

AMERICAN RANDONNEUR



VOLUME 24 • ISSUE #4 WINTER 2021

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Sleeping Outside the BOX — NIGEL GREENE





Pacific Atlantic Cycling Tour

www.pactour.com

Lon Haldeman and Susan Notorangelo

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Celebrating over 40 years of cross country cycling events. 1981 to 2022

Planning Ahead for 2022

Due to the ever changing Covid-19 virus restrictions all tours and dates are subject to change.

2022 Desert Camp in Arizona

Week #1 Tour of the Historic Hotels March 5-11

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 March 12-18

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 March 19-29

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.

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Full

Cycling in Ghana Africa

December 2-15 14 days with travel days

The Covid Virus is not a problem in Ghana. We have 14 riders signed up for this tour. 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.

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

Eastern Mountains

Portland, Maine to Atlanta, Georgia

Riding days September 6-22

17 riding days 1,700 miles

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

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.

PAC Tour

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



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COVER— 04:00 final rider briefing and ride start
of the Western NY Waterfalls 1200.

PHOTO DOMINIC DEMARCO

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President's Message: What's New? A Lot!

The Lawsuit

I guess the biggest RUSA news of this quarter is resolution of the lawsuit, a cloud over us since 2018. Members and lawyers Tim Sullivan and Nigel Greene provided advice at the outset; special thanks to Tim who devoted a huge amount of time during the process. Thanks to all RUSA Board members from late 2018 through now. We're happy to finally strike this item from our monthly board meeting agenda.

New Offerings Now and Into 2022

Most of our regions have opened and have new offerings on the horizon:

- There will be UAF Audax events for 2022; check the RUSA schedule for an event near you! Speaking from my experience, they are fun.
- Work is underway on gravel ... more to come on that by the time this goes to print.
- There is a new award to strive for—the RUSA Rouleur; check details on our website.
- Following up on the interest in the ACP 200km centenary in September, there will be a 300km centenary in June 2022. If you want to ride the entire series: 400km in 2023 and 600km in 2028. Stick around ... collect all the centenary trinkets.

New Committee & Changes

On the gravel front, Deb Banks is heading up a committee to define our offerings. That committee includes John Lee Ellis, Rob Hawks, Dawn Piech, Greg Smith and Rob Welsh.

Terry Hutt has decided to step down from the Routes Committee after many years of service. Thank you Terry! Greg Smith has joined as chair along

with Eric Peterson. Keith Sutton, Gary Kanaby and Martin Shipp continue. As with most of our committees, depth is great and having more members involved in shaping and maintaining our offerings is important.

After many years of service, Roland Bevan has decided to move to a backup role on the Brevet committee. Rob Hawks will step up as Chair. Thanks Roland and Rob!

Changing Hands

We welcome new RBAs and thank those outgoing:

- **AL Birmingham** - Bruce Herbitter to Chris Argo.
- **FL South** - John Preston to Mark Denin.
- **NC Asheville** - Luke Heller to Ian Hands.
- **OR - New Region NE** - Sean Lerner.
- **PA Pittsburgh** - De'Anna Caligiuri to Dan Blumenfeld.
- **VA Tidewater** - Keith Sutton to John Sprock.
- **UT Salt Lake City** - Richard Stum to Kenneth Moss.

Our RBA Liaison, Rob Hawks, has been offering onboarding sessions for the new RBAs.

Paris Brest Paris

Of course, heading into 2022, PBP consideration will soon dominate the conversation. Your longest ACP event in 2022 will determine eligibility for early registration in 2023. We now know the date - August 20, 2023, but not the starting location, which is still to be determined. Don't make hotel reservations just yet! By the time this edition goes to print there will have been a PBP information sharing session

run by Rob Hawks with many of our PBP Anciens providing advice.

RUSA Website

I hope that you've seen the little trophy case that shows up at the top of your results listing on the RUSA website. Our web team has been busy adding features such as this, as well as new capabilities: for example, support for Audax events and automation of the ACP R10000. Many of these improvements pull in other non-web-team members; Pam Wright designed all the little icons, and Mark Thomas helped clean up historical R10000 results.

More Communication

Are you enjoying our new *Between Controls* emails? Give credit to Dawn Piech who has made that major contribution to RUSA. Hats off to Dawn as that's a huge and ongoing commitment. *Between Controls* provides a vehicle for breaking news and more importantly, soliciting feedback. We're committed to keeping it short and sweet.

It's a Team Effort!

Everything that we do is a team effort. Are you interested in helping? Watch for that incoming email. I needed help with insurance reporting and sent Martin Shipp an email and, to quote Martin, "Maybe I should have waited to open that email." All kidding aside, it's right up his alley and he's on board. Think about how you could help. Randonneurs USA is your club and our continued success depends on YOU.

—Dave Thompson
RUSA President
president@rusa.org

From the Editor

Wishing everyone a happy holiday season.

I hope that you, your family, and friends have a healthy and joyful holiday season. It's a good time to pause for a few moments and focus on gratitude. Reflecting on sights seen, people met, and rides shared with friends, gratefulness comes easily.

Despite the ongoing pandemic, several articles in this issue make it clear that randonneurs rode many miles in 2021; events of all distances—200km to 1200km—were scheduled and successfully offered. Resourceful folks, RBAs and riders found ways to offer and engage safely and with less contact in events. Kudos to all involved and congratulations to everyone on their achievements.

The ride reports included in this issue evidence the spunk and tenacity involved in completing many rando events. John Cap'n Ende's report on the Craters 1200, blessed with storms and a consequent rash of flat tires; Chris Newman's report on the North Virginia Cloverleaf 1200, a late season climbfest; and 12-year-old Sally Rozelle's report on her first 200km on an individual bike and at night—all awesome achievements and great stories. I hope you enjoy them.

I want to end my editorial for this issue, at the close of 2021, with thanks to the many people who contribute regularly to *AR* as well as thanks to those of you who send in articles once or occasionally. Everyone who writes for *AR* is volunteering time and effort... without which there would literally



be no magazine. Thank you as well to you all who do the copy editing so that we have a good quality publication. I sincerely appreciate the work of all who help bring this publication to life four times a year.

Happy new year, and please be safe out there.

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

Early morning ride.

—PHOTO JAYNE BROWN

Inaugural WNY Waterfalls 1200km/1000km Grand Randonnée

BY PETE DUSEL

The Western NY Waterfalls Grand Randonnée was born like the phoenix, rising from the ashes of the Lap Of the Lake (LOL) 1200km Grand Randonnée. Originally scheduled for 2021, with the US/Canadian border still closed, a cross border ride was impossible. Rather than cancel a scheduled 1200km, after input from interested LOL riders, the loop ride around Lake Ontario was replaced with a “cloverleaf” 1200km centered in Webster, NY, near the starting point of the original LOL.

The clover leaf allowed riders to spend time before, during and after the ride in the same room. With little open in the early hours, hot food was always available at an on-route central controle passed by at the start of each loop.

Although this was a tremendously rewarding experience, pulling together and running a new 1000km/1200km with ten weeks’ notice was challenging! Western NY is a small region, with few volunteers, so help received from

people near and far proved essential to the ride's success. Creating and driving a new route, pre-riding, creating cue sheets, getting event approval, etc., consumed all of our free time. I rode all but a few miles of the route, sections at a time; unfortunately I was unable to take the time to ride the event.

The only cure for that omission is to run the event again!

I currently have WNY Waterfalls scheduled for September 7, 2022, starting at 04:00. Of course, there will be some “tweaking” of the event before then. I’ve also scheduled 400km, 600km, 1000km and 1200km options to suit most interests. All distances will start at the same place and time and follow much of the same route. This will be a bit of a “last chance” event to



The main peloton at Niagara Falls. About 757,500 gallons of water goes over the Falls per second!

— PHOTO PATRICK CHIN-HONG

Riders on the Lake Ontario State Parkway, sometimes called “Armageddon Highway,” which hugs the Lake Ontario shoreline.

— PHOTO PATRICK CHIN-HONG





receive the PBP 2023 early registration preference. I hope to be clipping in with many of you next September!

The route allows riders to explore some of the unique geography of this region. During the last Ice Age, glaciers up to two miles thick blanketed the western New York area and left their mark on the terrain. Some areas are very flat while others are deeply furrowed,

such as the Finger Lakes. With the help of the glaciers, New York has over 2000 waterfalls, ranging from Niagara Falls to many small unnamed falls along the valley walls. This 1200km explores a few of them and the land in between.

Riders had the following things to say about the event and the route:

Amy Russell: “So glad to be done with the WNY 1200km! Huge thanks

Of course few people notice, but on the other side of the road from upper Hector Falls lies lower Hector Falls, with a B&B at the bottom, and Seneca Lake.

—PHOTO PETE DUSEL



“Officer” Sean filling out a “speeding” ticket, brevet card, for Bill Russel at the first control.

—PHOTO PETE DUSEL



to all the volunteers and Pete Dusel for the event. It was very well run and the volunteers were amazing! Can't thank Dan Driscoll enough for sticking with me until the end! As always, it was great to ride with the Texas team, meet some new friends, and see/try to hang onto the wheel of some amazing riders from all over the country. More later... including pictures after about 15 hours of sleep!" Amy added, "The sites were spectacular."

Andrea Matney: "Western New York Waterfalls 1000km Brevet with friends—longtime and new! Thank you all for a great time riding and joking!"

The main crowd (top photo) at Taughannock Falls. At 215 feet, these falls are taller than Niagara.

Scenes from the road (clockwise): Misha Heller fueling up on waffles at the central control for the final loop

A delicious treat of fresh blueberries for the Bento Box from a roadside stand.

—PHOTO DOMINIC DEMARCO

Last day, a steady rain all day. At about the 1,100k point, Joe Todd and Ian Frederick-Rothwell soldier on.

The Lantern Rouge, a dripping wet, "Vinny," Vincent Muoneke punching the main control time clock for the last time.

—PHOTOS PETE DUSEL UNLESS NOTED

Ian Frederick-Rothwell: "Feet up and listening to birds. I finished the Western New York Waterfalls 1200 two days ago and I'm still processing/recovering from it. I had a fun time. I might also substitute any/all of the following adjectives into that previous sentence: awesome, beautiful,

frustrating, instructive, sobering, triumphant, wet, zany. And I met and rode with a boatload of likewise fun people. The support was wonderful."

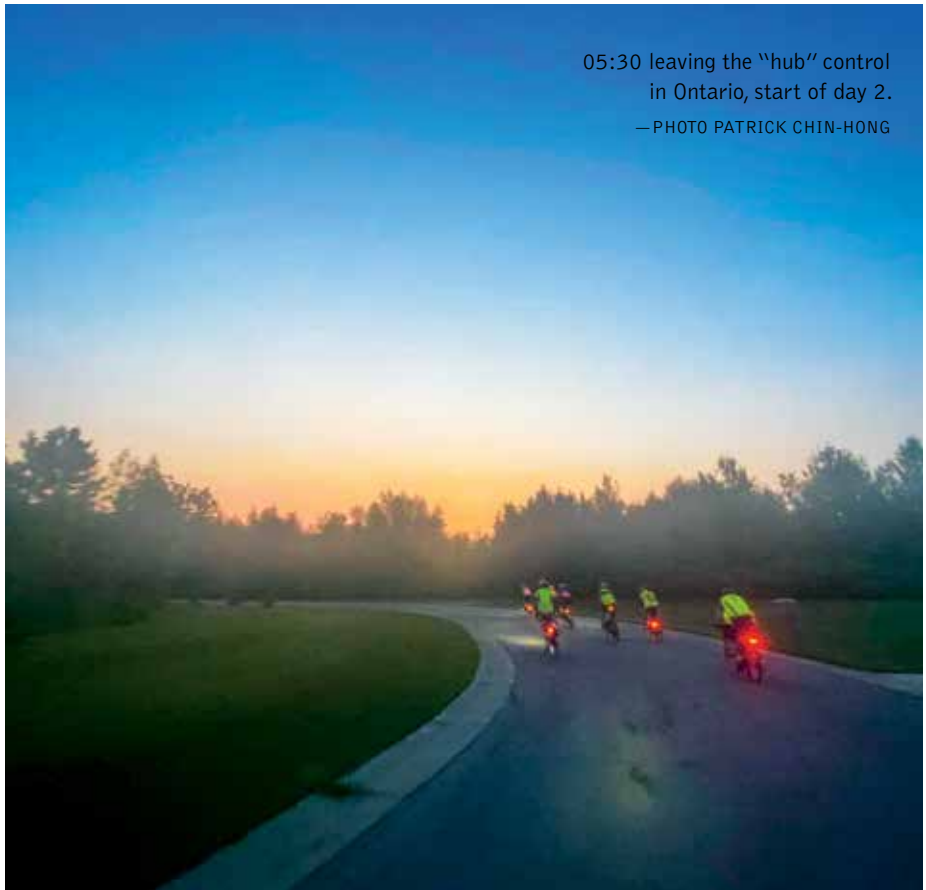
Charlie Martin: "I had a wild time completing this ride when my bike didn't arrive in time for the start, and then didn't function after it arrived



late. Despite the obstacles, I thoroughly enjoyed the scenery, the pristine country roads, the fields of fireflies, and of course all the waterfalls. This was a unique and unforgettable experience!”

Mimo DeMarco: “The Waterfalls 1200 promised gorgeous terrain, copious fresh fruit stands, and lots of waterfalls. It definitely delivered! But what wasn't in the pre-ride report was the incredible volunteer support. I was greeted by smiling faces and endless kindness non-stop during the full 90 hours of this event. The incredible volunteers are what I remember most from my trip to Western NY!”

Patrick Chin-Hong: “It was a beautiful ride, as long as I lasted. The scenery was great, especially Niagara Falls, with Pete and Marcia providing incredibly wonderful support. I hope to be back again to see more!” (Patrick dropped at about the 650km point, hence the “as long as I lasted” phrase.). 🚲



05:30 leaving the “hub” control in Ontario, start of day 2.
— PHOTO PATRICK CHIN-HONG

RANDONNEURING ESSENTIALS



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The Revelation of Active Transportation

When my sisters and I first took up two-wheeled transport in rural Iowa, our radii expanded from a few blocks to as far as our legs and bikes would carry us. On bikes we tasted freedom. Our small-wheeled steeds ferried us away from our front door all the way to the edge of town – an entire half mile. This pedal-powered transport was a revelation.

My infatuation with cycling faded as the desire to drive took over. Why ride when you could drive? Bikes were for kids! Driving was the thing that grown-ups did, and that's exactly what I wanted to be. My life fell into a sedentary and car-centric routine for more than a decade.

When I moved to Washington, D.C., I returned to cycling and began bike commuting. Once again, this two-wheeled transport was a revelation. I felt the bumps and undulations in the road and the effects of the weather on my body. I began to see the city close up every day. I soaked in the beauty of the District at night and followed the moon's waxing and waning over the year.

I tweaked my commute setup to be just so for everything the city threw at me. I endured dry rides and damp ones, and I hauled my work essentials to and fro until I began doing more trips and errands by bike, gradually

transforming into a transportation cyclist. My confidence grew to a place where I took on longer distances like brevets and bike tours.

By dabbling in various forms of bike riding, I discovered that I enjoy them all in some fashion. Owning bikes and riding them is fun, and riding bikes brevet distances is a special challenge and treat. But it isn't always possible to escape for a long ride. Life intervenes, and other responsibilities take precedence. Still, while we may not be able to go on a big ride or head out on a bike tour with the frequency we wish, we can be our own personal heroes through shorter active transportation rides.

There is much to love about active transport. Transportation by bike puts us face to face with our surroundings and with others. We share pavement





and place ourselves directly in other people's orbits, even if for the briefest of moments.

Active transportation is a way of being in the world unmatched by any

other. No doubt it is exciting to tackle a brevet, but over the years I have found nothing so empowering as meeting all my daily needs through my own physical power. Medical appointments, the grocery store or pharmacy, coffee with friends, dinners out – I love figuring out how to do it by bike.

Everyday errands inject physical activity into the routine, invite connection with our community, and encourage us to interact directly with the day's weather and the city's infrastructure. These short purposeful journeys inspire an ongoing love for bicycles and what they can do for us.

Through active transportation, ordinary and potentially tedious activities have the potential to be special almost every time. The immersive

Love your bike for all it can do.

—PHOTO MARY GERSEMA

nature of these rides invites serendipitous moments. You never know what good and unexpected thing might happen.

The bicycle encourages self-reliance. It's exciting to complete a long brevet, having put forth a solid effort in making one's way unassisted around any given course. But as I say, although we can't be off on randonneuring rides every day, many of us can practice active transportation most days.

Active transport taught me how to explore and become part of the city in a novel and intimate way. It led me to other kinds of cycling and opened the door to randonneuring. Above all, active transportation revived my sense of personal freedom, and nothing compares to that. 🚲



Sunday errands by bike in Georgetown.

—PHOTO MARY GERSEMA

WE ASKED AND OUR READERS
SHARED THEIR THOUGHTS ABOUT ...

FAVORITE GEAR TO CARRY

MEGAN ARNOLD

Bubbles! They are great pick-me-up and mood enhancer, and remind me to have fun and not take things too seriously!

There are no hard and fast rules for Bubble Time, but it tends to be later in the ride, at a control or self-designated stop when I need some time to collect myself or something to distract me from physical and/or mental discomfort. Other times it happens when I'm stopped to enjoy a view.

My favorite to-date Bubble Time was actually totally different though; on the first day of PBP in 2019, in one of the small villages we passed through, a couple and their small child were on the side of the road making bubbles for us, so of course I had to stop and join them!



BubbleBuddies Eric Walstad (top photo, during San Francisco Randonneurs Russian River 200km) and Megan Arnold (bottom photo during a PBP 2019 stop).



Dawn's setup for the St. Louis Randonneurs ACP 400K in September 2019.

DAWN PIECH, #10146

In spring of 2019, I introduced a custom-built Bar Yak Ultra outboard handlebar mount to give me more clearance and freedom of movement between my bike-packing packs, cables and gear. This cleared up my hands for additional handlebar space and helps me carry extra lights, my Garmin and my Spot Tracker. This has been one of the most useful additions to my set-up to allow me more positions for my hands on my Surly Moonlander Fat Bike. I highly recommend Bar Yaks which are produced in South Dakota and have been tested on some of the toughest cycling events in the world (ie. Iditarod, Tour Divide, Trans South Dakota Race, Iceland Divide, Arrowhead 135).

MICHAEL TUREK

I bring extra lighting even though I have a good generator hub and light system--front and rear. Recently several riders have needed a front or rear light; it's very hard to move forward at night without lights! Maybe it's overkill to carry extra lights, but I've helped out a few folks recently.

JOSHUA HALEY

My bone-conducting headphones. They are a pair of headphones which transmit sound via vibration through you rather than having a small speaker covering or in ear. The benefit is that they do not block ambient noise (e.g. a car coming). Most of the folks I ride with regularly know that I alternate between podcasts and music on a brevet.

I can still hear the world around me, but basically I party across the miles.

Joshua Haley in his ear phones.

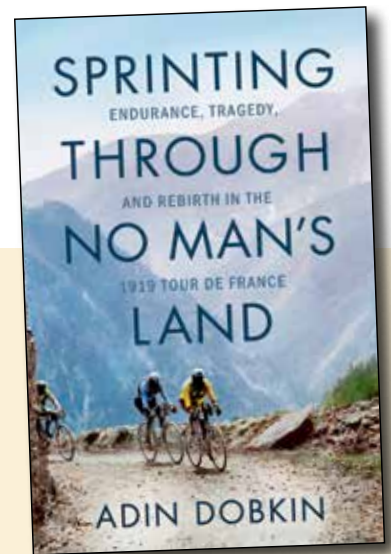


The First World War upended so much of everyday life in Western Europe that this period is considered by many to mark the dawn of the modern era. Like much in our contemporary world, certain aspects of modern bicycle racing and touring can be traced directly back to this period.

As we look backward during this centennial year of ACP *allure libre* riding, it's worth considering this era not only to better understand the history of our sport but also to see both how much and how little has changed over these years. Adin Dobkin's new book *Sprinting Through No Man's Land* provides readers with a compelling foundation from which to do just that.

As you may know, Paris-Brest-Paris (PBP) was originally organized as a

single-stage race from Paris to Brest and back again in 1891. By 1903, Henri Desgrange had created an even more audacious event that circumnavigated the entire French nation, known then as now as the Tour de France. The original Tour was a feat of incredible endurance that bears little resemblance to the contemporary rendition of the race. Racers, for instance, were expected to be fully self-sufficient. Not only were they required to start and end on the



Sprinting Through No Man's Land

BY ADIN DOBKIN

Little A Press

318 pages, 2021

very same bicycle but also to undertake any necessary repair work themselves along the way, which led to at least one interesting detour in search of a blacksmith shop in this account. Daily riding expectations were also far greater, with racers launching stages of 400 kilometers or more at 2:00am or 3:00am to ensure they were finished by dark so that crowds could enjoy stage finishes. While racers could count on at least some paved roads in 1919, many of the byways, especially those that traversed the high peaks of the Pyrenees and the Alps, were packed dirt. Reading these tales makes it easier to understand Desgrange's original

Firmin Lambot, winner of the general classification prize, at the 1919 finish line.

—GETTY IMAGES

aim to create an event so difficult that only one racer might be left standing at the end.

While the Tour de France was organized regularly during the early years of the 20th Century, the First World War brought this type of activity to a sudden halt. The annual Tour was suspended following the 1913 edition and did not return until after the war's end in 1918. Not only was national attention elsewhere during the war, but many of the young men who filled the roster of these early races were called up to fight, and more than a few never returned. Those who did would reenter a world utterly unlike the one they left behind. The return of the Tour just eight months after the armistice was signed represents a bold move on Desgrange's part amidst plenty of uncertainty, not the least of which was whether the entire course would even be safe for riders so soon after the fighting and occupation of northeastern France had ended.

While Brest marks the location of the third control on the 1919 Tour, PBP (the race, not the *allure libre* brevet with which we are familiar) is mentioned only in passing, and randonneuring itself is not addressed directly in this book, although we know that "audax" rides and cycling clubs were popular at this time in France. Desgrange himself was one of the founding members of an organization that was a precursor to ACP that organized and certified long-distance events. The relationship between villages and fans and riders also reminds one of the bonds still formed between these constituents during PBP as villagers and townsfolk put on a show, line the roads, and open their homes to international randonneurs. As Dobkin remarks, the "towns formed the Tour and the Tour formed the towns as well as the country."

In 1919, the Tour route followed the perimeter of the country over 15 stages in a counterclockwise direction. There were A and B racer classifications



Adin Dobkin

so that both professionals and amateurs were able to participate alongside one another. While 67 riders started, the race quickly became a war of attrition, leaving very few to complete the final stages in northeastern France. Even strong and experienced racers were forced to abandon due to the extreme rules and conditions as well as the inherent weaknesses brought on by the paucity of training in the months that

preceded the event. This brings up a shortcoming in the author's approach; while he includes an annotated list of the principal characters, the flow of the story would be greatly enhanced by a simple summary at the end of each stage reminding readers who among the riders was still hanging on and in which place in the general classification. The innovative sidebars on race, antisemitism, and gender politics of the era, though, enhance the tale and remind us that what's old is new again.

If the 1919 Tour de France provided a mechanism for France to heal from the ravages of war, it also demonstrates the power of tradition, athleticism, and geography to contribute to nation-building and establish an enduring foundation that continues to this day. The Tour de France was never really just a bike race; it provided an opportunity to explore the outer limits of human potential and, while generations of cyclists have pushed themselves beyond these limits through illicit means, the concept that organizers, athletes, sponsors, and fans come together to build something truly special and outstanding, remains consistent. 🚲



What's New for 2022 in Colorado?

BY JOHN LEE ELLIS, RBA, BOULDER, CO

Like many of you, we've been pleased to have held something resembling a normal round of events this year. With due caution, we are planning for 2022!

Colorado Last Chance 1200:

After an exuberant Colorado High Country 1200 this year where the big concerns, including wildfires and storm runoff, didn't materialize, we are changing pace. For 2022, we're offering the Last Chance 1200, venturing out onto the vast expanse of the Colorado and Kansas plains. This could be the most social 1200km you've ever ridden, as it's easy to stick together and shelter each other from the occasional breezes that come up on the plains.



Poudre Canyon on the 9/11/2021 ACP Centenary 200k brevet.

—PHOTO NATE HARTOKOLIS

Audax 200km Brevet:

We've signed up for RUSA's audax experiment with a UAF audax 200km in July. The selected audax route will allow folks to easily stay together (not too mountainous), and it will provide a great place to while away the *de rigueur*

90 minutes at lunch. Maybe we can't reproduce Paul Rozelle's Florida 200km, with its classy yacht club luncheon, but we'll find something interesting. At that time of year, some of the long mountain valleys will be perfect for audax, with rustic venues for lunch and snacks, as well as mild summer mountain temperatures.

August 1000km

On a whim, we added an August 1000km at the last minute this year. It turned out to be more popular than the other two 1000km's on the schedule!



Cameron Pass on the Laramie-Cheyenne 600k brevet.

—PHOTO PAUL FOLEY

It's a ride you can self-support, with three loops all coming back to the same spot, plenty of services on the route, and plenty of variety in the terrain with several scenic climbs. We're giving this a try again in 2022.

RUSA Rouleur Series

If there's enough interest, we may add events for the new RUSA Rouleur award which Bill Bryant has created! We would need to add two Populaires and a Dart Populaire in addition to our "regular" spring Populaires and the various 200km's on the schedule.



Come Visit Us

Every region has something special to offer. At the top of the list of reasons to come ride with us:

- the Lefthand Canyon, St. Vrain Canyon, and Poudre Canyon longer brevets.
- the mountains/plains self-supported 1000km's in June and August.
- the "Indy 200" 200km over Independence Pass to Aspen ... and back.
- the Black Forest and Peak-to-Peak 300km's.
- the Last Chance 1200, of course!

You can find our full schedule at rmccrides.com/brevets.htm, including maps and cue sheets for every route. And brevet reports for all our events dating back through our entire history: in addition to rider results, you'll find photos and commentary to help you figure out if an event is appealing to you.

I'm really looking forward to 2022 and hope you are, too. 🚲



Corinne Warren and Jim Howell at Vail Pass.

—PHOTO PAUL FOLEY

Team Wild Cat Ptarmigans rider on the Colorado Front Range Flèche.

—PHOTO VERNON SMITH

Craters 1200km

Is a bicycle a small craft? This was the question I was pondering lying in bed the night before the Craters 1200km. After a very dry summer and beautiful September, the weather in the Pacific Northwest was about to turn. It turned directly into the path of the inaugural Craters 1200km.

The Seattle International Randonneurs (SIR) have run a 1000km version of Crater Lake seven times, always with enthusiastic rave reviews. Seven SIR members pre-rode the course one week prior to the event. That pre-ride produced the most detailed ride report I've ever seen, courtesy of Mitch Ishihara. If you didn't know what to expect, you didn't read Mitch's ride report. There was one variable, however: the weather. The pre-ride dry weather and tailwinds had been replaced by heavy rain, thunderstorms and headwinds for much of the first two days. Many of you are familiar with the pay for service app Epic Ride Weather. The app produces a detailed weather report along the intended course based upon the predicted speed of the rider. For this ride, the app name was appropriate, with emphasis on "Epic."

All smiles as the party parade proceeds toward the final control, just before the final flat. L to R, Ian Hands, Greg Goebel, Jan Acuff, Mark Thomas (obscured), John "Cap'n" Ende.

—PHOTO IAN HANDS

As the riders tossed and turned in their fitful sleep the night before the ride start, the storms warranting the small craft advisory were wreaking havoc on the course. As 5:00am approached, the

certainty of beginning in a dark rain was accepted. Fifteen anxious riders fiddled with fenders, rain jackets and gps units, temporarily protected from the elements under the Redmond Hampton Inn porte cochère. Eventually the hesitant peloton rolled onto the wet darkened streets. The previous night's storms had turned the road course into more of a cyclocross event. Branches, trees and power lines were down everywhere. Several roads were closed and at least one bike path required a "bicycle bucket brigade" as rider and machine traversed the debris field.





Ian Hands and Paul Foley enjoy a brief respite from the rain on the first day as they ride alongside Alder Lake.

—PHOTO JOHN "CAP'N" ENDE

Day one cyclocross section with Jack Holmgren emerging from the pack.

—PHOTO ANONYMOUS BYSTANDER



Most of the field stuck together on the first day. The peloton's already soggy mood dampened further as they stopped at the Packwood control (200km) and realized the power was out. Fortunately, a generator kept the checkout and coffee machines in working order. The restorative powers of "cup-of-noodles" worked their magic in an otherwise darkened Packwood gas station while elk roamed the parking lot. The rains abated for a while as the

course progressed westward. 75km out from the overnight and stopped at a convenience store, I checked the radar. At first, I didn't understand what I was seeing. We appeared to be completely surrounded by rain, yet it wasn't currently raining. Then I zoomed in and the situation was explained. We were located at the one pixel on the screen where it was not raining. Shortly after we were again enveloped in the storm. Mirroring the start, the remainder of the first day was completed in darkness and rain. Mercifully the main group slogged into the warm well stocked overnight in Cathlamet (388km) just after midnight.

The overnight controls were well stocked and staffed and therefore highly efficient. There was no need to have Ensure weighing down drop bags as it was provided at the overnight controls. Multiple sweet or savory hot and cold choices were available before bed and departure. Rags and chain lube came in handy due to the conditions of days 1 and 2. A nice touch appreciated by the riders was that drop bags were waiting in their assigned rooms. These little details maximized sleep which is important since time buffers were hard earned.

The sprinkling of a few flats on day one gained momentum on day 2. By day 3 it was an outright deluge. Many of these roads hadn't seen rain in months. Now all those flints and tiny pieces of glass had been floated out of their hiding cracks and crevices and directed their sharp edges towards our tires. Neither tubed nor tubeless setups could withstand the assault. The crescendo of deflations occurred on the third day, not on the road but at a gas station.



Mark Thomas sums up the mood at the 200km Packwood control on a soggy first day.

—PHOTO JOHN "CAP'N" ENDE



Ken Lanteigne celebrates his birthday supporting riders at the top of Camp Creek.

L to R: Charlie Martin, John Nguyen, Ian Hands, Mark Thomas, Sourav Das and birthday boy Ken Lanteigne.

—PHOTO JOHN "CAP'N" ENDE

Ian Hands had leaned his fixed gear against the wall while we sat on the curb snacking. We heard his front tire deflate which seemed odd since there was no rider on the bike and no one even near the bike. As Ian started to change the front tire, pssssssssss went the rear. It was the exceedingly rare double tubeless spontaneous flat. Teamwork and spicy language facilitated the double tubeless to tube conversion. At this point, flat repair supplies were dwindling and a resupply of tubes and CO2 cartridges were secured from Bicycles 101 in Reedsport Oregon, a shop devoted to "Bikes and Guitars." Total flat count for day 3 would reach 11, not 10 but 11. As a counterpoint to a county worried about inflation, our group was occupied by the very real and present deflation!

Before lunch on the second day, riders crossed the mighty Colombia



river into Oregon at Astoria. Despite its designation as an official bike route, the bridge is four miles long and a less than pleasant experience to traverse by bicycle. This was especially so for our group, as a squall pounded us with rain and wind during the crossing. The meat of days 2 and 3 featured the Oregon coast along hwy 101. The scenery was spectacular but lumpy. Some sections had quite a bit of car traffic but it always felt safe due to wide shoulders and smooth road surfaces. Drivers were mainly patient as they regularly see bicycle tourists on the 101. Personally, I really enjoyed riding along the coast at night. Car traffic disappeared leaving

the roads to us with the sounds of the Pacific Ocean pounding the shoreline. Several times waves breached the sea wall onto the shoulder of the road but never quite soaked us.

Just past the Oregon Dunes National Recreation Area, the course turned inland sending the riders to higher elevations and quieter roads. This became readily apparent on Camp Creek Road which was temporarily closed to car traffic due to fallen trees. The road is in the process of being reclaimed by Mother Nature. It is fragmented and steep, very steep. Several bikes were relieved of their burdens as riders walked short sections of Camp Creek. Eventually the summit was reached as it intersects another forest road (873km). Waiting there was volunteer Ken Lanteigne who had pre-ridden a week earlier and who now chose to celebrate his birthday in the middle of nowhere supporting exhausted riders. Ken had snacks, chairs and a small camp stove. Empty bottles were replenished. This is not an easily accessible area for a volunteer but it was a very important resupply for the riders. It is difficult to overstate the degree of dedication it takes to drive to a remote spot in the woods hours from your home on your birthday to support a ride. Thanks Ken, and happy birthday!

Mark Thomas surveys the Cape Perpetua Marine Reserve along the beautiful Oregon coast.

—PHOTO JOHN "CAP'N" ENDE



A full moon illuminates the way up to the third overnight for Jan Acuff, Charlie Martin, Ian Hands, John Ende and Sourav Das.

—PHOTO MARK THOMAS



A fast descent led to the valley floor where the course began the early gradual ascent toward higher altitudes and the final overnight. Limited motel accommodations split the peloton into two motels separated by 13km. The final day would be a challenge and most of the peloton was rolling by 4:30-5:30am. Greeting the riders on day 4 was a steady climb of around 130km accumulating 2700m of ascent which would place them at the rim of the Crater and the literal and metaphysical high point of the ride 2340m (7678ft). Rose and Greg Cox met riders on the climb at Diamond Lake (1061km) and then again at the Rim Village (1099km) in their well-stocked pickup which proved to be a roving oasis.

The 40km descent down from Crater Lake was a well-deserved reward from their all-day climb. It also served to keep weary riders awake. Particularly invigorating were the cut rumble strips on a section of 9% downhill! The descent led into a beautiful *flat* (I shouldn't have used that word) section through farmland with the setting sun off to the right. The glory parade home was



interrupted by one final flat repair (see I told you) and a short but steep gravel climb toward the finish.

A small celebration punctuated the successful completion with Thai food and malted beverages supervised by the big game trophies overlooking the lobby at the Best Western Olympic Inn, Klamath Falls. The following day riders departed via Amtrak for the journey back to Seattle or points to the south.

The Craters 1200km was an epic adventure over some of the most spectacular scenery the US has to offer. Despite a challenging course, variable weather, and the threat of smoke from ongoing forest fires, the ride was executed to perfection by the Seattle International Randonneurs. Events like the Craters 1200km require many

hours of hard work and planning. RUSA and its members are fortunate to have so many dedicated and talented volunteers to host Grand Randonnées. Massive thanks to Rose Cox, Greg Cox, Mark Thomas, Matt Close, Yonnel Gardes, Gary Cruce, Vinny Muoneke, Susan Otcenas, Graham Ross, Bill Dussler, Thai Nguyen, Mitch Ishihara and Ken Lanteigne. 🚲

The joy of reaching the rim of the Crater for Mark Thomas, Jan Acuff and Ian Hands.

—PHOTO JOHN "CAP'N" ENDE



San Francisco Randonneurs Adventure Series and the Roy Ross Award in 2021

BY BRYAN KILGORE AND DAN PANNELL

The San Francisco Randonneurs (SFR) Adventure Series was created by Max Poletto in 2014 as a way to explore some of the most scenic and challenging terrain, both unpaved and poorly paved, in Northern California. It was inspired in part by the Grasshopper Adventure Series of races that covers many of the same roads and has since become a mainstay of Gravel Racing.

Since its inception, the SFR series has developed a small but dedicated following of mixed-terrain randonneurs. Roy Ross was by far the most dedicated to this series as he always sought out the most difficult routes he could find. Roy had a background in mountain biking, so when he began randonneuring, the Adventure Series was a perfect fit. (See the Fall 2020 issue of *AR* for more on Roy Ross and his randonneuring adventures.)

In years past, Max would issue a medal to everyone who finished the entire Adventure Series. Most years, only one medal was produced and it was sent to Roy. Since his passing, Max decided to honor Roy's memory by issuing the Roy Ross Award to any rider who completes all four Adventure Series Brevets in a calendar year. It is

not an official RUSA award, but it does carry great prestige for those familiar with the Adventure Series.

For 2021, the SFR Brevet calendar was heavily modified; only the 200km and 300km were offered as brevets, so the 400km and 600km have had to be ridden as permanents in order to receive the award. As of this writing, we are the only riders who have managed

to complete the entire series. Although we rode them separately, we had many similar experiences on the road. The following are a few of our impressions and memories from the series.

Marin Mountains 200km: 12,470 Feet of Climbing

This ride is the most difficult mile-for-mile of any of the AS routes and contains the most technical off-road riding. It covers Mt Tamalpais, the birthplace of mountain biking, as well as Pine Mountain, Mt. Vision, and Bolinas Ridge. It's an excellent sampler of Marin County dirt. While most of the other routes could be ridden on a road bike with 28mm tires, this one is best ridden with a minimum of 40mm tires.

Bryan: This year I rode my 'Monster Cross' bike with 29x2.1" knobbies. Although there are some long stretches of smooth pavement where

Last light, 200 miles and ~19hrs later at the top of Orr Springs Rd.

—PHOTO DAN PANNELL



Horror movie-worthy structure
on Sweetwater Springs.

—PHOTO DAN PANNELL

the buzzy tires were annoying, I enjoyed the gnarlier dirt sections due to my tire choice. The climb up Randall Trail around mile 100 was a beast, but I managed to get through it and through the mud on Bolinas Ridge to finish feeling pretty good!

Dan: On Rocky Ridge, I'm thinking about Roy while riding through the short, steep, loose, rocky climbs that come one after another. I remember in 2018 riding with him through this section. I'd never done it before, and I think this was the most technical trail I'd ridden while not on a mountain bike. Roy was laser focused on trying to "clean" these climbs (ride through without having to stop and walk). It made for a fun game and distracted from the difficulty of the steep slope.

Old Cazadero 300km: 17,500 Feet of Climbing

This brevet—Old Caz—was first held in 2010 and has been popular ever since. It covers many roads familiar to Northern California Randonneurs through Marin and Sonoma Counties. However, the heart of the ride is the secluded paved climb and dirt descent of Old Cazadero Rd with a creek



crossing at the bottom. The ride then climbs the double summit of Fort Ross Rd before dropping into Jenner, then climbing the final dirt segment, Willow Creek Rd, before retracing familiar roads back to San Francisco.

Bryan: I rode almost the whole ride solo due to the non-mass start Covid protocols. I was feeling pretty good until I had a terribly upset stomach on Fort Ross Rd after which I slowed down significantly. I made the rookie mistake of trying out something new on a brevet (new electrolyte tablets) and was reminded of why this is always a bad idea! I definitely had to channel Roy's toughness during the second half of the ride. Any time I'm feeling crummy on a brevet and wanting to throw in the towel, I think of Roy and ask myself, "Would Roy quit?" The answer is always no. With his memory, I was able to finish the ride.

Dan: I remember climbing Fort Ross Rd, which is a long, quiet climb with some gentle ups and downs before the main climb. About ten minutes into the climb there is a BANG through the canyon, and I immediately stop, look down, and see that my tire has completely blown off the rim and there is sealant everywhere! Luckily, this



The infamous gate marking the entrance to the Old Cazadero dirt section.

—PHOTO DAN PANNELL

happened on a nice gentle climb and not on the next speed chute of a descent.

King Ridge 400km: 20,500 Feet of Climbing

This ride is the big brother of Old Caz. It covers a lot of the same terrain, but adds the incredible King Ridge Rd and Kruse Ranch Rd. We both opted for a night start and reversed the route from the traditional direction, based



Pre-dawn start at the Golden Gate Bridge.

—PHOTO DAN PANNELL

on Bryan's experiences with riding it both ways. Riding it this way allows for arguably better climbing/descending profiles and gets the less exciting miles done during the first night.

Bryan: I rode this one solo as a permanent and started on a Thursday night. I definitely felt strange heading out on my own on such an adventure on a weeknight! I initially had some trepidation about a solo night ride into some pretty remote areas. The night was thankfully uneventful and I made it through with the help of a few caffeine pills.

I rode the dirt descent of Old Cazadero before sunrise and made it through the shallow creek crossing at the bottom without dabbing a foot! Roy would have been proud! As the sun rose, I climbed King Ridge Rd and greeted the new day as all of the cows were waking up. A breakfast sandwich and coffee in Stewart's Point set me on the right track for the rest of the day. The climbs took their toll, but I finished before dark and made it home in time for dinner!

Dan: I was hesitant with this start, never having ridden through the whole night solo before. Luckily I had a couple of experiences that kept it interesting.

The first was a low...temperature-wise, that is. The forecast had me expecting an overnight low in the upper 40s, but as I was rolling into Valley Ford around 2:00am, I looked down to see my GPS was reading 32! I suffer from poor circulation (and I am a spoiled Californian), so I was NOT prepared for this kind of chill. On the plus side, this forced me to concentrate on riding hard enough to keep my body warm!

I had planned this ride to fall on a full moon, which of course is helpful when riding through the night. However, at around 3:30am I got an



unexpected treat as the moon transitioned from bright white to deep red. I hadn't realized this night was not only a full moon, but a super blood moon!

A bit later, the fog had rolled in, and I was coming around a corner just tight enough that I had to tap my brakes. Due to the moisture in the air, my brakes let out a loud squeal, and I got a huge surprise: a dozen replies from curious peacocks, invisible in the dark, but definitely close at a nearby farm. I couldn't help but laugh out loud then practice responding with my own peacock impression.

Orr Springs 600km: 30,000 Feet of Climbing

The Orr Springs 600km is an absolute beast of a brevet. It is just shy of the climbing necessary for a Super 600km, so we must adhere to the 40-hour time limit. On the other hand, it is an excellent collection of roads, exploring the far corners of Sonoma, Mendocino, and Lake Counties that are missed by the other Adventure Series brevets.

The first 120km are fairly easy on familiar Marin and Sonoma roads.

After this, the majestic King Ridge Rd is followed by the brutal Fish Rock Rd, a very difficult 25-mile gravel road connecting the Pacific Coast to the Anderson Valley.

The valley offers a break from climbing until Orr Springs Rd which eventually drops into Ukiah. Typically, there is an overnight control here, but it's best not to stay here more than a few hours in order to make the time cut.

From here you climb the second dirt section, Old Toll Rd, before dropping into Kelseyville and climbing Bottle Rock Rd with chunks of obsidian crumbling along the roadside. A fast descent down Cobb Mountain brings you to breakfast in Middletown before the excruciatingly steep and loose dirt climb of Western Mines Rd. Once you reach the summit, the pavement resumes, but the potholes and poor patch jobs over the years make for a pretty bone-rattling descent into Sonoma County.

Once in the valley, it's a relatively easy 95 miles to San Francisco, although the fatigue and sleep deprivation have undoubtedly taken their toll by this point.

Fog burning off on Mt. Tamalpais.

—PHOTO DAN PANNELL

Bryan: I rode this as a permanent with Chris Corral, an accomplished bikepacker and mixed terrain rider. We started at 6:00am, 2 hours later than the traditional 4:00am start. We were planning on riding straight through, so we wanted to maximize sleep the night before.

Everything went smoothly except for nearly being turned back on King Ridge Rd due to road construction. Fortunately, I was able to talk the contractor into letting us pass through. We were blessed with relatively cool weather, and our later start meant that we missed the afternoon heat of Anderson Valley which is typically the hottest part of the ride.

We found a quiet Post Office in Ukiah for a 1-hour sleep break, before setting out on Old Toll Rd around 2:00am.

We had a tasty breakfast in Middletown before the final dirt climb – Western Mines Rd. The second day



was also mercifully cool and we made fairly quick work of the rollers back to San Francisco. We finished before dark and I was once again able to make it home for dinner!

Dan: For me, a challenge like this invariably comes with tons of fluctuation between highs and lows. I don't know if this is more related to the scale of the physical challenge, or just the massive amount of time in the saddle.

I felt great through Fish Rock, the first major off-road climb of the route. However, I had underestimated the amount of time on the road until the next stop in Boonville, so I arrived hungry, hot, and cranky. It was dinner time by then, and still really warm out with no shade. I honestly contemplated giving up and taking the shortcut into Ukiah, but ultimately decided to just take a longer break and continue on. Sure enough, a couple hours later out on Orr Springs, I was having a great second wind and probably at my highest moment on the route.

When in doubt, take an extra long break, and never count out the second wind!

Conclusion

This series is difficult and not for everyone. However, if you are interested in getting into mixed terrain randonneuring, this series is an excellent way to do so. San Francisco Randonneurs will be hosting the series in its entirety in 2022. We would love to see you at the Golden Gate Bridge! 🚲

Aftermath of a tubeless catastrophe on Fort Ross Rd.

—PHOTO DAN PANNELL



Northern Virginia Cloverleaf

Way back in January 2021, with the COVID shutdown closing in on a year of cancelled plans, sadness and isolation, and with no end in sight, registering for the September Northern Virginia Cloverleaf 1200 seemed like an act of faith that there might be light at the end of the interminable pandemic tunnel.

The relatively late date meant there would be abundant time to adequately train for the event. NJ Randonneurs had reluctantly decided that we could not offer a full series due to ongoing concerns with the virus, and an abbreviated season of 200km and 300km events had been planned. I was confident that I would find the longer brevets needed to complete a series in neighboring states. That confidence was unwarranted as my work schedule

did not allow for travel to any regional brevets. I was able to complete two 300kms as well as maintain the permanents needed to continue my R12 and P12 streaks. This light at the end of the tunnel was starting to resemble an oncoming train.

Fortuitously, George, my friend and frequent comrade in epic brevets, resurrected the abandoned 2020 plan to attempt the Catskill's Super 600. I now had a new and terrifying

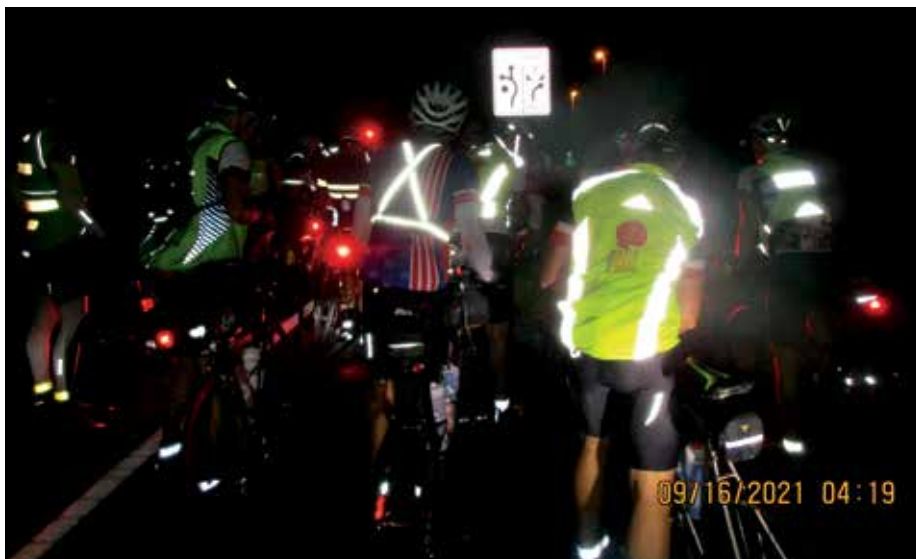
motivation to train: 34,000 feet of climbing over 600 kilometers in 60 hours. I completed my very hilly 100km permanent several times and finished the ridiculous hilly northern Jersey Jenny Jump 200km permanent, which featured just under 11,000 of climbing. I was as prepared as time allowed for the daunting 600km challenge.

Unfortunately, my bike suffered a major mechanical eighty miles into the Super 600, forcing me to limp back to the start in one gear while my buddies finished the ride in epically bad weather. With my last hope of training destroyed, my wife and I took a few weekends off then spent early September on a vacation which included lots of hiking but no riding. I was still toying with not even starting the 1200km, and our very hilly NJ 200km centenary ride the weekend before the Cloverleaf did little to boost any small amount of remaining confidence.

I finally decided to go for it with the understanding that I only had to complete the ride one day at a time, I and could reevaluate my situation from the comfort of my hotel room each night. If I felt truly awful I could DNF without having to spend subsequent days in the back of a cramped sag wagon. Work had been so busy and stressful for the past year that even an abandoned brevet would surely provide a much-needed respite.

Moment of silence for Ed Boltz.

— PHOTO CHRIS NEWMAN





I arrived at the hotel in time for bike inspection and the subsequent pre-ride briefing. I learned there would be 28 starters, many of whom were local riders who promised to help the out of towners.

The 1200 would be directed and supported by Hamid, the Northern Virginia Randonneur's RBA, his wife Shab, and ultra-volunteer Jose.

Hamid assured us that completing this brevet was achievable by all assembled as he had finished it twice in ten days. This statement had the combined effect of making me feel both more and less assured of my chances of success. His wife Shab urged us to be safe and smart and to "follow our hearts." I always "ride my own ride," but I preferred her terminology and it became the mantra for the next 4 days.

Day 1

We left the hotel at 4:00am to cheers and words of support from the volunteers. Jose led us out to mile 5.3 where we stopped as a group to honor

the memory of NVR member Ed Boltz, who had passed away at that very location two years before. It was a lovely tribute to an obviously much-loved friend. Thursday's route was a history lesson which took us north past Harper's Ferry to Pennsylvania, then skirted Civil War battlefields and Gettysburg National Military Park. The route through PA was familiar – fields of corn and soybeans bookmarked by villages populated with modest stone or brick homes. The hills were relatively gentle, and we avoided the mountains which loomed to the west. I achieved *lanterne rouge* status within the first twenty miles or so but, as is characteristic of these long brevets, I encountered fellow riders at the first control. Two of these riders, Misha and Andrew, would be my companions at the controls for the remainder of the brevet; they were much faster than I but believed in leisurely controls, their reward for being strong and speedy randonneurs.

The weather was perfect – warm

Sunset on day threemiles to go before I sleep.

—PHOTO CHRIS NEWMAN

and overcast – until it wasn't. About forty miles from the finish a driving rain temporarily blinded and thoroughly soaked me. It was late in the day so the chances of drying out were negligible. At the penultimate control I donned a wool base layer and consumed my pizza alfresco in a light drizzle to avoid the sub-zero temperature inside the air-conditioned control. The final miles were a dark blur of steep, short hills which were an unwelcome surprise at the finish of an extremely long day.

I rolled into the hotel parking lot shortly after 10:00pm – much earlier than I had anticipated. My card was stamped and I was gifted a delicious, large dinner in a "to-go" box I carried to my room. This dinner plan was brilliant, allowing an efficient return to the room and the chance to shower and eat at



Crossing the Potomac near Harpers Ferry.

—PHOTO CHRIS NEWMAN

my own pace and to sleep. It would be repeated each night of the brevet.

I took a physical inventory. Nothing hurt too badly, and what did hurt was manageable with the meds I had packed, so I would clip in tomorrow.

Day 2

I started at 5:00am. I couldn't quite believe I had been off the bike for close to seven hours. I slept more in one night than I had slept during the entire Cascade 1200km; this was going to be a grand day! Once again, the scenery was gorgeous. We passed through the endless mountains of Virginia horse country, past massive estates and fancy boarding schools. I developed my theory that folks in that part of the world liked long driveways, naming their estate or farm, and tying it all together by placing a sign with said name at the end of said long driveway.

This was my favorite day although the climbing was relentless. It included

a challenging section of gravel and since I misread the cue sheet, I didn't eat enough at the halfway control—a potentially dire situation fortunately remedied by a ham sandwich purchased at a small gas station grocery. Midway through the day I realized that my computer had failed to charge through my generator hub and my backup charging block was in the hotel. Panic



At the finish with new cycling buddy Misha.

—PHOTOGRAPHER UNKNOWN

set in as I thought of the long night of trying to read the cue sheet in the dark with no computer to tick off the miles between cues. I was saved at the penultimate control when Robert, a fellow rider, loaned me his charging block while we readied for the final 30 miles. I finished Day 2, purportedly the hardest day, around 11:30pm, feeling not too painful and proud of my efforts so far.

Day 3

Another 5:00am start. The route was 207 miles, slightly longer than the day before, but easier, right? That was the implication at the pre-ride meeting. This may be a good time to mention that you should never, ever, 100% believe the RBA's ride description. I will say, in Hamid's defense, he warned that engaging in "randonneur math" was a fool's game. Unfortunately, those calculations occupied most of my riding time and day 3 was no different. Once again, the scenery was intermittently stunning, and the weather continued to be perfect, although it did heat up quite a bit in the late morning. The route started out on now familiar roads and the climbing was reasonable as we reached the control at mile 50. My average speed was similar to day 1, so my magic math had me finishing around midnight. That's when the climbing really began. To be clear, the entire 1200km, as advertised, was exceptionally climby with RWGPS listing total ascent at just under 41,000 feet. But these hills, they were mountains, and they only went in one direction – up! It was hot and I was drained; it was just brutal. By the end of this middle section, magic math had me finishing somewhere between 3:00am to 5:00am. Ugh. And there was concern that we would not reach the next control, a small market, before it shuttered for the night.

My suspicion that we had spent the better part of the morning climbing was proven correct when we spent the next hour descending. It was glorious. All those brutal hills were a blast to fly down and by the time I reached the closed market, my spirit was restored. Misha and Andrew had purchased gallons of water for the late arrivals and a fast dinner of a personal pizza buoyed me for the final fifty miles. I did have to employ my secret weapon – music – after the penultimate control, but twenty miles out I was jamming the pedals in sync with my favorite band. Finish time: just after 1:00am.

Day 4

For the last day, I started at 7:00am! 7:00am – just like any regular 200km and we had until 10:30pm to finish. I was fatigued and sore but optimistic about achieving my goal of starting and finishing in daylight. Sunday's course predominantly revisited parts of the previous three

days' routes (Hello, fancy boarding school on a ridiculously steep hill). I had conquered all these climbs at least once before. How hard could it be to climb them ONE...LAST...TIME?

As instructed, I texted Hamid when I left Lovettsville, 17 miles from the finish. It was 5:00pm and I estimated my arrival at around 6:30pm, which gave me plenty of breathing room to enjoy the final miles of this epic brevet. I pedaled into the parking lot at 6:22pm to the sounds of cowbells and cheers from fellow riders, volunteers, and the event organizers.

All the finishers enjoyed a welcome committee with cheers and hugs commemorated by Shab, who must have taken hundreds of photos. We were treated to a celebration of pizza, wings and beer and individually awarded our medals. There was laughter and congratulations, and the stories of the road were already being shared and exaggerated. I was truly impressed with the route, the organization, and

the generosity of the Northern Virginia Randonneurs. They are a joyous group and I hope to ride with them again soon.

Post-ride thoughts

Even though I finished the ride, I cannot really recommend insufficient training as a model for future events. I suppose the past fifteen years of participating in this sport provided enough of a base and muscle memory to skate by this time. A huge motivating factor in my tackling this 1200km was to prepare for LEL next year; I don't think anyone can fake their way through that. I do believe that on the Cloverleaf, I was able to maintain a very positive mental outlook, which isn't always my modus operandi. I knew what I signed up for, so there was no point in complaining or whining, even to myself. Maybe that's the most important lesson to take from this adventure. 🚲

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Waffles at Night: My First 200K

BY SALLY ROZELLE #9965

When my dad first mentioned the San Antonio 200km night ride to me (the ride starts at 8:00 pm), I asked him how old I had to be to participate. He said, “You can do it now if you want to.” Mom agreed. I thought about it for a bit and decided, “Why not? It’ll be fun!”

I’m 12, but I’ve been riding bikes since I was two. My brother and I used to challenge each other in the “Longest Ride Ever” game to see who could ride the farthest in a day. It was entertaining, and my dad used it as an opportunity to teach us about cycling, being safe, and learning our way around. Once we got over 70 miles, we stopped playing

the game (my brother won) but kept riding long distances. I’d ridden 200kms on the tandem and 100kms and a few centuries on my single bike, but I’d never tried a 200km on my own before. I’d also never done a night ride. I’d never even stayed up all night.

Dad didn’t want my first time riding the San Antonio route at night

to be on a 200km, so we rode 100km the week before for practice, starting at 8:00pm just like the real ride. The 200km is two loops, ridden in opposite directions, so the plan was to ride one loop to practice how we would ride the 200.

100km: There’s a Lot of Wildlife at Night. And Waffles.

At 8:05pm I pressed “start” on my bike computer, and the clock was ticking! As the sky grew darker, Dad told me to draft off the right side because there was still some evening traffic around the small towns. Pretty soon after we started, I checked my blood-sugar (I have Type I diabetes). It was dropping fast, so I had a waffle. This was the first of six waffles. After the ride I was all waffled out.

A short while later on a big descent, I heard Dad call out as he started braking hard. It’s lucky I was riding off to the side of his rear wheel. Dad asked if I was okay, and I said, “Yeah, but why did you slow down?” He said a huge raccoon had darted in front of him and he’d almost hit it. I never saw it. We ended up seeing 4 frogs, 1 raccoon, 1 armadillo, 2 deer, and 2 opossums.

Soon we rode by the Lake Lindsey Deli (which was closed, but I had another waffle because my blood-sugar was still trending low), and I couldn’t believe we’d already gone 29 miles! Riding at night goes by fast!



All geared up!

—PHOTO PAUL ROZELLE



Done! Can I sleep now?

—PHOTO PAUL ROZELLE

Lake Lindsey Deli: More than halfway to the finish!

—PHOTO SUSAN GRYDER

A few miles later we hopped on a bike trail, and it was extremely dark. Dad told me to turn on my second headlight. We rode two-abreast and increased the pace to around 17 mph. We got a pleasant surprise when the bathroom at a trailhead where we filled bottles was unlocked. I ate another waffle.

When we got off the trail, I had two more waffles. It felt like just minutes before we were back in town, and it felt really good to push the “save ride” button on the computer. I did it! And it was only 12:24am. It only took us 4:19, and I beat my brother Joe’s time (and we did it at night!).

200km: More Wildlife; More Waffles

A week later, we met seven other riders for the 200km and got take-out Mexican for dinner before the ride started. When we finished our enchiladas and yummy rice, it was time to get ready. As we packed up, it started to rain. Hard. Welp. I really wasn’t looking forward to starting a 200km night ride in the rain. Neither was anyone else.

Luckily, the storm passed quickly, and we were happily on our way. It was



fun to go straight at the intersection where we usually went left. And to think about how in just a couple of hours, I would be doing this again but in the opposite direction.

After half an hour of riding, I had my first waffle. I tried not to think about how I would have to eat a whole lot more than on the 100km. (I ended

up eating 12 waffles in 10 hours. Yuck!)

After about two hours I started to get tired. Like, really tired. Dad had me ride up front with him so I could stay awake as he kept me talking. Most everyone was ahead of us. Finally, at 1:00 am we reached the halfway point — we were back at the truck. Dad told me that it was a “pro tip” to change

**I couldn’t believe we’d already gone 29 miles!
Riding at night goes by fast!**



100k Pre-ride
— PHOTO SUSAN ROZELLE

clothes into a new cycling kit because then you would feel fresh for the second half of the ride.

I changed, but I was still so tired. One rider said that he was going to DNF and take a nap in his car. All I could think about was, “Why can’t I take a nap?” But, in the end, I was very glad I decided to keep riding. The bottle of Coke that Dad gave me to go with the sandwich and apple slices we’d packed in the cooler certainly helped.

Dad and I were the first ones to leave the stop. Turning left instead of straight was comforting. I thought, “You just have 62 more miles to go, and you are familiar with this route.”

Many waffles, frogs, toads, and other forms of wildlife later, the group had kind of collected itself into one peloton. Once I got moving, I wasn’t as tired, and the second half of the ride went by pretty quickly. Around 4:00am my body was ready to start the day even though I was just about ready to finish it. Several other riders slowed down or stayed longer at the stops, and so pretty soon we were riding near the front, which felt like a big accomplishment. Before I knew it, at 5:56am, we finished the ride. Yay! I was so happy to change into clean, dry clothes while Dad collected everyone’s brevet cards.

We were still missing one rider. He had fallen pretty far behind us on the ride, so Dad and I drove back along the route to make sure he was ok. He was, and he finished, having had a great time. I was tired, but it felt amazing to know that I, a 12-year-old girl, finished before five adults on a 200km night ride!

I learned from this ride that in order to finish something, you just have to keep moving forward. And once you are more than halfway done, the fastest way back is to keep moving. I also learned that caffeine really does work and that even though riding up front is more work, it keeps you awake. The ride was really fun, but it is not something I would want to do often. I like to sleep at night, and this was my first all-nighter. I definitely want to keep on doing long rides because my ultimate goal is to ride the Juniors’ PBP when I am 14 and then regular PBP when I am 18. I’d better work on my French! 🚲



American Randonneur — CALL FOR SUBMISSIONS

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

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

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

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

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

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

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

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

Submission deadlines:

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

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

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DC Randonneurs Centenary Brevet

BY GARDNER DUVALL

September 11, 2021, shone brightly on DC Randonneurs for the BRM Centenary brevet. We chose Old Rag, for obvious reasons. Since 1999 this 200km route has been used 21 times, with 889 finishers.

DCRand member Ed Felker was there for the first occasion, there for the Centenary, and has ridden this brevet 14 times! Ed reports, “I actually rode Old Rag for the first time in 1996, when it was a Potomac Peddlers Touring Club randonneur ride. I struggled to finish but at the end met this very strong couple on a tandem—Crista Borrás and Chuck Wood—and found they led century rides on weekends. And so here we are today.” Crista, RUSA’s permanista, designed Old Rag, and she is also the recipient of the 2012 American Randonneur Award.

DCRand had 26 riders on the Centenary, plus one rider on the associated permanent route. That includes riders from DC, VA, MD, and PA, plus a newly naturalized US citizen from Belgium. He was one of two riders on their first brevet.

Everybody finished well before sunset on this historic day with beautiful weather. That is quite an accomplishment on a route that is scenic in every sense, with endless views of the Blue



Emily Ranson at first light.

—PHOTO BILL BECK

Ridge Mountains in the Virginia Piedmont. After plenty of up and down to the control in Syria at mile 71, things get harder with an average of 87 feet of climbing per mile over the remainder of the course. Still, every rider rolled into the finish with a smile, wanting to know when we could do this again. 🚲



Roger Hillas on the road.

—PHOTO GARDNER DUVALL

Ed Felker.

—PHOTO MARY GERSEMA



OTHER CENTENARY BREVETS



Lone Star Randonneurs, Spelling out ACP 200k with their hands.

—PHOTO DAN DRISCOLL



Hill Country Randonneurs meet for the 200km Centenary Brevet in Austin, TX.

—PHOTO JEFF NEWBERRY

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



share
YOUR
FAVORITES

What is your favorite local brevet route?



What is your favorite riding snack?



What is your favorite pre-brevet song or music?

Send your answers, including a brief explanation, to editor@rusa.org by **December 25, 2021**.

New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
14618	Engel, Harold	Anchorage	AK	14680	Sambhus, Mihir	Fremont	CA	14702	Sun, YungYi C	San Diego	CA
14420	Howard, Thomas M	Anchorage	AK	14760	Zabell, Howard	Granite Bay	CA	14719	Willbrand, M	San Diego	CA
14416	Lambert, Steve A	Anchorage	AK	14749	Molina, Jess Natchez	Hollister	CA	14478	Abramson, Robert Willis	San Francisco	CA
14621	McKeever, Stephen O	Anchorage	AK	14606	Kruse, John L	La Crescenta-Montrose	CA	14607	Ardley, Sean	San Francisco	CA
14418	Purrenhage, Tim J	Anchorage	AK	14534	Korevaar, Eric	La Jolla	CA	14510	Conner, Alana L	San Francisco	CA
14627	Shumaker, Brian R	Anchorage	AK	14573	Taw, Quinn	Laguna Niguel	CA	14489	Cully, David	San Francisco	CA
14431	Velez, Shannon Lynne	Anchorage	AK	14539	Budge, Travis Ryan	Lake Forest	CA	14558	Erickson, Nick Edward	San Francisco	CA
14422	Smithson, Lisa C	Girdwood	AK	14741	Lopez, Jairo	Long Beach	CA	14504	Hagstrom, J	San Francisco	CA
14423	Smithson, Peter J	Girdwood	AK	14620	Keller, Ed J	Loomis	CA	14737	Ho, Byron K	San Francisco	CA
14404	Evans, Mikey	Palmer	AK	14705	Adrian, Benjamin P	Los Angeles	CA	14588	Lawrence, Genevieve	San Francisco	CA
14407	Ferguson, Adam Brett	Palmer	AK	14520	Begland Jr, Rob Roy	Los Angeles	CA	14743	Nishio, Leo	San Francisco	CA
14408	Ferguson, Brett A	Palmer	AK	14734	Segura, J	Los Angeles	CA	14511	Rose, Howard A	San Francisco	CA
14381	Van Tol, Carlene	Palmer	AK	14448	Shear, Michael	Los Angeles	CA	14486	Sweeney, Patricia	San Francisco	CA
14470	Hardwick, Shannon Lee	Wasilla	AK	14471	Holden, Richard J	Martinez	CA	14430	Brogan, Mark	San Jose	CA
14550	Bryant, Michael R	Athens	AL	14434	Herget, Thomas	Menlo Park	CA	14518	Chen, Jiaao	San Jose	CA
14533	Bagdigian, Robert	Huntsville	AL	14521	Richards, M Rachel	Menlo Park	CA	14695	Pillai, Rohit	San Jose	CA
14541	Gayk, John	Prattville	AL	14740	Louie, Kym	Mountain View	CA	14716	Rajagopalan, Suryanarayanan	San Jose	CA
14544	Dix, Brian	Sylacauga	AL	14441	Schneider, Florian	Mountain View	CA	14523	Swarup, Daivik	San Jose	CA
14663	Vogt, Dan L	Tuscaloosa	AL	14433	Almquist, Nicholas	Oakland	CA	14429	Tran, Sang T	San Jose	CA
14612	Freed Jr, Robert G	FPO	AP	14631	Batin, Rahman	Oakland	CA	14679	Graczyk, Glenn T	San Marcos	CA
14589	Belt, Scott A	Bentonville	AR	14479	Grant, Megan T	Oakland	CA	14678	Quigley, Matt	San Mateo	CA
14644	McDougall, James	Green Valley	AZ	14517	Horowitz, Josh	Oakland	CA	14639	Do Moret, Trang	Santa Clara	CA
14693	Dang, Chi Thanh	Tucson	AZ	14765	Jackson, Dylan Goodman	Oakland	CA	14686	Iyengar, Venkatesh	Santa Clara	CA
14566	Dang, Diletta Z	Tucson	AZ	14473	Levitt, Drew S	Oakland	CA	14522	Kubasti, Nick	Santa Clara	CA
14603	Caringal, Ron M	Anaheim	CA	14672	Pitts, S. Cameron	Oakland	CA	14692	Vijayakumar, Shriram	Santa Clara	CA
14562	Sidhu, Laljit	Bakersfield	CA	14483	Siler, Charles C	Oakland	CA	14585	Legakis III, Vernon A	Santa Cruz	CA
14514	Applegate, Alex C	Berkeley	CA	14726	Simon, Jeremy A	Oakland	CA	14499	OCillin, Everett	Santa Cruz	CA
14535	Glover, Rolfe	Berkeley	CA	14624	Vogel, T	Oakland	CA	14670	Miner, Larry	Santa Monica	CA
14515	Atencio, J	Capitola	CA	14480	Williams, Douglas	Oakland	CA	14577	Parrish, Cheryl M.	Santa Monica	CA
14492	Maynard, Carol J	Colfax	CA	14710	Mehring, Nicholas A	Palo Alto	CA	14579	Fitzgerald, John	Santa Rosa	CA
14474	Noda, Rodney J	Corte Madera	CA	14711	Blecha, M	Pleasanton	CA	14715	Aluri, Raja	Saratoga	CA
14547	Andrews, Justin Hale	Culver City	CA	14712	Bowers, K	Pleasanton	CA	14694	Kommareddi, Naveen	Saratoga	CA
14548	Angius, Carolyn Marie	Culver City	CA	14495	Austin, Tye	Sacramento	CA	14602	Mateo, Brian W	Spring Valley	CA
14745	Annamalai, Siva	Cupertino	CA	14494	Daggett, Lya	Sacramento	CA	14526	Szura Shen, Christine Louise	Sunnyvale	CA
14759	Jain, Bhupendra	Cupertino	CA	14414	Harmeier, Michelle A	San Carlos	CA	14721	Preuett, M J	Torrance	CA
14751	Sukhija, Sandeep	Cupertino	CA	14593	Hom, Michael Deron	San Diego	CA	14628	Delgado, Nicholas	Vista	CA
14425	Reitz, Nicholas F	Davis	CA	14662	How, Stephen K	San Diego	CA	14608	Thitathan, M M	Vista	CA
14696	Vasudev, Saravana	Dublin	CA	14528	Kretzschmar, Kenneth M	San Diego	CA	14393	Thakkar, Kushan	Walnut Creek	CA
14609	Ireton, Kevin M	El Cajon	CA	14509	Noble, Cris	San Diego	CA	14704	Schub, Nathaniel	Broomfield	CO
14637	Ortega, Martin J	El Cerrito	CA	14605	Normand, Matthew T	San Diego	CA	14427	Lagerlof, Erik J	Castle Rock	CO
14582	Birch, Geoff	Escondido	CA	14592	Polakoski, David R	San Diego	CA	14481	Brown, Eileen Ann	Copper Mountain	CO
14623	Leavitt, Kathlee A	Folsom	CA	14557	Sallis, Stephen M	San Diego	CA	14496	Cooper, Trent	Denver	CO
14435	Khan, Ahsan	Fremont	CA	14714	Sun, Yung-Ren D	San Diego	CA	14401	Terrana, Gaspar	Denver	CO

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
14437	Andre, Mark S	Fort Collins	CO	14595	Novark, Gene	Northampton	MA	14754	Wehrman, John K	Minneapolis	MN
14727	Moore, Andrew	Littleton	CO	14597	Hayes, Martin	Pepperell	MA	14409	Wilson, Charles D	Minneapolis	MN
14633	Hucul, Justin	Farmington	CT	14440	Clark, Colin H	Quincy	MA	14545	Moser, Chris	Minnetrista	MN
14399	MacInnes, Brennan	Middletown	CT	14641	Hart, Joshua	Roslindale	MA	14699	Carpentier, Joe R	Oakdale	MN
14497	Jaroszewski, Rebecca	Vernon	CT	14549	Courchaine, Abbey A	South Dartmouth	MA	14564	Sunohara, Masahiro	Plymouth	MN
14498	Villafano, Geno	Vernon	CT	14634	Medeiros, Joao Carlos	Winchester	MA	14580	Enzler, Mark	Rochester	MN
14464	Alleyne II, Carl A	Washington	DC	14635	Medeiros, Maria Luiza	Winchester	MA	14490	Ficatier, Johanna	Rochester	MN
14463	Lee, A	Washington	DC	14576	Johnson, Ritchie	Deale	MD	14583	Muro, Mario A	Rochester	MN
14559	Haynes, Jeremy O F	Apopka	FL	14537	Vlaikov, Michael A	Edgewater	MD	14563	Rowley, Greg S	Rochester	MN
14594	Twiford Sr, Dallas	Chuluota	FL	14667	O'Connor, Sean	Fulton	MD	14553	Tieskotter, Charles	Rochester	MN
14690	Maughan, Grant J	Fort Lauderdale	FL	14731	Birk, Greg	Jessup	MD	14764	McCormick, Michael T	Saint Paul	MN
14724	Lucas, Bruno	Key Biscayne	FL	14629	Torres, B	Odenton	MD	14432	Dobrovolny, Walter	St Paul	MN
14708	Palmer, Jerry L	Naples	FL	14684	Wahlbrink, Jeff C	Rockville	MD	14390	Pellettieri, Noah L	St Paul	MN
14615	Gore, Eric James	Oviedo	FL	14638	Arsenault, Michael G	Silver Spring	MD	14424	Bax, Carrie	Hartsburg	MO
14610	Tornabene, Trent	Sarasota	FL	14449	Kearney, M C	Cumberland	ME	14438	Barcroft, Michael E	Kirkwood	MO
14596	Kim, Michael	Tampa	FL	14671	Nutt, Stephen	Falmouth	ME	14698	Kinka, Daniel Walter	Anaconda	MT
14718	Bergmark IV, George	Atlanta	GA	14505	Darling, Chris	Lovell	ME	14707	Fisher, Octavia Anna	Bozeman	MT
14552	Bell, Troy J	Carrollton	GA	14506	Bourgoin, Ryan	Portland	ME	14691	Rinnert, John J	McLeod	MT
14529	Grant, Graham	Carrollton	GA	14507	Wilding, Jillian	Portland	ME	14643	Hinkley, Gabe	Asheville	NC
14503	French, Carson Bennett	Columbus	GA	14747	Caron, Kirk-Patrick	Yarmouth	ME	14674	Allen III, James C	Mebane	NC
14468	Lockhart, Christian D	Geneva	GA	14677	Chauhan, Shamsheer S	Ann Arbor	MI	14683	Aull, Ray A	Raleigh	NC
14436	Sirajud-deen, Talib	Stone Mountain	GA	14700	Ruple, Bobby	Auburn Hills	MI	14476	Butterfield, Samuel L	Lincoln	NE
14750	Netwal, John G	Huxley	IA	14661	Samuels, Evan	Birmingham	MI	14651	Mcgill, Carolyn S	Papillion	NE
14666	Swanson, David	Iowa City	IA	14600	Robar, Jackson Patrick	Detroit	MI	14482	Bradshaw, Peter	Atkinson	NH
14756	Conroy, Stone P	Chicago	IL	14640	Brandvain, Beth G	Farmington Hills	MI	14395	Dellea, Erik	Concord	NH
14396	Perry, Bruce	Port Byron	IL	14613	Hayward, Diane Marie	Litchfield	MI	14717	Nachilly, John J	Durham	NH
14502	White, Steven J	Fort Wayne	IN	14703	Dale-Hench, Martin Fox	Livonia	MI	14739	Damon, Sam	Holderness	NH
14458	Gavin, Tim	West Lafayette	IN	14682	Hendricks, James Aaron	Livonia	MI	14387	Raju, Jay	Basking Ridge	NJ
14461	Koser, Vince	West Lafayette	IN	14382	Mudar, Alex	Oak Park	MI	14405	Goldsmith, Steven	Cherry Hill	NJ
14472	Jongenelen, Ben	Shawnee	KS	14380	Harding, Mark A	Oxford	MI	14392	Hammill, Michael G	Flemington	NJ
14410	Fleming, David	Paducah	KY	14398	Shears, David	South Lyon	MI	14426	Parker Sr, Kyle S.	Hamilton	NJ
14536	de la Cretaz, Ben R	Boston	MA	14632	Brych, Hennadiy	Troy	MI	14656	Maldonado, Keith	Harrington Park	NJ
14619	Purcell, Carlin J.	Cambridge	MA	14660	Tushman, David A	West Bloomfield	MI	14551	Johnson, Olin	Jb Mdl	NJ
14569	Marzot, Hilary	Concord	MA	14748	Koster, Ed S	Ypsilanti	MI	14454	Reh, Paul W.	Mahwah	NJ
14689	Pitcairn, Kelsey	Jamaica Plain	MA	14421	Franklund, D E	Bloomington	MN	14543	Minner, Derek	Medford	NJ
14688	Santangelo, Colin	Jamaica Plain	MA	14488	Lyons, Kevin Patrick	Duluth	MN	14415	Sadasivuni, Satya	Monmouth Junction	NJ
14744	Daniel, Mac	Lowell	MA	14676	Sekar, Venkat	Eden Prairie	MN	14720	Dauzier, Douglas Paul	Montclair	NJ
14701	Mello, Marcelo	Lynn	MA	14397	Morton, Patrick E.	Edina	MN	14394	Reo, Joseph	Parsippany	NJ
14493	Phillips, D	Medford	MA	14385	Rueda, Edward S	Excelsior	MN	14402	Saini, Prabhjot	Princeton Junction	NJ
14519	Duffin, Chase M	Melrose	MA	14642	Sahr, B	Lake Elmo	MN	14571	Wangikar, Prasad S	Princeton Junction	NJ
14626	Harris, Keith	Merriamc	MA	14757	Bushinski, Mark	Minneapolis	MN	14560	Cappel, Kenneth	Ringoes	NJ
14512	Fox, Henry S	Newburyport	MA	14758	Chin-Massey, Kaden	Minneapolis	MN	14411	Alexis, Madhu	Somerset	NJ
14598	Hatch, Harold	Newton	MA	14586	Uhl, Scott C	Minneapolis	MN	14417	Hamlett, S Nicole	Trenton	NJ

New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
14465	Serter, Digdem	Bronx	NY	14746	Doubek, Joey	Philadelphia	PA	14616	Sherburne, Elliott	Bellingham	WA
14451	Eklund, Martin	Brooklyn	NY	14604	Maden, Briona L	Philadelphia	PA	14659	Benson, John N	Bothell	WA
14645	Epshteyn, Boris	Brooklyn	NY	14584	Mookerjee, Samit	Philadelphia	PA	14413	Hendry, David G	Bothell	WA
14453	Gordon, Adam	Brooklyn	NY	14568	Reddy, Silpa	Philadelphia	PA	14735	Jarman, David	Carnation	WA
14697	McAllister, John J	Brooklyn	NY	14762	Ryan, Michael T	Philadelphia	PA	14646	Krause, Randy J	Duvall	WA
14466	Pezzilli, Vincenzo	Brooklyn	NY	14752	Santoro, P J	Philadelphia	PA	14654	Siecke, Neil W	Edmonds	WA
14755	Tran, Joey	Brooklyn	NY	14538	Koontz, Jeff	Pittsburgh	PA	14572	Gwildis, Ulf Georg	Kirkland	WA
14456	Weisburg, Eric	Brooklyn	NY	14736	Kramer, Lydia J	Pittsburgh	PA	14565	Dunphy, Allan	Medina	WA
14444	Wong, Kevin	Flushing	NY	14508	Loewen, Ralph	Saint-Lazare	QC	14614	Dovinh, Amy T	Mukilteo	WA
14455	Dyrkolbotn, Ann Kristin	Long Island City	NY	14738	Gogolen, Michael	West Kingston	RI	14587	Brine, W David	Olympia	WA
14653	Budnik, John	New Paltz	NY	14524	Bingham, Robert Scott	Beaufort	SC	14591	Griswold, P D	Olympia	WA
14457	Albuquerque, Claudia T	New York	NY	14513	White, Jane J.	Rock Hill	SC	14542	Rabena, Yuri	Renton	WA
14460	Ashley, Victoria A.	New York	NY	14713	Blair, Henry	Wadmalaw Island	SC	14487	Zheng, Ben	Renton	WA
14467	Bertaccini, Blair F	New York	NY	14722	Lane, John L.	Hot Springs	SD	14525	Lynch, Abbe Bartlett	Sammamish	WA
14459	DiBartolomeo, Joel T	New York	NY	14625	Grove, Ian	Sioux Falls	SD	14723	Adair, Sean P	Seattle	WA
14462	Hardwicke, Adrian C	New York	NY	14617	Mussa, David	Allen	TX	14532	Armijo, Michael P	Seattle	WA
14447	Mascarenhas, Karl Rajiv	New York	NY	14567	Rice, Adam	Austin	TX	14452	Coyle, Aidan F	Seattle	WA
14388	Pierre, Marilyn	New York	NY	14706	Ayres, Sherry Lynn	Buckholts	TX	14728	Dalessandro, Scott	Seattle	WA
14469	Vaccaro, S	New York	NY	14675	Harris, Karl	Houston	TX	14655	Devoid, Scott	Seattle	WA
14753	Strangmark, Karl Goran	South Ozone Park	NY	14709	Riedel, Brendan J	Houston	TX	14575	Diegert, Kurt W	Seattle	WA
14668	Leifker, N W	Stafford	NY	14685	Shannon, Kelly	New Braunfels	TX	14527	Hauser, Sheri Anne	Seattle	WA
14630	Karam, Kristopher	White Plains	NY	14622	Elewitz, Zoe	Plano	TX	14531	Janel, Kathleen J	Seattle	WA
14540	Havill, Jessen	Granville	OH	14729	Cors, Alfredo	Spring	TX	14733	Jones, Christopher B	Seattle	WA
14484	Clark, Travis A	London	OH	14669	Johnson, Susan	Temple	TX	14530	Kelley, Colleen	Seattle	WA
14763	Sakamoto, Monica	Middletown	OH	14383	Skordas, Greg	Eden	UT	14516	Kitchen, Chase	Seattle	WA
14601	Winer, Elly	Shaker Heights	OH	14556	Robey, Hoyt S.	Morgan	UT	14406	Lee, Rob	Seattle	WA
14442	Huntsman, Brent E.	Xenia	OH	14581	Feld, Christopher	Ogden	UT	14664	Origenes, Miguel	Seattle	WA
14501	Henderson, Dustin W	Gresham	OR	14443	Kelly, Jennifer	Park City	UT	14546	West, Jo-Anne	Seattle	WA
14761	Lemay, Daniel	Hillsboro	OR	14386	Mceneaney, Patrick	Park City	UT	14555	Kelly, K L	Snohomish	WA
14428	Spangle, Trevor L	Lebanon	OR	14554	Kennedy, Bobby	Salt Lake City	UT	14665	Woolley, Elizabeth	Tacoma	WA
14652	Praska, Nathaniel	Milwaukie	OR	14657	Van Leuffel, Sten G J	Arlington	VA	14730	Bushnell, Richard J	Tumwater	WA
14491	Banks-Watson, Alexander R	Portland	OR	14561	Lustig, Brian R	Ashburn	VA	14578	Butler, Mark Edward	University Place	WA
14647	De Souza, Rodrigo	Portland	OR	14590	Stahlman, James E	Burke	VA	14649	de Freitas, Gabriel Romeiro	Vancouver	WA
14648	Faria, Marcio Roberto	Portland	OR	14687	McKenzie, Kyle R	Falls Church	VA	14650	Rodrigues, Richard Losif	Vancouver	WA
14574	Gagosian, Ben	Portland	OR	14673	Kreilein, Casey M	Fort Lee	VA	14419	Nall, Branden A	Eau Claire	WI
14611	Orr, Tim C	Portland	OR	14400	Tatusko, Joe	Leesburg	VA	14477	Williams, Andy	Eau Claire	WI
14732	Signal, Andrew Gareth	Portland	OR	14439	Mothes, Mike	Vienna	VA	14658	Buelow, Kenn	Madison	WI
14500	Steiner, Michael	Portland	OR	14636	marshall-Otto, Karsten V	Burlington	VT	14391	Ham, Carl Kenneth	Madison	WI
14450	Caplan, Mark	Bala Cynwyd	PA	14485	Seifert, Nick	Marshfield	VT	14570	Oh, Jinwoo	Madison	WI
14599	Bell, Alexander Frederick	Bethlehem	PA	14445	Stewart, James I	Montpelier	VT	14742	Rice, Nellie K	West Bend	WI
14403	Simpkins, Christopher J	Harleysville	PA	14446	Wexler, Chloe	Montpelier	VT	14725	Andrews, Polly	London	UK
14681	Donaldson, Martin	Lansdale	PA	14475	Oberther, Chris	Putney	VT	14384	Duewel, Christoph Alexander	Muenchen	DEU
14389	Crouch, Jason	Narberth	PA	14412	Shepley, Henry R	Winooski	VT				

SAVE THE DATE

3rd annual International Women's Day Together We Ride bike ride in 2022!

- Ride between Saturday, March 5th and Tuesday, March 8th (International Women's Day is on Tuesday)



- Distance based on any RUSA calendared events, RUSA populaires, RUSA permanents and/or ACP Brevets

- For those interested, a commemorative roundel/patch will be available for purchase for \$10 (includes shipping). The 2022 design will be unveiled soon.



Check out the Randonneurs USA 2022 calendar for more details on calendared events in your region.

Questions, comments, suggestions, feel free to contact iwdbike@gmail.com

Building a bicycle frame starts long before the torch is lit.

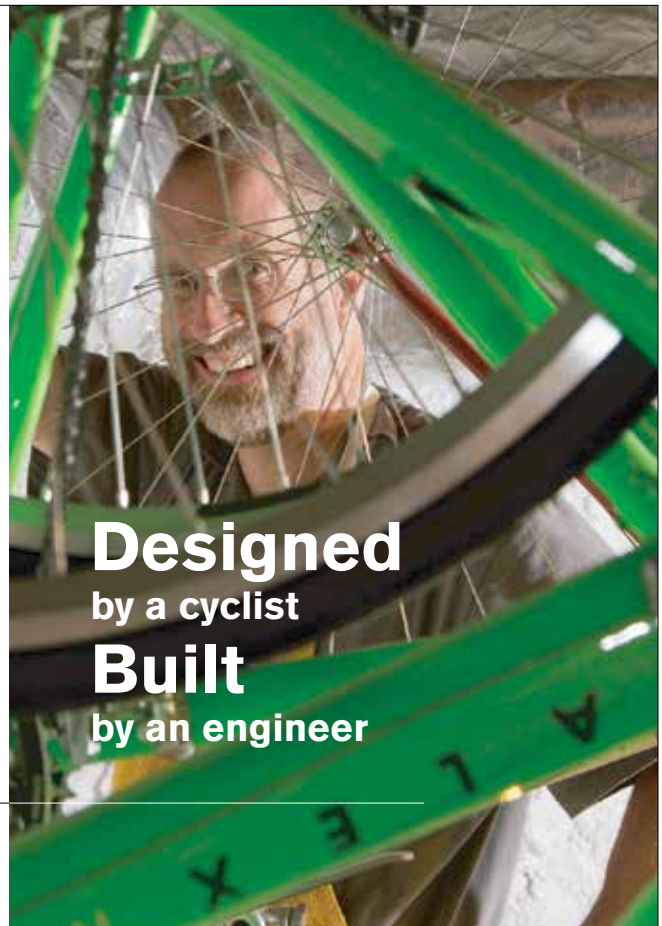
It begins with the right questions; by learning the needs and desires of the customer. I listen to the experiences that led you to me: your riding history, your cycling dreams, and what you want your next bike to be.

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Every frame I produce is completely engineered and manufactured by me. I do everything from working with you on initial measurements and selecting materials, to the intricate filing and metalwork needed to make a beautiful and unique frame.

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Gear Closet

It's that time of year again when you assess what's working and what's not. Maybe look at picking up a couple of new items for next year's riding season. Let's dig into the gear closet and check out a few items that might help you down the road.

Redshift ShockStop Suspension Stem \$159 (\$229 Pro Version)

After a couple days in the saddle you come to dread that feeling as, every few seconds, BAM, you hit another expansion crack or hit that pothole you didn't see! (I'm looking at you Colorado Highways.) Best case scenario: it hurts. Worst case scenario: the contents of your handlebar bag or water bottle are forcibly ejected. Been there, done that!

The Redshift Shock Stop stem cannot make roads smoother, but it can

make them a little less jarring. I started using this stem on a gravel bike but found it also really helped on the road with bikes with narrower tires. The downside with this stem is the industrial look, but for pure function and taking the edge off of road roughness, it works great. The original Shock Stop stem is a little heavy compared to a carbon stem, but recently Red Shift has come out with a titanium version (ShockStop Pro) that cuts down on the weight. Both versions of the stem come with

five different elastomers to adjust the ride to your personal preference.

ClimbOn Lotion Crème (\$20)

Let's face it: sometimes despite the best preparation and equipment selection, after a long ride chaffing and skin irritation are inevitable. Big wall rock climbers have a similar challenge keeping their hands functioning day after day, with cuts and breaks to the skin. ClimbOn Lotion Creme works great as a chamois creme, and a daily lotion, but where it really shines is when you have a sore or cut and you need to keep going. You can apply this cream and it won't sting or cause the abrasions to worsen and if you have some time off the saddle it can help speed up the healing process so you can get back out on the road. Made with natural plant-derived ingredients with a beeswax base it absorbs quickly and provides ongoing protection even when it's hot and wet. Pro tip: a little goes a long way—start with a dime-size dollop.

Wolf Tooth Pack Pliers— Master Link Combo Pliers (\$32.95)

Yeah, I know you can use a piece of string to break a master link on the side of the road, but why would you want to when you could whip out these pliers, get the job done, and get back to riding? The Wolf Tooth Pack Pliers are pretty handy; they're master chain link pliers, they securely hold two spare master links with built in magnets and they have a "Y" shaped cut out





that allows you to add or remove a valve stem—useful for riders running tubeless tires. And finally, they have a spoon-shaped end to use as a tire iron when removing your tire from the rim. Not bad for a slim tool that easily slides into a tool pouch or handlebar bag pocket. Wolf Tooth also recently came out with a new variation on the pack pliers that incorporates a hex wrench set and only one master link. That added functionality comes at a price; the 8-bit pack pliers will set you back \$69.95.

**Aero Tech Cycling Gloves—
Extra Thick Gel (\$29.99)**

I have a problem and I'm not afraid to admit it. I collect cycling gloves. There, I said it. I collect gloves because I find it's helpful to change them out frequently on longer rides. Slightly different padding and fit help

avoid hand soreness, not to mention the back of my gloves tend to get a little gross after a day in the saddle. Now we can talk about two of my favorites. The Aero Tech gloves are old school, but they work and they're always in my glove rotation. I've used both their medium and thick padded gloves and they're both good, but if I had to pick one, I'd probably grab the thick ones. They use gel padding, real leather palms, a terry cloth nose swipe on the thumb and a traditional crotch back. The comfort is great, my only complaint would be the velcro closure. I prefer a snap as the velcro can get caught on clothing and snag it. But snap closures are rare on any glove these days, so I'll just keep collecting and using these Aero Tech gloves.

**Velo Lumino AT Taillight
(\$128 polished, \$118 Brushed)**

They don't make 'em like they used to! Well, yes and no. The AT taillight has all the looks of a classic integrated dynamo-powered tail light, with the latest LED technology tucked inside. It's really a bit of a hotrod, and just works. A few years ago, I took a tumble on the first day of a 1200km and I smacked my AT taillight, scraping the



side and popping the lens out. After getting the bike back in running order and sorting myself out, I taped the lens on and finished the ride, and it just kept working. When I returned home, I sent it back to Velo Lumino for repairs. They upgraded the electronics and sent it back better than new. Velo Lumino sells a few variations on this taillight, with both seatpost and saddle mounting options. No switches or adjustments are needed; they just wire into your generator powered front light and turn on and off with the headlight. Yeah, they may not make them like they used to, but with the AT Taillight they might just be better. Velo Lumino also offers a service where they will take your old integrated lighting fixture and put modern LED electronics and lenses into your classic—the best of both worlds!

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

Sleeping Outside the Box

BY NIGEL GREENE

It's well known that planning for sleep, or sleep deprivation, is part of riding multi-day brevets like 600km and up. But, with the early starts of most events, and the travel required to get there, planning for sleep becomes a part of even brevets as short as 200km.

This is especially true when the event is taking place at a location that is several hours away. Having to undertake a 2- to 4-hour drive before a 6:00am start can make for a short night's sleep before the event. For riders who enjoy traveling to different regions for events, planning for sleep the night before can make the difference between starting well-rested or already dealing with the results of sleep deprivation.

Driving the day or evening before an event and sleeping within a short distance to the start is one way to maximize pre-ride sleep. The question then becomes where to sleep. Getting a hotel/motel room the night before an event is an obvious option. In fact, many RBAs will list the local accommodations for the ride. But this easy option comes with a cost. One night at a hotel can far exceed the entire remaining cost of

attending a brevet, including entry fee, food and travel expenses. This may be a good option for one or two events a year, but for people who want to ride multiple events, the costs add up.

Randonneurs tend to be a frugal bunch and, over the years, I've met randonneurs and randonneuses who have come up with interesting strategies for the sleep challenge of the sport. I've even tried a few of my own.

Bags, Bivies and Tents

Bikepacking and randonneuring can overlap when it comes to accommodations. I know of a rider who set up a hammock in a park and "stealth camped" close to the start of an event. Although not as adventurous, this past summer, I split a state park campsite with another randonneur,



A quick and comfortable van conversion.

—PHOTO NIGEL GREENE



Jim Vreeland, and for about \$20 each, we car-camped with tents and sleeping bags. This was far more “glamping” than “roughing it” because I packed a cot, pillows, the works, and slept quite comfortably under the stars. This is definitely going to be an option I use again.

If you are looking to do the same for an event, I recommend that you add a search for campgrounds when you are looking for sleep options. You will likely find a state park or private campground option within a short distance from the start. Campgrounds offer showers, restrooms, and far better scenery than a low budget hotel. The campground we used this past summer had a swimming lake, hiking trails and fishing.

I also recommend not skimping on the comfort luxuries. Since this is about getting a good night’s sleep, bring the big pillows and the warm bedding. In fact, with the money that you would have spent on a hotel, you can buy a good folding cot if you don’t have one already. It sure beats sleeping on the ground and, unlike a hotel room, once you buy it, you can use it repeatedly.

As for food, you can save even more money by bringing or preparing your own.



Glamping bed and breakfast.

—PHOTO NIGEL GREENE

A cooler with prepared food, or a lightweight camp stove, can do the trick. However, I also take the view that the money saved on a hotel room justifies a good sit-down meal at a local restaurant.

Vanlife

Another option is a room on wheels. I’ve met randonneurs who own RVs and bring them to events. I know of two randonneuses who have each converted a large van into a mini-RV complete with plumbing and a kitchen, and often take them on the road, living the #vanlife. Both of these options require a much bigger investment of time, money, or both, but if living on the road for a few days, weeks or months is in your plans, this option makes it possible.

This past summer I used another option that was far less of an expense and that works well for the “just an overnight” trip. I was going to an event



Peaceful and scenic camping spot in a state park.

—PHOTO NIGEL GREENE

Using the van bed.
—PHOTOS DEB BANKS



which was a 4- to 5-hour drive away and started at 6:00am. The local hotels were asking well over \$100 a night even for the low budget places that got sketchy reviews. Facing that prospect, I decided that our minivan could make a fine bedroom and, unlike many van “builds” seen on Youtube, I came up with a conversion that was simple, fast, required no woodworking projects, and was easily reversed.

The first step was to remove the middle row of seats and fold down the rear seats. This left the entire rear of the minivan open for use.

The next step was to put in the camp cot on one side and my bike on the other. Under the cot I placed square storage bins for clothing and kitchen items. The bike was secured using a wire floor wheel rack and a strap looped around the frame and the grab handle located above the door. Together they prevented the bike from falling over or rolling around. Along with clothes, I brought a large container of water, external batteries for charging devices, some food, and my camp stove (which I didn't use this time).

The final step was to cover the windows for privacy. I used opaque black fabric cut into sizes large enough to cover the windows. I attached them to the side windows using mini-binder



clips. When in place, it looks like the windows are tinted. For the front window, I used a standard sun shade. In the rear window I cut a piece of Reflectix material (cardboard would probably work as well) into a size and shape slightly bigger than the window so that it would hold when pressed into place. I painted one side black and faced that side to the outside. Once you have all the pieces, putting them into place takes only minutes. With all the windows covered, from the outside, the van looks unoccupied, in daylight, but especially at night.

To find a good place to park for the night, I contacted the RBA that was hosting the event and asked about the parking situation. Based on the information they provided, I found a place that was just minutes from the start. For future events at other locations, there is typically parking

available at the start itself and that would be the first place I would consider.

The setup worked better than I expected. Inside, the minivan was quite cozy. Battery powered lights provided ample light to see or read. A small battery powered fan circulated air from the rear window which I left slightly open. The cot was covered with a sleeping bag and big pillows. I slept better than I have slept in many budget hotels and woke up rested and ready to go.

The minivan camper is an option I look forward to using again, especially in the Spring and early Summer, when the cooler night temps make for a good night's sleep.

When planning your next road trip to a ride, keep in mind that there are options, like these, for sleeping “outside the box” and don't let convention limit your adventures. 🚲



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RUSA Awards

R-12 Award Recipients

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

NAME	CITY, STATE	APPROVED
Beck, William A [15]	Woodbine, MD	8/2/21
Cardell, Greg	Valencia, CA	9/14/21
Castillo, Justin	Falls Church, VA	9/13/21
Clayton, J Andrew [6]	Powell, OH	7/27/21
Frederick-Rothwell, Ian [2]	Austin, TX	8/15/21
Frye, Sebastian Nugent	Minneapolis, MN	8/24/21
Goebel, Gregory K [2]	Cypress, CA	8/23/21
Hoenk, Michael E	Valencia, CA	9/19/21

NAME	CITY, STATE	APPROVED
Huber, Kerin (F) [10]	Pasadena, CA	10/2/21
Keenan, Greg [7]	Camp Hill, PA	7/25/21
Lanteigne, Ken [6]	Gresham, OR	9/25/21
Nemoto, Toshiyuki [6]	Loveland, OH	8/22/21
Reagan, William [8]	Egg Harbor City, NJ	9/1/21
Russell, Bill [7]	Vineyard Haven, MA	7/30/21
Senter, Eric [9]	Davis, CA	9/15/21
Smith, Paul K [7]	Cooper City, FL	9/9/21
Stolz, Sarah (F) [3]	Seattle, WA	9/22/21
Taylor, James C [4]	Cottage Grove, OR	8/18/21
Todd, Joseph H [8]	Decatur, GA	10/2/21
Walsh, Hugh Michael [3]	Cincinnati, OH	9/14/21

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	7	9/12/21
Anderson, Randy T	Peoria, IL	11	7/22/21
Argo, Charles Christopher	Lake View, AL	15	8/7/21
Burke, Brian P	Cumming, GA	17	8/22/21
Claussnitzer, Mario	Jackson Heights, NY	21	9/30/21
Dorobek, Russell	Austin, TX	11	8/30/21
Driscoll, Dan	Arlington, TX	37	9/29/21
Dusel, Peter W	Ontario, NY	13	8/16/21
Edwards, Joe	Glenwood, IA	18	9/12/21
Ende, John Capn	Asheville, NC	16	8/27/21
Fleming, Neil	Atlanta, GA	16	8/22/21
Geisert, Rodney D	Columbia, MO	26	9/22/21
Klaassen, Spencer	Saint Joseph, MO	43	8/16/21
Lakwete, Angela (F)	Auburn, AL	12	9/16/21
Martin, Charlie A	Sunnyvale, CA	15	9/27/21
McLerran, Doug	Aurora, IL	37	9/14/21
Perry, L D	Saint Joseph, MO	13	9/27/21
Ray, Joseph	Bernardsville, NJ	13	9/13/21
Schurman, Regina (F)	Lisle, IL	24	9/5/21
Smith, Kelly	Fairfax, VA	12	7/30/21
Solanick, Jim	Lake Worth, FL	21	8/12/21
Taylor, Scott A	Austin, TX	24	8/12/21
Walsh, Hugh Michael	Cincinnati, OH	12	9/14/21
Winkert, George	Highland, MD	30	7/26/21

RUSA Cup Recipients

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

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

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

NAME	CITY, STATE	APPROVED
Adere, Andrew Steven	Reston, VA	10/4/21
Anderson, Randy T	Peoria, IL	7/22/21
Das, Sourav	Campbell, CA	9/27/21
DeMarco, Mimo	Arlington, VA	10/4/21
Driscoll, Dan [12]	Arlington, TX	7/25/21
Frederick-Rothwell, Ian	Austin, TX	8/14/21
Heller, Misha Marin (F)	Alexandria, VA	10/4/21
Ishihara, Mitch	Issaquah, WA	7/22/21
Martin, Charlie A [4]	Sunnyvale, CA	7/21/21
Newberry, Jeff [9]	Austin, TX	7/22/21
Nguyen, John D [3]	Seattle, WA	7/22/21
Russell, Amy L (F) [3]	Waco, TX	7/22/21
Stolz, Sarah (F)	Seattle, WA	9/22/21
Sturgill, Michael R	Phoenix, AZ	9/13/21
Tulloch, Robert F [4]	Austin, TX	7/22/21
Uz, Metin [4]	Palo Alto, CA	8/18/21
Welsh, Rob	Apple Valley, MN	7/29/21
Wright, Pamela (F) [6]	Fort Worth, TX	7/25/21

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
Akbarian, Hamid	Lanham, MD	8/4/21

ACP Randonneur 5000

In 1961, the Audax Club Parisien created the Randonneur 5000 award to recognize finishing ACP and Randonneurs Mondiaux events totaling at least 5000km within a four-year period.

To qualify, the randonneur must complete:

- A full series of ACP brevets (200, 300, 400, 600, and 1000km) [longer brevets cannot be substituted for shorter ones];
- A Paris-Brest-Paris randonnée;
- A Flèche Vélocio, or other ACP-sanctioned flèche (your team of at least three bicycles must finish officially); and
- additional ACP and/or RM events to bring the total distance up to at least 5000 km.

The qualifying events must be completed within a four-year period, beginning on the date of the first qualifying event.

RUSA extends its congratulations to the US riders who have received this special award.

NAME	CITY, STATE	APPROVED
Anderson, Randy T	Peoria, IL	8/9/21
Bell, Carol (F) [4]	Iowa City, IA	9/12/21
DeMarco, Mimo	Arlington, VA	10/4/21
Heller, Misha Marin (F)	Alexandria, VA	10/4/21
Smith, Kelly	Fairfax, VA	7/30/21
Stolz, Sarah (F)	Seattle, WA	9/22/21
Sturgill, Michael R [3]	Phoenix, AZ	9/13/21

RUSA Awards

RUSA Coast-to-Coast Award

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

A member may earn multiple Coast-to-Coast awards. No event or different editions of the same event may be used more than once among multiple awards.

For example, if Boston-Montreal-Boston 2002 is used in a member's Coast-to-Coast award, BMB'06 (or other edition) may not be used to claim another award.

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

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

APPROVED	NAME	CITY, STATE
7/25/2021	Driscoll, Dan [3]	Arlington, TX
EVENTS	2018 Coulee Challenge 2018 Florida Tip to Tail 1600 2019 Hound Dog 1200 2021 Western NY Waterfalls	
8/25/21	Ellis, John Lee [3]	Lafayette, CO
EVENTS	2014 California Central Coast Randonnée 2016 Texas Rando Stampede 1200 2018 Coulee Challenge 2019 Florida Sunshine 1200	
7/21/21	Martin, Charlie A	Sunnyvale, CA
EVENTS	2019 Taste of Carolina Spring 2019 Florida Sunshine 1200 2019 Hound Dog 1200 2021 Colorado High Country 1200	
10/1/21	Newman, Christine (F)	Skillman, NJ
EVENTS	2014 Natchez Trace 1500 2016 Cascade 1200 2018 Great Lakes Mac 'n Cheese 2021 Northern Virginia Clover	
9/30/21	Nguyen, Thai	Bothell, WA
EVENTS	2018 Cascade 1200 2018 California Central Coast Randonnée 2021 Colorado High Country 1200 2021 Crater Lake 1200"	

APPROVED	NAME	CITY, STATE
8/29/21	Russell, Amy L (F)	Waco, TX
EVENTS	2017 Gold Rush Randonnee 2018 Blue Ridge to Bay 2019 Hound Dog 1200 2021 Western NY Waterfalls	
7/22/21	Tulloh, Robert F	Austin, TX
EVENTS	2016 Texas Rando Stampede 1200 2018 Coulee Challenge 2019 Hound Dog 1200 2021 Colorado High Country 1200	
7/29/21	Welsh, Rob	Apple Valley, MN
EVENTS	2009 Endless Mountains 1240 2011 Taste of Carolina 2012 Shenandoah 1200 2018 Coulee Challenge	
9/21/21	Winkert, George	Highland, MD
EVENTS	2013 Texas Rando Stampede 1200 2014 Cascade 1200 2016 Cracker Swamp 1200 2021 Northern Virginia Clover	

RUSA American Randonneur Challenge

The American Randonneur Challenge (ARC) is a special award given by Randonneurs USA to any RUSA member who successfully completes in the same season two or more Randonneur Mondiaux 1200-kilometer or longer grand randonnées held in the United States. The ARC award can be earned only by riding the event as a 1200k; riders entered to do it as a 1000k + 200k may not claim the award.

RUSA congratulates the riders who earned and applied for the ARC award.

APPROVED	NAME	CITY, STATE
9/20/21	Adere, Andrew Steven	Reston, VA
EVENTS	Western NY Waterfalls Northern Virginia Clover	
10/4/21	DeMarco, Mimo	Arlington, VA
EVENTS	Western NY Waterfalls Northern Virginia Clover	
9/27/21	Heller, Misha Marin (F)	Alexandria, VA
EVENTS	Western NY Waterfalls Northern Virginia Clover	
10/5/21	Martin, Charlie A [2]	Sunnyvale, CA
EVENTS	Colorado High Country 1200 Western NY Waterfalls Northern Virginia Clover Crater Lake 1200	
9/26/21	Nguyen, John D	Seattle, WA
EVENTS	Colorado High Country 1200 Crater Lake 1200	
9/30/21	Nguyen, Thai [2]	Bothell, WA
EVENTS	Colorado High Country 1200 Crater Lake 1200 Northern Virginia Clover	
9/25/21	Thomas, Mark [6]	Kirkland, WA
EVENTS	Colorado High Country 1200 Crater Lake 1200	

P-12 Recipients

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

NAME	CITY, STATE	APPROVED
Clayton, J Andrew [6]	Powell, OH	7/27/21
Conaway, Kary [2]	George, IA	7/19/21
Cousseau, Peter L	Seattle, WA	7/18/21
Dorobek, Russell [2]	Austin, TX	9/5/21
Hendry, Carol (F) [2]	Bainbridge Island, WA	9/15/21
Huber, Kerin (F) [7]	Pasadena, CA	7/18/21
Kreger, Matt [2]	Woodinville, WA	7/25/21
Kreger, Matt [2]	Woodinville, WA	9/22/21
Laine, Erin (F) [6]	Bridge City, LA	9/30/21
McAlister, Grant [3]	Morro Bay, CA	7/24/21
Murray, Paul [2]	Redmond, WA	7/26/21
Smith, Elizabeth A (F) [2]	Redmond, WA	9/27/21
Stevens, Kenneth [2]	Kirkland, WA	8/28/21
Stolz, Sarah (F) [3]	Seattle, WA	9/22/21
Taylor, James C	Cottage Grove, OR	8/18/21
Taylor, Scott A [6]	Austin, TX	7/31/21
Thomas, Mark [8]	Kirkland, WA	9/26/21
Vajda, James	Oxford, OH	9/26/21
Wright, Duane [2]	Seattle, WA	9/22/21

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
Anderson, Randy T	Peoria, IL	8/9/21
DeMarco, Mimo	Arlington, VA	10/4/21
Ellis, John Lee	Lafayette, CO	8/25/21
Johnson, Alan S.	Phoenix, AZ	8/11/21
Newberry, Jeff [3]	Austin, TX	9/29/21
Sturgill, Michael R	Phoenix, AZ	9/13/21
Thomas, Mark [3]	Kirkland, WA	8/11/21

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
Booth, Robert J [2]	Madison, WI	7/23/21
Gryder, Susan L (F)	Tampa, FL	8/29/21
Hush, Eve W (F)	Hebron, OH	9/9/21
Larsen, Eric O	Fairfax, CA	8/29/21
Nguyen, Thai	Bothell, WA	7/22/21
Walker, David	Fremont, CA	9/19/21

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
Huber, Kerin (F)	Pasadena, CA	10/2/21

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
Behning, Mark C	Sacramento, CA	6/12/21
Edwards, Joe	Glenwood, IA	7/19/21
Gottlieb, Gary P [10]	Aledo, TX	6/1/21
Newberry, Jeff [4]	Austin, TX	4/25/21
Pacino, Dana A (F) [6]	Aledo, TX	6/1/21
Thomas, Mark [5]	Kirkland, WA	7/29/21
Timmons, Ted	Grand Rapids, MI	6/16/21
Welsh, Rob [2]	Apple Valley, MN	7/29/21

Gary Gottlieb is the only RUSA member to have ever earned an Ultra Award in one calendar year. In addition to that, he's the first to have earned 10 Ultra Awards, making him RUSA first Ultra Ultra.



Lake Marie in the Snowy Range near the highest point of the Colorado High Country 1200.

—PHOTO JIM HOWELL

AMERICAN RANDONNEUR

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Lyon Station, PA 19536

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