	4/5/21

P-12 Recipients

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

NAME	CITY, STATE	APPROVED
Crixell, Joshua	Temple, TX	4/13/21
Dorobek, Russell	Austin, TX	2/8/21
Driscoll, Dan [12]	Arlington, TX	2/4/21
Ellis, John Lee [8]	Lafayette, CO	1/9/21
Foley, Mary (F) [5]	New Egypt, NJ	3/4/21
Foley, Paul A [3]	Golden, CO	4/2/21
Gottlieb, Gary P [8]	Aledo, TX	1/14/21
Lakwete, Angela (F) [5]	Auburn, AL	4/12/21
Methner, Wayne W [5]	Lake Forest Park, WA	2/27/21
Pacino, Dana A (F) [3]	Aledo, TX	1/14/21
Perera, Shan [10]	Seattle, WA	4/2/21
Tamas, Tibor [5]	Fort Worth, TX	1/17/21

Ultra P-12 Award

The Ultra P-12 award recognizes the accomplishment of ten P-12 Awards over any number of years .

NAME	CITY, STATE	APPROVED
Perera, Shan	Seattle, WA	4/2/21

Galaxy Award

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

NAME	CITY, STATE	APPROVED
Muoneke, Vincent [2]	Federal Way, WA	1/16/21

RUSA Awards

RUSA American Explorer Award

By definition, a randonnée is a long ramble in the countryside. The American Explorer Award recognizes the achievements of RUSA members rambling across the United States. The award is earned by riding events that cover at least ten (10) different U.S. states and territories.

This is an ongoing achievement program that recognizes continued exploration of additional states and territories. The maximum achievable number of states and territories will depend on the availability of routes and the member's desire to explore. Once a rider has credit for all 50 states (territories and DC are 'extra credit'), they can start again.

NAME	CITY, STATE	TOTAL STATES	APPROVED
Alexander, Ron	Overland Park, KS	4	1/15/21
Bardauskas, Tom	Florence, SC	4	1/15/21
Courtney, Greg	Ames, IA	5	1/15/21
Knutson, Ken	Tracy, CA	3	1/15/21
Maglieri, Christopher	Weatogue, CT	16	2/20/21
Myers, Mike	Baxter Springs, KS	3	1/15/21
Myers, Nancy (F)	Baxter Springs, KS	3	1/15/21
Olmstead, Greg	San Diego, CA	1	1/15/21
Pottorff, Greg	Lenexa, KS	10	1/24/21
Sexton, Robert B	San Jose, CA	20	3/22/21
Wallace, Mike	Iowa City, IA	2	1/15/21
Winterhalter, Karen (F)	Lenexa, KS	10	1/24/21

Ultra Randonneur Award

The Ultra Randonneur Award is for RUSA members who have ridden ten (10) Super Randonneur series. The Super Randonneur (SR) series of brevets (200 K, 300 K, 400 K and 600 K in a calendar year) that are used to qualify for the Ultra Randonneur Award need not be in consecutive years, nor is there a time limit on how long it takes to accumulate the ten SR series. Note that it is possible to earn more than one SR series per year, making it possible to earn this award in fewer than ten seasons.

NAME	CITY, STATE	APPROVED
Driscoll, Dan [8]	Arlington, TX	3/28/21

Ultra R-12 Award

Whereas the R-12 award recognizes the completion of a 200km (or longer) randonneuring event in each of 12 consecutive months, the Ultra R-12 Award recognizes the completion of ten (10) R-12s. There is no time limit; there may be gaps between any of the 12-month sequences that define each R-12.

NAME	CITY, STATE	APPROVED
Duvall, Gardner M	Baltimore, MD	3/2/21
Hazelton, Stephen	Garland, TX	1/13/21
Newman, Christine (F)	Skillman, NJ	2/27/21

RUSA Awards

ACP Randonneur 10000

Complete at least 10000km of brevets including a Paris-Brest-Paris, another 1200k, two full ACP series of 200, 300, 400, 600, and 1000 km brevets, a Flèche team event, and a Super Randonnee 600 within a six-year period.

NAME	CITY, STATE	APPROVED
Dang, Dzung A	San Jose, CA	2/23/21
Thomas, Mark	Kirkland, WA	2/23/21

RUSA Cup Recipients

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

NAME	CITY, STATE	APPROVED
Driscoll, Dan [11]	Arlington, TX	3/25/21
Martin, Charlie A [3]	Sunnyvale, CA	3/24/21

Mondial Award

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

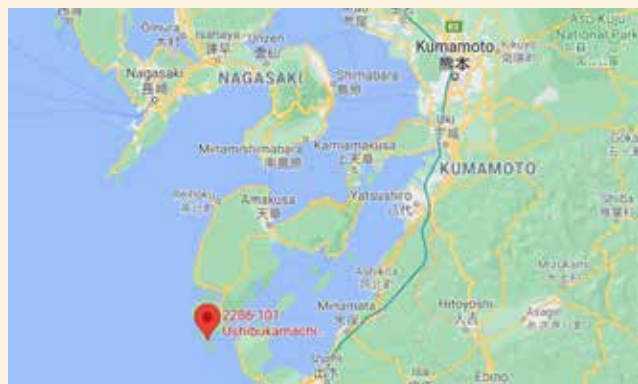
Mondial: French adjective meaning worldwide or global. The name relates to the fact that the circumference of the Earth is approximately 40,000 km.

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

NAME	CITY, STATE	APPROVED
Carlson, Drew [2]	Sacramento, CA	1/16/21
Foley, Paul A [2]	Golden, CO	1/16/21
Muoneke, Vincent [5]	Federal Way, WA	1/16/21
Newcomer, Robert C.	Atlanta, GA	3/22/21
Russell, Amy L (F)	Waco, TX	3/8/21
Shapiro, Paul G [3]	Princeton Junction, NJ	3/23/21
Snively, Henry J	Centennial, CO	3/8/21
Winkert, George [2]	Highland, MD	3/21/21

"Uomasa" is located in the southernmost port, Ushibuka, of Amakusa islands, Kumamoto.

—PHOTO SUSUMU FURUKUBO



Name of restaurant "Uomasa"

"Fresh seafood"

"Open"

"Fresh sashimi or raw fish"



AMERICAN RANDONNEUR

Randonneurs USA
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Lyon Station, PA 19536

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