

AMERICAN RANDONNEUR



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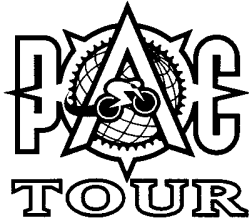
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Pacific Atlantic Cycling Tour

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Lon Haldeman and Susan Notorangelo

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Coming in 2020

Desert Camp in Arizona

Based from Tucson, Arizona - each week has a different theme for different types of riders. You can combine weeks to extend your cycling season in Arizona. Come join us!

Full Week #1 February 22 – February 29
Tour of the Historic Hotels 50 miles per day

Week #2 February 29 – March 7
First Century Week 60-100 miles per day.

Week #3 March 7 - 14
Chiricahua Challenge 75-90 miles per day

Week #4 March 14 - 21
Second Century Week 60-100 miles per day.

Week #5 March 21 - 29
Mountain Tour Mt. Graham 80-100 miles per day

Week #6 March 29 – April 4
Gravel Week in Arizona 40 miles per day

Full

Cycling Route 66 (Eastern Half)

Amarillo, Texas to Chicago

May 28 to June 13 16 riding days 1,200 miles The the 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".

Andes to the Amazon in Peru

July 30 to August 8 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.

Full- Southern Transcontinental

Mid September to early October

This will be a 27 day tour from San Diego, California to Tybee Island (Savannah) Georgia. Most days average 110 miles. We will cross the country through a variety of terrain and visit many historical sites along the way.

Cycling in Ghana Africa

November 5-17 13 days with travel days

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.

Planning Ahead for 2021

PAC tour will have a full schedule of popular tours for the 2021 season including our Arizona Desert Cycling Camp during March. Many of these tours have been filling up one year in advance. We are listing these tours now so you can prepare to sign up when registration opens.

Arizona Desert Camp

Late February to Early April

Cycling Route 66 -Western States

Late April to early May

California to Amarillo 18 days

Pacific Crest Tour

Mid July, 14 days, 100 miles per day

This tour is will begin near Everett, Washington and make a big loop northeast through the Cascade Mountains and then turning south across Washington, Oregon and northern California before ending in Sacramento, California.

Northern Transcontinental

Celebrating Lon and Susan's

100th Cycling Event Across America

August 32 days, 3,600 miles, 115 miles per day

This tour begins in Everett, Washington and crosses the northern states of Washington, Idaho, Montana, Wyoming, South Dakota, Minnesota, Wisconsin, Michigan, Ontario, Canada, New York, Vermont, Massachusetts before ending in Portsmouth, New Hampshire.

Registration and Website updates will be available for 2021 in August 2020. Please do not sign up early or contact us for more information before then.

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

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PAC Tour

Making good riders better since 1981



American Randonneur Magazine

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COVER—Milosz Meller joins Route 66 at Amboy on PCH Randonneurs signature brevet, the Joshua Tree to Las Vegas 300K. This exquisitely beautiful and challenging route takes cyclists from Joshua Tree to Las Vegas climbing through stunning high desert scenery including the Mojave National Preserve and along the Sheephole Valley Wilderness! **See more images from this ride on the award and event pages at the back of this issue.**

PHOTO STACY KLINE

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President's Message

It's a new year as I write this. Much is up in the air. "May you live in interesting times," is the saying, and certainly we'll remember these days in



Selfie taken in Thailand

the history of our club. By the time this is published, I'm hoping that the lawsuit will have come to some conclusion. For better or worse we want to be out from under that shadow. Our other major challenge has been insurance. We will either have insurance or not, for the Permanents Program, but even if we do, there will likely be changes. The lawsuit and insurance are having a huge impact on

what RUSA looks like a year from now.

The good news is that none of this really affects whether or not we are able to get out and ride our bikes. We are all in this sport because it's the type of riding that we enjoy and we have found similarly minded people. Our RBAs have stepped up to the plate and added more events; more volunteers have raised their hands to help. One of the downsides of Permanents is that they have fostered a lot of solo riding. Scheduled events have brought us back together, riding with our friends to achieve our goals.

Speaking of volunteers, there are the ones that you see putting on rides—our RBAs and other ride organizers—and the ones in the background. Change of any sort means more volunteers have to step up and those already engaged take on more work. Only the tip of the volunteer iceberg is visible to

most of us. Members are engaged in various committees, writing for and publishing *American Randonneur*, doing website work and records maintenance, working with ACP & LRM, take care of the accounting, minding the RUSA store: kudos to all who keep our sport going! We could be just riding around, but instead we come together as a community with a common purpose.

I'd like to thank John Lee Ellis for his work at the helm of RUSA for the last three years. He left big shoes to fill! I'd also like to thank Nigel Greene, who concluded his stint on the RUSA board having made an impact in a number of ways, but in particular on member communications, electronic proof of passage and the lawsuit.

—Dave Thompson
RUSA President
president@rusa.org

As Dave mentions above, our sport is powered by volunteers. I'd like to thank the following RBAs—Jake Kassen (New England Randonneurs), David Roderick (OH Randonneurs), Jim Wilson (Gainesville Cycling Club), Norm Carr (Washington Tri-Cities), and Greg Jones (Pacific Coast Randonneurs), for their service, time and energy in keeping our sport alive and well in their regions. Likewise, please join me in welcoming new RBAs: Sarah Bergstrom in New England, Kerin Huber in California, Alex Bachman in Ohio, and Travis Mitchell in Florida. Thanks all for stepping up! Also, please welcome Lorin Fowler who has just launched Maui Randonneurs! Woohoo!

It's full on winter and time to make plans. Are you stuck inside on your

trainer thinking about a grand 1200km you have registered for? Starting to think about a warm weather 200km in Hawaii? Are you outside on your



fat bike with studded tires visualizing that gravel ride you just have to do? Are you just riding around in the rain, cold, or fog? I'm spending the winter exploring new roads for new routes in our region. I prefer the variety versus riding the same routes repeatedly year in and year out, and I hope that these new routes will attract riders to check them out, too.

Whatever your rando goal for 2020, whatever motivates you to swing that leg over the top bar, know that it is good stuff. It is healthy for you and good for the world. So keep riding. Spring is right around the corner and there are many miles of roads to ride and goals to achieve. Do your part to help our world: get outside and ride!

—Deb Banks
RUSA Vice President
address here@rusa.org

Deb, standing in line for PBP check-in—wet and freezing.

—PHOTO MARK BEHNING

From the Editor

Randonneuring is all about pushing the boundaries of what is possible, and this issue offers several stories where that impulse is evident. Reading and editing these stories over the last two months has been particularly valuable for me...as a reminder that randonneurs practice skills and attitudes useful in other life experiences. I was blown off my bicycle by a freak super-strong gust of wind on the eve of New Year's Eve, landing on a curb and fracturing my left femur. Five days into a two-week trip in Adelaide, Australia, I had emergency surgery, was hospitalized for three days and then was faced with the challenge of healing enough to be allowed to fly home nine days after surgery. The alternative, to spend a longish period in hospital and then to move to a rehab facility for a week or so and then, eventually, to return home, was not even a consideration.

With a large dose of determination, and assistance from my partner, one of my nieces and my brother, my sister-in-law, as well as family and friends in Adelaide, I did get on the plane nine days later and managed the long trip home. During those nine days, I exercised, rested, ate as well as I could, and planned for the trip. I couldn't think about the trip being impossible or dangerous; that would have been a waste of good energy. I am grateful for the dispositions developed in my years of randonneuring that helped me make it home safely.

In this issue, you will find stories of people setting and achieving incredibly challenging goals: Mark Thomas completed 60 1200km rides before the age of 60; last year Dawn Piech completed a Super Randonneur series on a Fat Bike; and several KHounds have now earned Ultra KHound status. There is determination, imagination and hope in all of these stories. George Swain's review of



Emily Chappell's narrative and Antonin Michaud-Soret's film about The Transcontinental Race provide another manifestation of similar impulses. This issue also includes two inspiring 2019 PBP stories. And for those still planning their 2020 randonneuring adventures, there are brief descriptions of two new domestic 1200km events and two brevets, one in Detroit and the other in Virginia Beach.

Mike Dayton and Chris Newman have taken time to reminisce about the Permanents Program, and I'm sure they are not the only ones hoping that it will soon be restored in some format. This issue also offers the last in the four-part series of ruminations of the Ancient Randonneur by David Buzzee, and Mary Gersema makes a playful case for some righteous rando bragging.

Finally, at this time of the year we are privileged to announce the winner of the Randonneur of the Year

Editor at work.

—PHOTO JAYNE BROWN

Award. A big congratulations goes to Spencer Klaassen, who has made major contributions to our sport. Thank you Spencer, and once again, congratulations!

I hope you enjoy this issue and that your rando season is filled with adventure, hope, and success. I look forward to getting back on my bike soon and joining you out on the road.

As always, be as safe as you can be out there.

—Janice Chernekkoff
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Six for 120: Stories From Six Ultra R12 Randonneurs

EDITED BY THERESA FUNARI

The Ultra R12 Series recognizes the accomplishment of ten R12 Awards over any number of years. In 2019, there were twelve awards, two earned by women. Below are the stories of six of those riders.

Theresa A. Furnari

My ultra-quest began in December 2009 and culminated ten years later. There were many memorable challenges, some due to weather and others more personal. Nevertheless the rides, often in the company of DC Randonneurs, offered beautiful sights through Maryland, Virginia, West Virginia, Delaware and Pennsylvania and friendship along the way.

For weather, the first ride in Lancaster, PA, provided freezing temperatures and snow plows, an epic introduction to randonneuring. We

finished in 13.5 hours. One riding companion hopefully predicted that future rides couldn't be worse. But some came close. The next month took us to Ashland, VA. It was so cold and windy our attempts to prevent freezing water bottles by adding vodka failed and we found ourselves drinking straight vodka. Next up was my first solo 200km, ridden primarily on black ice. Later years brought extreme heat and cold. In 2018 the floods on the Eastern Shore found us riding or walking our bikes several hundred feet on several occasions through 1.5 feet

of water in the company of snapping turtles and water snakes.

The personal challenges started in March of 2014, a month after foot surgery. Seeking to continue my streak, I completed the February ride a few days prior to surgery and waited until the last weekend in March to ride again. My partner and riding buddy, Gardner Duvall, rode tandem with me, alleviating some of the pressure on my still very tender foot. That problem continued the next month when we were back on singles. Because we waited until the last possible day to ride, we rode in a Nor'easter that brought rain and wind for the entire ride. Unfortunately, I had to have additional surgery on both of my feet in 2019, in May and then September. Due to the complications of the surgeries, I accepted the fact that I would not be returning to PBP this year and I would let the streak lapse. One out of two came true. I did not go to PBP, but with some artful timing I managed to complete the series. I rode in May one day before the surgery. Once I was medically cleared in June, Gardner and I rode on the last day in June. However, as my doctor said, there would be pain. Sixty miles into the ride, I switched to the surgical post op shoe to finish the ride. For the ride in September, we again rode the day before surgery. For October, Gardner and I were scheduled



JB Levitt and Paul Shapiro celebrating the completion of R120 in January 2019.

—PHOTO CHRISTINE NEWMAN



Robert Fry, Greg Courtney, Michele Brougher, and Fred Klingbeil celebrating at a “finisher’s party.”

—PHOTO BARB WHEELOCK

to ride the last weekend. But he came down with disabling bronchitis and could not ride. So, I set off on my own and rode solo on a new route. However, it was a beautiful day and one of those rare days when the wind was not howling on the Eastern Shore of Maryland. In November, I again returned to the Eastern Shore of Maryland and with that ride, my R-120 was done. Although long distance cycling is a solo sport, I am grateful for the encouragement and support from Gardner, who rode with me on nearly all of my rides toward the Ultra R-12.

Michele S. Brougher

For me, the major attraction of our sport has always been its emphasis on perseverance and camaraderie instead of the more typical cycling goals. Riding with others and sharing that experience is what randonneuring is about. I’ve ridden long rides every month for a lot longer than ten years and a lot longer than I have been in RUSA. I was the first person ever to finish an R12 entirely in Minnesota. In ten years, I’ve completed 200kms in unexpected snowstorms, all-day frozen fog banks and every other kind of wild weather and terrain. The hardest was the last month of my R6. I was only four weeks past a severe brain injury (we stopped four times for naps to keep the headaches and symptoms at bay). My friend Vincent pulled me in a 30mph tailwind all day.

I wanted the finish of ten years to be a fun ride on December 7 with all my friends on the permanent in Arizona I named for my father. That wasn’t to be. The only day to finish it was December 1. For the last four years, my friend Greg Courtney and I have been encouraging each other in our quest to finish the ten years. I rode with him to his finish in April. He would be there for my last as well, which would be Mike Myer’s Apple Butter 200km in Baxter Springs, KS, on a day with no sun. It was cold, with damp, near-freezing temperatures, single-digit wind chills, a little snow, 30-40 mph headwinds and nearly continuous rollers—totaling almost 6,000 feet of climbing by my GPS.

At the finish, Greg had already arranged to have the Ultra R12 medal to hand to me as I had done for him months earlier. While the frontside of a medal is what everyone usually looks at, it’s the backside of this one that will always face outwards since it has engraved on it the message from my friend who lived so much of the experience with me.

Greg Courtney

I consider myself fortunate to have completed several RUSA goals, including an Ultra Randonneur award and RUSA rides in all fifty states (while simultaneously completing marathons in all fifty states). However, I can state without reservation that completing

an Ultra R12 was the most difficult. Earning this award requires not only year-round riding fitness, but a fair bit of perseverance and good luck, especially if attempting to ride through Upper Midwest winters!

My own Ultra R12 journey was not without a few challenges, hardships and frustration. Although I would have liked to complete my Ultra R12 without interruption, this was not to be. My first interruption, in 2011, was before the Ultra was even a recognized award. On April 1st, after a long road trip with a class, I was diagnosed with a deep vein thrombosis and several blood clots in my lungs (pulmonary embolisms). April was month twelve of my 3rd R12. Fortunately, the doctor cleared me to do some “leisurely” riding the last week of April, so I signed up for a 200km brevet in Waterloo on the last day of the month (a big “thanks” to Robert Fry for letting me register!). I struggled, but I was able to complete the brevet and save my 3rd R12. Ironically, I missed the next month because of a marathon and work-related travel.

If one round of pulmonary embolisms was not scary enough, I found myself back in the hospital with an even worse set in early April, 2016. Once again, I was fortunate to be cleared by the doctor on April 27th to “start” riding again. The next day I rode my April 200km (month 11), thereby securing my shot at an 8th R12.

Although I thought it impossible, the following year and final obstacle were even more stressful and frustrating than the pulmonary embolisms. In late March 2017, suddenly and inexplicably I started experiencing debilitating joint pain, making it difficult to even walk. This was month ten of my 9th R12. Despite progressive worsening of my condition and no diagnosis, I seriously

Theresa Furnari leads a group during the Patapsco Valley 203.

—PHOTO GARDNER DUVALL

Michele Brougher and R12 riding partner Greg Courtney at the finish of an epic ride.

—PHOTO KATHY METZKER



considered attempting a 200km on the last day of March. However, my wife and I were scheduled to run a marathon two weeks later, our 49th state. Because I was worried about the possibility of further joint damage, I made the difficult decision to forego the R12 in favor of the marathon (which I knew I could walk if necessary). Ultimately, on doctor's advice, I neither rode nor ran. Thankfully, despite the specific cause of my joint issues never being definitively determined, my condition eventually improved, and I was able to start biking and running again in May, when I re-started my 9th R12. We were also able to finish our final (50th state) marathon in April, 2018. A year later I would finish my 10th R12. As a bonus, I celebrated the accomplishment with Robert Fry, the person perhaps most responsible for my initial interest in randonneuring, along with two frequent riding companions, Michele Brougher and Fred Klingbeil. The encouragement of my friends kept me motivated many times during



the final few years, and my wife Barb demonstrated amazing patience and support through every R12 attempt. I suspect that anyone who aspires to or has completed an Ultra R12 will agree that a strong support network of family, friends and fellow riders is critical.

Dave Thompson

My Ultra R12 was all about careful planning and a lot of driving. One year my August ride was in Italy. As I got closer to the Ultra R12 in 2018, there was one month I realized that the only way to keep the string going was to drive 300 miles each way to do a 200km in Southwestern Ontario.

My quest for the Ultra R12 started off simply enough. When RUSA relaxed its rule about repeating routes in a year, I realized that I could get to an R12 if I planned carefully. We live in Florida but spend part of our summer north of Toronto, and I knew I could include certain foreign rides. Summer is also our time to travel, and I squeeze in 1200kms whenever I can.

In Florida, I have many choices for brevets and permanents from mid-January to mid-May and mid-October to mid-December. However, June to September can pose a challenge. Still, compared to many, I can't complain. Occasionally I've been forced to ride my

200km in less than ideal weather, but others have it much harder. I've also been incredibly lucky healthwise. Ten years of monthly 200km rides implies a lot of good luck.

David Nakai

My quest for the Ultra R-12 was full of challenges. But my constant thought was if others are doing it, then it can't be crazy. Or maybe we are all a little crazy. Initially I was happy riding with my wife at local club and charity events. Then I was told that you are not a bicyclist until you've ridden the Solvang Century. I painfully completed



that challenge. In the goodie bag for the Solvang Century was a flyer promoting a double century; if you can do a century, then you can do a double century. Three months later, in t-shirt and tennis shoes, on a bike with duct-taped platform pedals and kick stand, I finished the Grand Tour.

Then I learned of other 200-mile rides. On the double century circuit, Hugh Murphy offered a special price on all his rides, a deal I could not pass up. Included in Hugh's package was something called a "brevet." In 1998, you had to do two series to qualify for PBP the following year, but I thought there was no way I would be going to France to ride 750 miles as that seemed crazy. I completed the series and instead rode Boston-Montreal-Boston.

I learned about the R-12 challenge when I learned about permanents. Because I am unable to participate in Saturday brevets, permanents allowed me to ride on Sundays. Then Greg Olmstead told me about the R-12 series. "I can do this," I thought. As an added challenge, I decided I would not repeat a ride. Fortunately, there were permanents in Ventura County and they were popping up all over Southern California. Once I had done twelve rides in twelve months, I did not want to stop as I did not want to break that streak. So, I kept going.

Jon Levitt

Doing at least one 200km ride per month seemed a reasonable goal, and a way to maintain a solid fitness level beyond just commuting. I cycle to work year-round in New York City, except when there is ice or snow. I love cycling and don't consider myself an award seeker. But two RUSA awards appeal to me as tests of perseverance and the ability to plan: the Ultra R12 and Ultra Randonneur. These awards allow the fastest and slowest riders to share bragging rights. So, off we went...

It started in February 2009 with the inaugural ride of the PBP (Princeton-Belmar-Princeton) permanent route designed by my pal and riding partner Paul Shapiro. The day was cold and windy, with relentless cross- and headwinds for the last hours. So how to keep going? Dress warm when it's cold, pick days to avoid the worst weather conditions when possible, be ruthless in exploiting weather or work/life schedule opportunities (midweek rides can be your friend), think of the calendar days/weeks/months ahead, keep your bike well maintained, and ignore minor fatigue or nagging injuries.

Why keep going? Beyond the reasons for starting, quixotic goals like this take on a life of their own and become part of the structure and rhythm of life. Each month, my wife

would ask me when I would fit in my long ride. I suppose another answer is that in addition to loving my bike, I love the community of randonneurs. I enjoy their company, their knowledge, their stories, and their bad puns. Although many of my rides were solo, riding at least one long ride per month has been a way to maintain camaraderie and contact with my chums and my sport through the dark winter months.

January 2019 was the 120th consecutive month. I am proud of those ten years. They included riding through injuries and through life. I kept the streak going a few months beyond the Ultra R12, through the spring, but had been considering how to end it. In the end the decision was made for me, due to a mechanical failure which left my bike unrideable. Although I could have recovered and continued the ride, it no longer held the same need. After ten years of holding on to the streak, I decided to let go. "Knowledge is learning something every day. Wisdom is letting go of something every day." 🚲



Dave Thompson on return leg of 2019 PBP.

—PHOTO SANDY THOMPSON

David Nakai on a cold Southern California New Year's Day ride (he has the back pack).

—PHOTO REDOLFO PLOPINIO

Night Riding, Ditch Naps and a Hint of Smallness, PBP 2019

BY AMY GUMPRECHT

The start line adrenaline has ebbed with the fading daylight. Time is clicking away. Hours later, we slow to a stop in a darkened driveway, and a motion sensor light brightens instantly. “Don’t worry, it goes off quickly,” the vacating randonneur tells us. Wheel whir of passing cyclists breaks the quiet. Jim’s breathing rate slows as he slips into sleep. I rest my head on my bent knees, and try not to set off the light.

“A Thousand Mornings”

All night my heart makes its way however it can over the rough ground of uncertainties, but only until night meets and then is overwhelmed by morning, the light deepening, the wind easing and just waiting, as I too wait (and when have I ever been disappointed?) for redbird to sing”

—Mary Oliver

A THOUSAND MORNINGS



My road to Paris-Brest-Paris was a gradual awakening, after completion of my first series in spring 2018. It wasn't until I had finished my first 1000km around Lake Ontario in July 2018 that I considered attempting PBP. Now, control and time spreadsheets, elevation per mile calculations, and tales of PBP blanketed my kitchen table. I was grateful to be sharing PBP with my friend Jim R, a 2015 PBP ancien. Still, I was a newly minted randonneur, a *touriste-routier* and what I knew was that I didn't know much.

I notice first the quiet darkness in France. Life settles in the villages without fanfare, no raucous crows rowing their glossy black wings over the hillsides on the way to Mortagne-au-Perche. Absent is the buzzy *peent, peent* of low-flying nighthawks in the thinned light. The sky deepens into an inky, star-speckled dome without a distant glow to soften the rim. The 3:00am fog envelops cyclists in its own intimate yet disconnected landscape and makes the stark lights at the Villaines-la-Juhel control fuzzy. In the sweaty din, we get coffee in a bowl and find empty chairs to rest our heads amongst the throng of riders.

Steady progress throughout the day brings us to Loudeac for sleep, food and the end of this first section. Although we are behind schedule by two hours due to illness and headwinds, Jim is firm on a minimum of three hours' sleep. The tasty hotel food is fast and plentiful and my attitude brightens. The murky monster of doubt and self-recrimination slinks back to its cave after nearly convincing me five miles out from the control that my lackluster speed is a death knell. We plan to leave at 1:30am, a time that makes me wince.

Amy takes a short break at sunrise on the first morning.

—PHOTO JIM REUTER



Resupplied with sausage and cheese, we head out into the dark coldness as the lights of Loudeac recede. The static of convincing myself that this makes sense still rings in my head; to begin again after such an abbreviated night feels almost reckless. It's easy to become untethered in solid darkness, no landmarks or horizon line. Despite the temperature dip of dawn, we embrace dusk in reverse, as pink deepens to full sunlight and we warm by climbing to a cozy, corner cafe in Sizun. Two espressos, hearty food and flowing French conversation boost our spirits immensely. With full bellies, we leave for Brest with a plan to stop here on the way back to absorb the uplifting French atmosphere.

Mid-way up the climb to Roc'h Trevezel, I stretch out alongside a short cobblestone wall in a roadside pull off, bits of eroded mortar digging into my thigh. Jim chooses a pine-needled path, and immediately settles into his now-familiar left side-lying fetal position. We rest with our helmets on. We wake up before the 7-minute alarm.

The scent of the Atlantic Ocean reaches us at the treeless elevation we gain where we both feel at home. Pink and mauve heathers drape over

Jim on the second day of PBP.

—PHOTO AMY GUMPRECHT

the dark angular outcrops of Roc'h. Bretons with their endless supply of coffee greet us at the top. We drop downhill into the Brest control in about 43.5 hours. We get the passport stamped, and the water bottles refilled. Jim expresses confidence in our under 90-hour success and I smile. A committed cycling companion is worth their weight in gold.

Creperie stops and cups of espresso blur one into another now. Never before have I had this much caffeine. Sunshine melts into a cold night that drops me into the French landscape like a glacial erratic. Wavering image fragments of the skyline and fields of golden sunflowers, bits of intelligible conversations and laughter float, not quite solid, in my mind. We arrive back in Loudeac where we eat and Jim sleeps deeply for three hours. Well-acquainted insomnia greets me instead, the iconic bridge at Brest a phantom imprint on my senses with only one hour of rest. Sleep purgatory. Miraculously, we will leave in three hours at 4:30am for our final section of PBP.



Every morning, I have to believe again.

We pull into an oxbow of unused asphalt, remnants of the old road blocked off on either end by tree debris. We choose our nap spots apart from one another so I can change shorts. Ten minutes of ditch napping translates to one hour of riding into another frame of the French countryside, closer to the finish.

Ecstatic people line the streets of Villaines-la-Juhel, cheering, clapping. My eyes well up with tears, again. The people in France supply a constant source of energy in the mystical belief that I can finish. “*Allez, allez, allez!*” It’s our tacit agreement. I look for the aqua-shirted volunteer to direct me to the control. Our spouses graciously present the burgers we requested, saving precious time. Jim and I are relaxed and laughing, punchy from fatigue and the allure of success. Our stop here has been uplifting, and we are grateful that our spouses have shared it. With only 130 miles to go, our slow and steady mantra shifts into a primal urge gear. We add clothing for the cold night ahead.

When night descends, bike

headlights capture the surfaces ready to reflect light—rustling, roadside grasses, a silver porch roof, white limestone church walls. A bobbing line of red taillight dots and reflective gear reduces us to one tribe in the darkness. Our stories peter out and we fall silent as the cold temperatures of this last PBP night seep into our gloved hands, noses raw and red. Cold air flows around my glasses, watering eyes already salt-crusted at the edges. We celebrate the warmth of climbing on our return to Mortagne au Perche. Jim dances with hypothermia. I forget my glasses after a stone step nap. Slowly, I realize a slim line of light illuminating the silhouettes of pointed treetops is actually dawn. My face wears the mask of mist that drifts over the fields and hovers on the road, penetrating my outer layers. And then it happens; that intimate exchange with the landscape that cycling long distances can foster—a peeling back of unnecessary parts occurs, unweighted by time, and I glimpse that elusive place where only awe and wonder remain. I am enthralled by these hints of my own smallness that draw me onward

Geraniums on a bicycle.

—PHOTO AMY GUMPRECTH

and keep me returning only to have my breath whisked away over and over again.

In the light of a sunny, ordinary day, we finish together with thousands of weary randonneurs, surrounded by cheering fans, relieved friends and family and hundreds of exhausted volunteers. I am raw, jubilant exhaustion and feel deep gratitude mixed with luck that our mental capacity and physical endurance settled out at the same time. Jim’s face mirrors my own experience of cold, sleepless nights—the signposts of fatigue, doubt and hunger, the tension of sleep-deprived recalculations. Already we cherish each other and the support of family, friends and the French people who love this event. There’s a beauty in gathering so much in the arc of a singular experience that lingers long after the brilliant stars are overcome by the sweeping light of a cold, windless dawn, blazing brightly on the blue horizon. 🚲

Northern Virginia Cloverleaf 1200

BY HAMID AKBARIAN

On June 3-6, 2020, Northern Virginia Randonneurs will offer the epic Northern Virginia Cloverleaf 1200km/1000km event with an even more epic group of riders (many of whom are already registered) This event is being organized by Hamid Akbarian and Shab Memar. Hamid has completed thirty-two LRM events on five continents and is one of very few Americans who has completed "Italia del Grand Tour." Shab is the winner of the most prestigious RUSA award, the American Randonneur of the Year Award, in 2017, for her dedication, support and volunteer efforts in events across the world.

Covering four states (VA, MD, PA, and WV) and 400km on the first day, riders travel north to battlefield Pennsylvania returning counterclockwise through West Virginia to Leesburg VA. They will face big climbs at miles

40 and 84, and this beautiful route is one of the most iconic 400km routes of northern Virginia. The second loop, on day two, is a simple out and back 300km where riders travel southwest in Virginia keeping Skyline Drive to their right. The terrain on day two is mainly rollers. Day three travels toward the Shenandoah Valley area along the beautiful Fort Valley Road. Riders will climb up Edinburg Gap before turning northward and returning to Leesburg for the final night. Day four, the final day in this epic journey, is mainly rollers with no major climbs. The route takes riders south and southeast towards the FBI training field, Quantico, and the Potomac River before returning to the finish in Leesburg VA. 1000km riders cover the same route and roads for the first three days and on Saturday June 6th 2020 the final 200km will be available as an ACP ride. 🚲

Organizers Hamid and Shab.

—PHOTO SHAB MEMAR



View from Skyline Drive.

—PHOTO SHAB MEMAR

Tour of Detroit 300km

BY TOM DUSKY, RBA DETROIT RANDONNEURS

The Tour of Detroit 300km route starts in the northern suburbs and makes a big loop around the metro Detroit area. We ride through suburbia, farmland, parks, and eventually through Ann Arbor. With less than 4,000 feet of climbing, the route is quite easy.

Highlights of the route include the following:

Riding on the Detroit Grand Prix race course. Riders cross the finish line through the concrete barriers that are set up for the race on the roads of Belle Isle, an island in the Detroit River.

Lakeshore Drive. This section follows along Lake St. Clair through the Grosse Pointes, a small group of Detroit's wealthiest neighborhoods.

Downtown Detroit. We ride through the center of Detroit following the Detroit River.

Ann Arbor and Huron River Drive. Riders travel through the hometown of the University of Michigan then follow Huron River Drive (one of my favorite cycling roads), as we leave the Ann Arbor area.

Lower Huron Metro Parks. The suburban Detroit area has many large public parks surrounding it. We follow the Huron River through three parks along scenic roads and bike trails.



During our inaugural season, Bill Watts made the trip up from Indiana to join us for the Tour of Detroit brevet. The next year he would start a club in Indiana and become its RBA. Bill had this to say about our brevet:

"Riding the Tour de Detroit 300km in 2013 was a revelation to me. The phrase "creative destruction" became



Above, riding along Lake Shore Drive in Grosse Pointe.

—PHOTO JON MARSHALL



Left, downtown Detroit.

—PHOTO JON MARSHALL

Riding thru Mexicantown
in South west Detroit.

—PHOTO JON MARSHALL

Bill Watts enjoying Belle Isle with
the Detroit skyline in the background.

—PHOTO AMIT SINGH

real and tangible to me as we rode through some areas of Detroit that looked entirely abandoned, and others that seemed to be in full-blown renewal. Because the streets had been built for more people than now lived there, they were excellent for riding. And I found the people, even in the bleakest parts of the city, to be wonderfully friendly. It seemed that people were waving at me everywhere I went.

“Prior to the Detroit 300km, I had done most of my randonneuring in rural Wisconsin. When I started Indiana Randonneurs the next year, I was inspired by the Detroit 300km to develop some urban rides of my own. Indianapolis does not have quite the grandeur and scale of Detroit, but our 200km and



300km go through the center of the city. And I find it wonderful to go from an inner urban environment to remote rural areas in one ride.”

Detroit is an unusual and interesting area to ride through. We will be hosting the Tour of Detroit on May 9, 2020. A link to sign up will be on our website at <http://detroitrandonneurs.org/> a few weeks before the ride. This is the GPS link: <https://ridewithgps.com/routes/19894620>. We hope you join us for this brevet. 🚲



Heading over the bridge
to Grosse Isle.

—PHOTO JON MARSHALL

Gerry Schilling leads the group through
a Detroit neighborhood.

—PHOTO MAKOTO MIWA

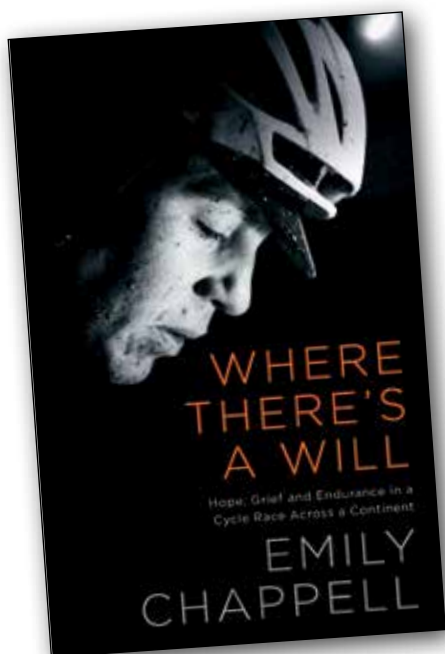
Attempting to repair a flat without a fresh tube or adequate patches after riding 3691 kilometers across Europe, ultra-racer Oliver Bieri muses, “I hate my bike, but then I realized it’s not my bike, it’s not the machine, it’s the user. So, I like my bike, I hate myself.” Who among us has not felt similarly at one point or another on a very long ride?

Unsupported ultra-endurance racing has seen steady gains in popularity over the past ten years with new rides appearing and existing races showing enrollment gains each season. There are now dozens of ultra-distance road, trail, and bikepacking races across the world with The Transcontinental Race (TCR) being among the most alluring. Fortunately for us, 2019 saw both a new book published and a new film released to provide insight into this fascinating race.

Started in 2013 by British endurance racer Mike Hall,

the Transcontinental challenges racers to ride up to 4000 kilometers across Europe in under seventeen days. Since racers only technically need to ride through four official controls and several stretches of road leading up to them, a major component of the race is route design, which falls to the riders themselves who are free to ride whichever route they like to reach the finish in a safe and efficient manner. Organizers are proud that the official rules number only ten and fit on the back of the brevet card. As in randonneuring, there are no stages and, once the clock starts, it never stops until the finish. There is an average finisher rate of approximately 50%.

Published this past November, *Where There’s a Will* by Welsh cyclist Emily Chappell captures the drama of the TCR from the racer’s perspective. The author reflects on her experiences in two editions of the Transcon, as well as a few other events, but the book is much more than a series of extended ride reports. Chappell may be a relative newcomer to the field of ultra-racing, but she is no stranger to long-distance cycling. A former London bike courier with a solo tour across Asia under her belt, Chappell is a professional when it comes to suffering, riding in bad weather, and solving problems on the



Where There's A Will: Hope, Grief and Endurance in a Cycle Race Across a Continent

BY EMILY CHAPPELL

Pursuit Books , 2019, 288 pages

Onboard: The Transcontinental Race (film)

BY ANTONIN MICHAUD-SORET

Ahstudio Filmmakers , 2019, 55 min.

road. Her first book, *What Goes Around*, was published to acclaim in 2011 and details her time as a courier.

Some parallels to randonneuring are direct while others are more subtle in this new book. For instance, Chappell explains that for her, audax (as randonneuring is known in the UK) served as a solid training ground for ultra-racing. Following her decision to register for the Transcon, she explains that a chance encounter with Audax UK legend Sir Wobbly led her to enter the famed Bryan Chapman Memorial (BCM) 600km as a way to prepare for the challenges of the TCR by crossing her native Wales twice in one weekend and climbing over 22,000 feet in the process. Chappell also writes lovingly of the eccentricities she finds among the Audax UK crowd as well as the inspiration and guidance they provide to her on the road.

In *Where There’s a Will*, Chappell makes wise choices about what to include and what to exclude. She thankfully avoids the temptation to chronicle every single detail of her races in order to focus on the larger themes with detailed passages thrown in from time to

time in order to illustrate her tale. She is also not afraid to show weakness, doubt and indecision and these qualities make her and her story even more relatable. While it would have been easy for her to focus on the triumphs, the end product reveals a far more human individual who will likely inspire a larger number of riders to follow in her path. We are also provided with a moving discussion of her friendship with Mike Hall who moved to Wales not far from the author and became a regular training partner before his sudden and untimely death in 2017.

While it is certainly a challenge to write about such experiences, it may be even more difficult to adequately capture a race like the TCR on film where the participants may be hours, if not days and several countries, apart from one another at any particular moment. Despite these obstacles, French filmmaker Antonin Michaud-Soret has done a fine job conveying the drama and passion of the TCR in his new film *Onboard* by weaving together sections of the 2016, 2017, and 2018 editions into a single sweeping narrative. Released in January 2020, *Onboard* is a short film that packs a big punch and presents the mystery and agony of ultra-distance cycling in ways that are both uncommon and welcome.

From the first frame, the director establishes that the Transcontinental is a solitary experience. As a lone cyclist struggles uphill in the dark before setting up his bivvy at a temporary camp at the summit, randonneurs will be reminded of ditch naps they have taken at one time or another out of necessity or preference. In this way, *Onboard* reminds us how much bicycle racing has changed since the earliest days of the Tour de France and helps us to see events like the TCR as a return to the essential struggle that race organizers like Henri Desgrange established to test the capabilities of both human and machine over one hundred years ago: no team cars, no mechanics, no crowds, and no soigneurs.



Emily Chappell

—PHOTO KRISTIAN PLETTEN

Michaud-Soret handles well the challenges of narrative implicit in a 4000-kilometer bike race shot over three editions by selecting a few primary stories to follow while adding considerable footage and interviews from the front, middle and back of the pack. Where films such as *Transcontinental: Race to Istanbul* (2016) and *171: The Transcontinental Race Journey* (2017) drew our attention to the competitive aspects of the race and are filmed quite a bit in the controls themselves, *Onboard* focuses more on the challenges that riders are having with themselves to reach or surpass individual goals than on the competition with each other by spending considerable time on the open road filming and interviewing the individual racers fully in their element. The end result is a film that makes the TCR seem much more like a very long brevet.

While these films may not convince devoted randonneurs to change their stripes, Chappell's book and Michaud-Soret's film both illustrate that there is far more similarity than difference between randonneuring and self-supported ultra-endurance racing. For instance, Camille McMillan, one of the official photographers on the Transcon remarks in the film that the field seems to be divided into two camps: "poets" focused on the sheer



Onboard

—PHOTO JAMES ROBERTSON

beauty of the adventure and "scientists" who plan and measure and plot their way through from start to finish. While not mutually exclusive categories, I would argue that this spectrum is found in randonneuring as well and that both poets and scientists will find something inspirational within these two new accounts of the Transcontinental Race. While I may never race in the Transcon, I did write to the organizer of the Bryan Chapman Memorial immediately after putting down Chappell's book and secured myself a place in the sold-out ride this spring just as she had done several years ago. Come May, you'll see me on the starting line in Chepstow because, well, life is short and as they say, "where there's a will, there's a way..." 🚲

Paris-Brest-Paris and the Caves of Lascaux: How Profound is Paris-Brest-Paris?

BY JAN DEMBISKI

Paris-Brest-Paris is a profound experience for every randonneur and randonneuse that lines up at the start with riders from across the globe. Besides the physics that encompass the simple act of riding and balancing a bicycle, you must constantly monitor your strength, your hydration, your hunger, your drowsiness, and more. Do you pedal harder on this hill or save your strength for later? Have you drunk enough? Or too much? Should you eat another electrolyte chew or get a sandwich? Should you find a spot to sleep at the next control or push on? Eventually, you wonder how in God's name you are going to continue with the effort.

Whether you finish or not, PBP is a profound experience. However, I never realized how profound it can be and is until I lingered in France for another week of vacation with my wife Jenny after riding PBP. I had only the

vague notion of what we were going to do, having left all the planning for that week in her hands. We were going somewhere a good length's drive south of Paris. It sounded good when she mentioned it to me sometime before

July. Meanwhile, I had to focus on PBP, training, riding brevets, and getting ready for the monumental effort.

The day came. I started. Another day came. I kept riding. I rested that night. The next day came. I continued. The last day came. I rested, briefly. Then I finished, successfully. I spent that night in such fitful slumber I am not sure my wife even got into bed with me. I do remember her yelling up from the living room/kitchen below in our Airbnb at some point, "You are crazy! Be quiet!" in response to some outrageous statement I was making because I was depleted!

The next day we drove on highways and winding roads for more than four hours to the Dordogne region, replete with steep valleys; a lazy, long, winding river; and castles atop cliffs, to Sarlat, a remarkably well-preserved town encased in medieval architecture. Jenny had booked a room a mile's walk from the town in some kind of medieval workhouse, which turned out to be a former hospital for the war wounded.

Each warm, French evening we walked to dinner in town and strolled back along roads with large, overhanging sycamore and chestnut trees as the stars appeared overhead. The town had some of the steepest roofs I've ever seen. During the day we explored the valley with its

Lascaux's entrance is obvious.

—PHOTO JAN DEMBISKI





remarkable castles perched high above. Some were open to tourists. Children in vacationing families donned imitation knight's armor and played with swords. We lazily indulged in the local food and people-watching, which was all super and surreal. Meanwhile, images and memories from the big bike ride kept drifting in and out of me, calling to me. At times it seemed exhausting lounging by the pool at the inn, trying to read poems by Rainer Maria Rilke, as these images and memories beckoned me to try to assess what others and I had done.

The Caves of Lascaux

Days passed in this "serenity" of recovery, and then arrived the big event around which our southern vacation was planned. We were headed to the Caves of Lascaux. Let me explain what this meant for me as best I can. My wife is an artist who sells a few paintings every year and who loves many more into being. She once said to me in all sincerity, "I don't know where the time

Above, bathers along the Dordogne River.
—PHOTO JAN DEMBINSKI

Below, Rocamadour Castle.
—PHOTO JAN DEMBINSKI





Street scene in the town of Sarlat.

—PHOTO JAN DEMBINSKI

the replica was done with exquisite detail. Years later, one of the boys who had discovered the cave by following a dog said that he wouldn't be able to tell the difference between the real one and the replica. Given the remarkable scientific presentations at the site (i.e., cave geology, the relationship between the cave artists' nutrition and the wall paint pigments, etc.), I have no doubt the French people insisted on the most impeccable attention to detail. The caves are that important. Consider the following quote from Paul Klee:

*"[T]he most exact scientific knowledge of nature, plants, animals, the Earth and its history, and the stars, is of no use if we are not equipped for its representation. We can have the most spiritual conception of the combined action of these subjects in the universe, but it serves no purpose if, in this regard, we are not equipped with forms. The deepest spirit, the most noble soul, is useless if we do not have the right forms at hand."*¹

What does this artistic mumbo jumbo mean? It means the figures on the caves were humanity's earliest efforts to recreate what was most meaningful for them. The caves of Lascaux represent the beginning of humanity's search for representative forms—thus, for meaning, for language! How many more millennia would pass before the Epic of Gilgamesh was written?

To put the fabulous intensity of the caves into better perspective, consider the words of René Char in 1959 at the launch of the first Sputniks:

The spaceman born today will be a billion times fainter and will reveal a billion times less things than Lascaux's

goes when I'm painting. I completely lose track of it." That was music to my ears because I also try to lose track of time with my poetry. Although painting with ink, pencil, watercolors, or oils, is all a mystery to me, I love my wife's devotion to her art. And if going to the Caves of Lascaux was on her schedule (it seemed a kind of an art pilgrimage in my religious sensibility), that was fine with me.

What I did not realize was how this art pilgrimage would completely

overwhelm my senses, my perception of PBP, and my whole world of randonneuring. We were going to one of the earliest, if not the earliest, renditions of human art. If Lascaux did not exist, human nature would require its invention. This is exactly what has happened. Millions of visitors each year caused so much deterioration of the wall art left by our prehistoric ancestors that the French Government closed the cave in 1955 and ordered a replica cave made nearby. Premiering in 1983,

What I did not realize was how this art pilgrimage would completely overwhelm my senses, my perception of PBP, and my whole world of randonneuring.

*prehistoric stone age recluse, whose strength was dredged from death.*²

Our fantastic technology, even the technology that is being used to explore the secrets of Lascaux, cannot prepare us for the passage between death and birth the way witnessing humankind's earliest cave paintings do.


Let me reframe this in randonneuring terms. My friend Brad Tanner, a fellow New England randonneur, was talking with me about a particularly difficult 400km we rode in Pennsylvania in 2018. He referred to persevering through the difficulty as "being in the pain cave." It is some place we've all been: you don't know how you can get through, but you have no option so you search desperately in your spirit for some wisdom, some inner strength, to keep you alive (for the sake of successfully finishing a brevet). What images, what voices, what fantasies do you allow into your pain cave on

such rides? What quotes? What songs? What memories? What inspiration?

This spiritual and artistic juncture is where the Lascaux caves reveal their awesome power and strength. The Lascaux paintings show herds of non-predatory animals—not predatory animals, which the artist feared along with the rest of his tribe. What are the herds doing? Criss-crossing the walls. One herd of deer going one way, one herd of cattle or bison-like animals going the other way.

Looking up at these walls a week after riding PBP, all I could think of were the herds of cyclists I had been among, herds from all over the world. Sometimes I joined them—a train passing by—sometimes I rode alone. Sometimes I rode with friends—sincere thanks once again to Brad and Greg Misicko and many others whose company I enjoyed on the ride. But sometimes the friends became too much, and I would have to ride alone,

dealing with the pain filling up my cave, engaging in fantasies, reciting poems, questioning fate and existence, trying to keep my clearest focus reserved for the essentials: eating, drinking and pedaling. Was I not like one of the animals I was looking at on the cave walls?

I'll let you decide. Ride a long brevet. Ride PBP. Equip yourself in ways science cannot imagine, coaches cannot tell you, friends cannot spare you: go into your pain cave, visit an immortal shrine to it. Visit Lascaux, Mother of caves. Ride PBP. Become *un ancien*. 

¹ *Prehistory—A Modern Enigma; The Exhibition*, p. 6. Centre Pompidou exhibition guide for the exhibition on prehistory and modern art *Prehistory—A Modern Enigma*, 2019.

² René Char, 1959, at the time of the first Sputniks, according to placard hung in the Pompidou exhibition, *Prehistory—A Modern Enigma*, 2019. (My wife and I visited this exhibition after returning to Paris from the Dordogne. I was told about the exhibit by a fellow PBP rider from Denmark whom I had never met yet with whom I shared nearing-the-end-of-the-ride confidences regarding the difficulty of making the PBP effort make sense within matters of greater importance in our lives, i.e., families.)



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Randonneuring and Socially Acceptable Bragging

For randonneurs, longer days of spring invite even longer rides. Distances of 200km and beyond often result in stories and accomplishments that randonneurs are eager to share. No one likes a braggart, yet randonneurs owe it to themselves to capitalize on all opportunities to celebrate their rides with others, including friends and colleagues. I consider this bragging, but in a completely socially acceptable way. I seldom let a chance for socially acceptable bragging pass me by, and with the steps I will outline for you, you won't either.

Some might call this the “humble brag,” if you are familiar with that term. Socially acceptable bragging discards the humble and firmly embraces the ride accomplishment among an audience of non-randonneuring peers. After all, aside from buying yourself a medal, what other reward is there? Self-satisfaction only gets a person so far. Socially acceptable bragging is the other intangible reward you can give yourself — and others!

But how does one take advantage of the fleeting moments in life that warrant socially acceptable bragging?

First, springtime is key. During the summer, everybody is doing all kinds of awesome things, and randonneuring is one of many activities thrown into

the mix of awesome. Brevets between March and June have greater potential to shine during a season when people are primarily engaged in the day-to-day of work projects, school, shuttling kids around, and other generally less momentous life activities.

Next, how does one facilitate the ideal climate for socially acceptable bragging? The “How was your weekend?” discussion is one of the most common and direct methods. To fully capitalize on “How was your weekend?” banter, it is important that you make it into the office on Monday, no matter how fatigued you may be. If you are retired or work independently, you must seek out a café or other environment conducive to social interaction. Where there is social interaction, a socially acceptable bragging opportunity exists. Keep in mind that by Tuesday, people

San Francisco Randonneurs at the PBP finish in Rambouillet.

— PHOTO MARY GERSEMA





Ed, Mary, and Georgi (D.C. Randonneurs) finish PBP.

—PHOTO CAROLYN CHING

Gavin, Bill, and Chip (PA and DC Randonneurs) at the final control of PBP.

—PHOTO MARY GERSEMA



have lost interest in what happened over the weekend and have fully transitioned into work week or other life activities. You must act Monday!

Conversations about the weekend may present themselves in four ways, all of which can lead to socially acceptable bragging opportunities if you follow the steps I lay out below.

Scenario 1. *Coworker or friend says hello and asks, “What did you do this weekend?”* This is an open invitation to brag (with some humility, of course. You must maintain the spirit of randonneuring). You may immediately state that you rode x miles over the weekend. This will usually impress your coworker, especially if you are new to socially acceptable bragging about your bike rides. If you are more seasoned in the ways of socially acceptable bragging, you should find another impressive detail to highlight about your ride. Dig deeper, you can do it!

Scenario 2. *Colleague says hello and asks, “How was your weekend?”* This question requires you to respond in such a way that your colleague will ask you a follow-up question. Do not simply answer, “My weekend was good,” as this is less likely to open the door for further discussion about your epic ride. For example, you may say “It was great, but my ankle is a little sore

today.” This is an excellent prompt for an additional question. You are almost guaranteed a “Really, why does your ankle hurt?” And then you may state that you rode x bazillion miles over the weekend. As in Scenario 1, this will usually impress your coworker.

Note: If you choose to make a statement regarding your personal pain, make sure it is pain in a common area. Words like “saddle sores” are not acceptable in office or café chatter and will deter people from asking about your weekend ever again. So, remember, pain in a normal area, such as a knee or achilles.

Scenario 3. *Monday is your telework day.* First, schedule a teleconference! Be sure that you lead the meeting. Tell your colleagues that you would like them to do an icebreaker activity and share one thing they did over the weekend. You should share last in order to accommodate any follow up questions, and then be sure to conduct a little business before you end the call to encourage future attendance on your Monday teleconferences. You may have to get creative with future icebreakers in order for them to lead back to socially acceptable bragging about your weekend.

Scenario 4. *No one says hello when you arrive at the office or designated*

social setting. In this instance, you must actively seek out colleagues and ask them about their weekend. Head toward the kitchenette of your office. Be subtle but seize any moment to say hello and ask a colleague about their weekend! Unless your coworkers are egomaniacs they will be polite and in turn ask you about yours. In the case of an environment outside the workplace, you may have to ask a stranger about their weekend and hope for the best.

After you share, it is polite to ask your colleague about his or her weekend, no matter what. Plus, you may learn something interesting about your colleague, too. This is especially difficult to remember to do after a 600km.

Keep your socially acceptable bragging short; include only essential details. Think of your socially acceptable brag like a haiku or a tasty snack — not too long, just enough to entertain the audience and sustain you through a week full of other activities while you dream about the next long ride. 🚲

The Inaugural New York-Montréal-New York in 2020

BY MORDECAI SILVER

Boston-Montreal-Boston (BMB) was the first North American 1200km brevet, founded in 1988 and run every non-PBP year up to and including 2006. But when Janice Chernenkoff (this magazine's editor) crossed the finish line as *lanterne rouge* in August of that year, the era of BMB as an organized brevet came to an end.

New York-Montréal-New York was conceived by former NJ/NYC RBA (and two-time finisher of BMB) Laurent Chambard as a 1200km brevet that, like BMB, would connect two great metropolitan centers, one in the northeast U.S. and one in Quebec, but starting and ending near New York City instead of Boston. The route begins and

ends in Paramus, a New Jersey suburb thirteen miles northwest of Manhattan, and has its northern terminus in Saint-Jean-sur-Richelieu, twenty-five miles southeast of Montréal. Unlike BMB, it's not an out-and-back route, but a long, narrow loop. Starting from the suburbs, it heads north into the hills of New York's Hudson Valley and

through the Adirondack Mountains to the farmlands of southern Quebec. It then turns back south into Vermont along Lake Champlain and the western edge of the Green Mountains, passes through the Berkshire Mountains of Massachusetts and the Taconic Range of Connecticut, crosses the Hudson Highlands, and finally returns to the New Jersey suburbs.

The route is exceptionally diverse in scenery. It passes through five American states and two regions with different languages and currencies. There are many sites of historical interest along the way. The terrain is varied, ranging from dead flat to mountainous, but most of it would be classified as rolling. The total distance is 754 miles, and the total estimated elevation gain (according to ridewithgps.com) is around 33,000 feet.

On day one, you'll head northeast through the suburbs towards the Hudson River, which you'll first encounter in Haverstraw. You'll be riding parallel to the river, if not in sight of it, for most of the day. 182 miles after your first glimpse of the Hudson, you'll take leave of it in Glens Falls and finish the day at a sleep stop near Lake George, at the southeast base of the Adirondack Mountains. It's not a very long day in mileage, and there are no big climbs, but the terrain is relentlessly rolling, with very few flat stretches.



Chiselsville Covered Bridge, East Arlington, Vt.

— PHOTO WILL SHERMAN



Day two starts with a climb from Lake George into the Adirondack Mountains, and there is another big climb in the Adirondacks at mile 58, where you'll reach the highest elevation of the ride, at 1671 feet above sea level. But after mile 100, the route leaves the mountains and the terrain becomes rather flat, and then very flat after reaching Lake Champlain at mile 134. Crossing the border north of Rouses Point, you'll know immediately that you're in another country, with road and farm signs now in French. The route continues north along the west side of the Richelieu River to Saint-Jean-sur-Richelieu, where it crosses the river and heads down the east side. You cross the border into Vermont and ride


across the islands of Lake Champlain. Once you return to the mainland, the terrain becomes rolling for the last few miles to the sleep stop in Colchester.

On day three, after passing to the east of Burlington, Vermont's biggest city, you'll head south along the western edge of the Green Mountains, riding through charming towns and villages on the way, with many spectacular views. One of the controls is a general store that is over 200 years old. At mile 120, there's a 4-mile climb on a smooth dirt road from East Arlington to the day's highest elevation (1476 feet), and then a paved 6-mile descent into Bennington. You'll cross into Massachusetts and pass to the west of Mt. Greylock and through

AuSable River Valley, Keeseville, N.Y.
—PHOTO WILL SHERMAN

Williamstown on the way to the sleep stop in Pittsfield. This day is the hilliest, with terrain that is mostly rolling, with several longer climbs.

On day four, you'll ride southwest from Pittsfield through the Berkshire Hills and the towns of West Stockbridge and Great Barrington. Continuing south through the Taconic Range of Connecticut, you'll return to New York State and climb into the Hudson Highlands, then descend to the Hudson River in Cold Spring. From there, you'll retrace the route from day one back to Haverstraw; finally, you'll ride along the lakes of suburban New York and New Jersey to the finish. Most of the terrain on the final day is gently rolling, punctuated by steep rollers and a few longer climbs.

For more information, please visit the website of the New Jersey Randonneurs: njrandonneurs.org 



Farm in Pawlet, Vt.
—PHOTO WILL SHERMAN

Ride Like a Girl: A Midwest Super Randonneur Series on a Fat Bike

BY DAWN PIECH, RUSA #10146

Endurance cyclists are alike in that we share a wandering soul. Like wild horses roaming the Great Plains, we feed our spirit with wide-open spaces, new frontiers and adventures. These elements embody the free spirit of randonneuring.

In my quest to explore a new cycling frontier, I set a 2019 goal to complete an Audax Club Parisian Super Randonneur Series on my 2012 Surly Moonlander Fat Bike with 26 X 4.7" Big Fat Larry tires. Although I had previously completed two long rides (100 miles and 124 miles) on my Fat Bike, this goal would be charting unknown waters and pushing the limits.

Love at First Flight

I fell in love with the 2009 Space Black Surly Moonlander back in 2010 when I was upgrading from my Trek

Hybrid 7600 to my first road bike. I recall walking into Spokes bike shop in Wheaton, Illinois, in the Spring of 2010 and immediately seeing the Surly Moonlander. I had never seen anything like it. I was awestruck. It was big, beautiful, and bold. I had no business looking at this strange bike, but it had a special allure. I purchased a Pinarello FB Quattro carbon road bike, as that seemed like the natural progression from a hybrid; however, if truth be told, I could not get this bike out of my mind.

In 2012, a friend in my local bike

club had two Surly Pugsley Fat Bikes and generously let me borrow one of them for almost a year. I will never forget the minute I put my foot over the top tube on my first ride. I instantly smiled with joy and felt like I was floating on a cloud of happiness, pedaling without boundaries over curbs, potholes, tree stumps, large rocks... anything!

That spring, I did a century on my Fat Bike and even rode it on some fast group rides to test my limits. It was an absolute blast. I knew I was going to be buying a Fat Bike someday, but if only I could find the 2009 Surly Space Black Moonlander....



Is "Perpetual Help" in the RUSA Handbook?

Great Lakes Fat Bike Race Series, Farmhand Race 2016 in Grand Rapids, Michigan.

—PHOTOS DAWN PIECH



Celebrating the 600km finish with Tony Favarula, Robert Booth and James Taylor.

—PHOTO DAWN PIECH

As fate would have it, in early 2015, a friend of mine contacted me about someone who had the 2009 Surly Moonlander in Space Black and was interested in selling it. I could not believe it. I had been searching the Internet and bike shops to find one since 2012. This individual had only been on the bike a few times and it was collecting dust in his basement. He rode a Harley Davidson motorcycle and purchased the Moonlander because it “looked like a Harley.” I jumped at the chance and purchased it for \$1,500.00 even though my friends were trying to talk me into getting a newer, updated carbon Fat Bike with upgraded components. But I really wanted this particular bike. It brought me back to the feeling I had when I walked into the bike shop back in 2009. It felt like Christmas morning to me. I was about to get a present I had wanted for many years.

My adventures with my Fat Bike began in January of 2015, when we began doing local and larger events in the Midwest, competing in many races and events over the next few years including Fat Bike Birkie (Cable, Wisconsin), Great Lakes Fat Bike Race Series, Horribly Hilly Hundred (Blue Mounds, Wisconsin) and Spotted Horse Gravel Ultra (St. Charles, Iowa). No matter how difficult the event was, I always had a smile on my face. I came

to the simple conclusion that a Fat Bike is an *instant smile generator!*

When I began randonneuring in 2015, my primary bike for randonneuring was a 58 cm steel Rivendell Rambouillet. I purchased it from good friend and randonneuring mentor Robert Booth. I qualified and completed the 18th edition of Paris-Brest-Paris on that bike in my first season of randonneuring. In 2016, I switched to using my 56 cm Salsa Warbird aluminum gravel bike (with a carbon fork) as my primary randonneuring

bike, based on comfort and fit.

In 2017, as a recipient of the World Ultra Cycling Association’s McMillion Scholarship, I attended the Inaugural Pacific Atlantic Cycling Gravel week with PAC Tour and completed the week on my Fat Bike. I continued to fine tune my fit and train on my Fat Bike as I knew the future goal I had in mind for 2019.

The prospect of doing brevets on my Fat Bike forced me to be strategic with off-bike efficiency to complete each brevet in the given timeframe. I took my fit and set up from my Salsa Warbird and replicated it on my Surly Moonlander. My passions for randonneuring and riding gravel seemed like a perfect match for my Fat Bike. Breaching the boundaries of randonneuring with my Fat Bike was enticing.

Pacific Atlantic Cycling Tours 2018 Gravel Camp, Patagonia, Arizona.

—PHOTO PAC TOURS





So I began my 2019 Audax Club Parisien Super Randonneur Series on my Fat Bike with the goal of completing an entire Audax Club Parisien Super Randonneur Series on my Surly Moonlander with 4.7 tires.

FIRST EVENT: AUDAX CLUB PARISIEN 300km (188.5 miles)

DATE: 5/4/19
 CLUB: Driftless Randonneurs
 ROUTE/LOCATION: Where Eagles Dare in Richland Center, Wisconsin
 CLIMBING: 8,030 feet of climbing (42 feet per mile)
 TIME: 17:40

I shared this brevet with six others, including fellow Driftless Randonneurs Carol Bell, Richard Burnside and RBA Greg Smith. The Driftless region lures you in and reaches deep into your soul. It is a special place and RBA Greg Smith showcases the beauty of this area while creating spectacular, challenging routes.

Overall, I had a great first brevet of the series on a challenging route. I had already completed three of four rides needed to qualify for Paris-Brest-Paris so I felt strong on the bike. I rode most of the brevet alone. Afterwards, I did have some soreness in my palms from using the flat bar with Ergon grips despite the grips being ergonomically fit.

After the 300km with the Driftless

The addition of the Bar Yak really gave me more handlebar space on my Salsa Cowbell drop handlebars.

—PHOTO DAWN PIECH

Randonneurs, I made some changes to my setup that included drop handlebars with bar end shifters, a larger cassette and a custom-built Bar Yak Ultra outboard handlebar mount.

SECOND EVENT: AUDAX CLUB PARISIEN 200km (125.4 miles)

DATE: 8/3/19
 CLUB: Great Lakes Randonneurs
 ROUTE/LOCATION: Psychedelic Eagle, Woodstock, Illinois
 CLIMBING: 3,125 feet of climbing (25 feet per mile)
 TIME: 9:56

With a group of sixteen riders, I had company for the first thirty miles and then leapfrogged with the lead group at each control. I again felt strong after the brevet, and my efficiency at

controls had improved once more. I finished 1:04 hours after the first rider! I was excited for the 400km and 600km still to come.

In comparison to my 300km, this ride included a few more challenges related to my bike. At approximately thirty miles into the brevet, I started to have some problems with my bar end shifter. At mile eighty, my bar end shifter stopped working completely, so I had to finish the last forty-five miles as a single speed fat bike.

THIRD EVENT: AUDAX CLUB PARISIEN 600km (376.6 miles)

DATE: 9/7/19
 CLUB: Great Lakes Randonneurs
 ROUTE/LOCATION: Puff the Magic, Woodstock, Illinois
 CLIMBING: 9,718 feet of climbing (25 feet per mile)
 TIME: 38:21

One of the best moments was pulling into the finish with fellow

2014 Surly Moonlander Fat Bike Set-Up After the First Brevet (300km)

Frame	Medium Frame
Brakes and Brake Levers	Cane Creek Drop V Linear Pull Brakes
Rims and Tires	Surly Clown Shoes (100mm width) and Surly Big Fat Larry tires (with tubes)
Shifters	MicroSHIFT Bar End Shifter 10 speed Mountain Double/Triple Shimano Compatible
Front Derailleur	
Rear Derailleur	RD-M781 BLK Deore XT GS 10 Speed Top Norma
Cog or Cogset	Shimano HG-61 9 speed; 11/36t
Handlebar	Salsa Cowbell drop bar (40cm) with 1 degree flare; Lizard Skin DSP Handlebar Tape 3.2mm
Gearing/Cassette	Shimano CS-M771-10 speed 11/36t
Crankset	Surly Mr. Whirly Offset Double; 22/36t
Frame Bags	Revelate Design Bike packing bags included: Pika, 1/2 Frame Bag, TT handlebar and 1 feedbag
Lighting	Gemini Duo 1500 Lumen with 4 battery pack
Computer	Garmin 1000
Water Bottle capacity	2 on frame, 1 on front fork
Pedals	Shimano Deore XT
Saddle	Cobb Dirt Plus
Supplemental Gear Added	Bar Yak Ultra



Progress. Evolution. Growth.
—PHOTO DAWN PIECH

randonneurs and seeing my parents waiting for me with a huge sign. We sat around with fellow riders and family and shared our experiences over pizza and post-ride libations.

Less than three hours sleep between the first 400km and the last 200km, and mental fatigue in the morning of second day, were the main obstacles on this ride.

**FOURTH EVENT: AUDAX CLUB
PARISIEN 400km (251.6 miles)**

DATE: 9/29/19

CLUB: St. Louis Randonneurs

ROUTE/LOCATION: RUSA21,
Edwardsville, Illinois

CLIMBING: 5,305 feet of climbing
(21 feet per mile)

TIME: 21:31

I was happy with my ride and finish. I shared the first eighty miles with Robert Booth, fellow Driftless Randonneur and then rode 168 miles alone. I felt blessed for the opportunity to be on my bike doing something that I love. And I did not have too many challenges with my bike or my body on this brevet. By this time, I had my fit and bike packing bags finely tuned, and my shifting was spot on.

In conclusion, each brevet was

a gift, individually wrapped with exquisite surprises, beauty, and challenges. Throughout the series, I felt like an intrepid explorer, roaming the plains, fed by wide-open spaces and an epic new adventure. Randonneuring offers a chance for a deeper connection with the world we pass through, so it's up to us to make the most of it. I know that I did this as I completed a full ACP series on my Fat Bike. It was not easy, but I believe being uncomfortable in life and cycling is key to growth.

I was resolute.

I was courageous.

I broke boundaries.

I was inspired to see how far I could push myself.

I dared to redefine what is possible in randonneuring.

So, what is next for me and “Big Mama”? Reflecting on completing a full ACP series on my Fat Bike, I want to build another Fat Bike for more adventures in randonneuring, gravel, snow, and bike packing. With randonneuring, I look forward to pushing my limits to include events with more climbing and greater distances than encountered in this first series. 🚲



Proud moment with my parents at the finish of Puff the Magic 600K, Woodstock, Illinois.

—PHOTO DAWN PIECH

2019 American Randonneur Award

SPENCER KLAASSEN

BY JOHN CAP'N ENDE

Mild mannered Midwestern Pharm.D. by day and super rando once the road turns into the wind. He's a humble fixed-gear devotee who brushes off derailleurs as too complex for his kind. His more than 130,000 kilometers of fixed-gear riding in forty-two states is impressive but are not the palmarès that led him to receive the most prestigious of RUSA's awards.

Sure, he is the first American to be awarded a Woody (Woodrup 5000), but that is recognition from Audax Australia, and this did not tip the balance in Spencer's favor for the 2019 American Randonneur Award.

Spencer epitomizes the quiet volunteer that keeps randonneuring

alive in the US. He currently serves as RBA for two regions: Kansas City, MO, and Nebraska. While Missouri and Nebraska share a small common border, the starting locations for rides in these two regions are separated by great distances. This year RBA Spencer will offer ride starts separated by 1200 kilometers: Springfield, MO, to Gordon, NE. Counting rides in both regions, Spencer will offer eighty-nine events during the 2019 and 2020 seasons, helping our sport to thrive in the American heartland. Additionally, he is constantly looking to innovate and draw new riders to randonneuring. He has added gravel events, multi-day tours of Nebraska, and flexible course structures that allows 1000km DNF riders to rejoin the course and ride in with continuing riders while earning credit for a shorter distance ride. In

2015 and 2016, Spencer served on the RUSA Board as the RBA liaison.

If you really want to know why Spencer Klaassen is the worthy recipient of the 2019 American Randonneur Award, you should do one of his rides and talk to the riders in his regions. He is extraordinarily encouraging to new riders. In fact, I think he rides fixed wheel so that he has an excuse to hang back with the lanterns rouge and encourage them. Spencer loves seeing new riders enter the sport, and he revels in their conquest of new distances. His courses are designed to prepare riders to meet their goals of conquering 1200kms far and near.

He is unflappable. Once while on a 1000km that he was hosting in



Post ride celebration HCH (Herentals, Cosne Sur Loire, Herentals) 1,200k. When in Belgium...

—PHOTO JOHN CAP'N ENDE





Nebraska, we were faced with 200km straight into a strong headwind. It was an epic slog westward. Spencer quietly ground into the wind without complaint and eventually we made the next control, barely. Later I found out what he had been thinking; he was working out how to evacuate nine riders from Western Nebraska as he thought that we all might DNF due to the headwind. These are the thoughts that go on inside the heads of our dedicated RBAs

while the rest of us just try to survive.

I consider myself fortunate to have shared tens of thousands of kilometers with Spencer and to have learned from his experience. I've never heard an unkind word towards anyone from him and we've certainly been put under stressful conditions. He epitomizes self-sufficiency and selflessness. Please join me in congratulating the recipient of the 2019 American Randonneur Award, Spencer Klaassen. 🚲

Spencer leads riders deep into the Sandhills of Nebraska on a 1,000k ride.

—PHOTO JOHN CAP'N ENDE



Stopping to smell the pastries in Sizun, PBP 2019.

Typical scene Western Nebraska.

—PHOTOS JOHN CAP'N ENDE

New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
13648	Barr, Susan I	Vancouver BC	CA	13544	Kline, Sean William	El Cerrito	CA	13470	Lesnick, Marc	San Francisco	CA
13603	Kubota, Tomoya	Chiba pref	JP	13577	Bristow, Thomas	El Cerrito	CA	13471	Willkomm, Jane	San Francisco	CA
13610	Yamana, Hideaki	Ichikawa	JP	13589	Delbuck, Julie	Emeryville	CA	13478	Bradbury, Judith M.	San Francisco	CA
13602	Toshiyuki, Ishima	Sapporo-shi Chuo-ku	JP	13529	Drake, Justin	Fair Oaks	CA	13555	Bianco, David	San Francisco	CA
13668	Vernimmen, Robert	Septfontaines	LU	13606	Guild, Liam	Fairfax	CA	13558	Huenneke, Stephen	San Francisco	CA
13617	Sandborgh, Bengt	Taby	SW	13631	Melton, Finn Z	Fairfax	CA	13559	Kahr, Sam M	San Francisco	CA
13483	Briggs, Chad	Anchorage	AK	13632	Janson-Smith, Darwin J	Fairfax	CA	13562	Yip, Yvonne	San Francisco	CA
13464	Buckner, Julie	Birmingham	AL	13662	Kurihara, West	Fremont	CA	13564	Taft, Brad	San Francisco	CA
13619	Miller, Bill	Birmingham	AL	13481	Morse Jr, Jon F	Fresno	CA	13568	Sternhagen, N	San Francisco	CA
13643	Cecil, David P	Birmingham	AL	13655	Molina, Dennis Chua	Haywrd	CA	13572	Scandolo, Matteo	San Francisco	CA
13548	Jarrard, Greg A	Hueytown	AL	13608	Duncan, Scott R.	Healdsburg	CA	13574	Danielson, Megan J	San Francisco	CA
13618	Huff, Mel	Huntsville	AL	13633	Jones, Gregory A	La Canada Flintridge	CA	13575	Brinkhurst, Marena	San Francisco	CA
13521	Bauknecht, Joe A	Opelika	AL	13639	Macri, Robert N	McKinleyville	CA	13582	Domnitser, Leonid	San Francisco	CA
13429	Rowe, Chuck	Tuscaloosa	AL	13405	Alaniz, Arthur	Mountain View	CA	13583	Sarkar, Kristie	San Francisco	CA
13472	Vest, Rick	Wetumpka	AL	13434	van Roode, Erik	Mountain View	CA	13591	Baumann, Ryan	San Francisco	CA
13522	Conmy, Philip James	Fountain Hills	AZ	13425	Hartwick, Thomas	Newhall	CA	13599	Ghei, Pranav	San Francisco	CA
13507	Boglin, Robert	Gilbert	AZ	13466	Maceda, Matthew G	North Hills	CA	13666	Lang, Tym J	San Francisco	CA
13508	Jarman, Dave	Gilbert	AZ	13560	Alava, Victor	Northridge	CA	13474	Bhatt, Deepa	San Jose	CA
13518	Boglin, Robert	Gilbert	AZ	13460	Brosky, David G	Oakland	CA	13579	Tran, Chanh-Duy	San Jose	CA
13505	Longrie, James J	Glendale	AZ	13530	Neidiger, Greg	Oakland	CA	13566	Matevish, Robert A	San Mateo	CA
13586	Stronge, Erika	Glendale	AZ	13549	Vollmer, Timothy	Oakland	CA	13605	Jenkins, Darrin W	Santa Rosa	CA
13412	Escamilla, Ezekiel	Mesa	AZ	13553	Torres, Ernesto	Oakland	CA	13620	Acevedo, J Isabel	Santa rosa	CA
13545	Brown, Vern T	Mesa	AZ	13576	Olinek, William Spencer	Oakland	CA	13556	Kaplan, Leslie A	Sherman Oaks	CA
13554	Churchman, H. Wayne	Mesa	AZ	13614	Wikstrom, Scott A	Oakland	CA	13465	Atchley, Elizabeth M	Silverado	CA
13538	Kloft, Brian	Phoenix	AZ	13661	Bruchez, Jeffrey P	Oakland	CA	13551	Watler, Charles D	Stevenson Ranch	CA
13595	Kerbey, Therese	Phoenix	AZ	13680	Maller, Jeremiah	Oakland	CA	13408	Ahmadi, Afshin	Sunnyvale	CA
13601	Bambridge, Keith	Phoenix	AZ	13657	Raman, Venkat S	Pleasant Hill	CA	13488	Akiyama, Bill	Torrance	CA
13607	Lewkowitz, Seth	Phoenix	AZ	13588	Gardner, Bruce	Pleasanton	CA	13667	O'Hara, Timothy B	Union City	CA
13519	Brandenburg, Craig M	Scottsdale	AZ	13489	Villalta, Alex	Pomona	CA	13653	Lu, Brandon K	Walnut	CA
13532	Blaskey, Michael	Scottsdale	AZ	13452	Gonzaga, Yuri	Redwood City	CA	13596	Baskin, Barry	Walnut Creek	CA
13517	Leventhal, Ron E	Tucson	AZ	13539	Anoshin, Dmitrii	Redwood City	CA	13597	Baskin, Holly	Walnut Creek	CA
13627	King, Nicholas	Tucson	AZ	13659	Heinlein, Blake	Sacramento	CA	13600	Asch, Brian C	West Sacramento	CA
13514	Collins, C Sean	Agoura Hills	CA	13660	Haggerty, Erin	Sacramento	CA	13580	Bergstrom, Chris A	Yorba Linda	CA
13635	Ahlvin, Kevin	Albany	CA	13543	Lehnerz III, Frank J	San Diego	CA	13540	Seagraves, William Allen	Boulder	CO
13636	Hopwood, John	Albany	CA	13409	Buenaventura, Nancy	San Francisco	CA	13565	Weaver, Kim Abernethy	Boulder	CO
13461	Gordis, Patrick	Berkeley	CA	13414	Sasaki, David Nathaniel	San Francisco	CA	13476	Hofeditz, Joe	Broomfield	CO
13496	Hobbs, Jake	Berkeley	CA	13416	Ja, Davis Y.	San Francisco	CA	13552	Bagnall, Z	Broomfield	CO
13531	Chodoroff, Eric D	Berkeley	CA	13417	Sherwood, Deborah L.	San Francisco	CA	13473	Krane, Spencer	Denver	CO
13546	Wolf, Maya	Berkeley	CA	13418	Kitto, Patrick	San Francisco	CA	13475	Dunk, Angus	Denver	CO
13569	Jankowski, Jesse	Berkeley	CA	13431	Idlewild, Willow Blue	San Francisco	CA	13482	McWhorter, Robert	Divide	CO
13571	Kaufman, Dartanian Fierce	Berkeley	CA	13439	Tardiff, Barbara E	San Francisco	CA	13567	Bush, Debbie	Fort Collins	CO
13623	Janess, Greg	Berkeley	CA	13444	Colen, Dalton J	San Francisco	CA	13533	Meertens, Marika C	Lafayette	CO
13411	Eves, Garrett C	Burbank	CA	13450	Hoffmann, Marlene	San Francisco	CA	13500	Kaminski, Jason	Longmont	CO
13647	Kim, Tai	Burbank	CA	13453	Swartz, Noah	San Francisco	CA	13677	Forbes, Patrick Brock	Mead	CO
13467	Krein, Bruce	Campbell	CA	13454	Kapatkar, Abhishek	San francisco	CA	13578	Brits III, Christoffel G	Bristol	CT
13665	Lundberg, Grant Nelson	Durham	CA	13458	Fleck, Matt	San Francisco	CA	13615	Marsh, Austin	Gainesville	FL
13501	Federspiel, Clifford	El Cerrito	CA	13462	Marston, Kyle Elijah	San Francisco	CA	13419	Blaisdell, Frank B	Indian River Shores	FL

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
13428	Marsh, Rebecca	Lakeland	FL	13634	Mueller, Bailey Eric	Northfield	MN	13433	Ney, Christine M	Bethlehem	PA
13550	Scharp, Brad	Largo	FL	13570	Baetz, Michael P	Plymouth	MN	13442	Botto, Robert	Philadelphia	PA
13430	Goodmann, Thomas	Miami	FL	13679	Hop, Angela	Rosemount	MN	13656	Wright, Erik	Philadelphia	PA
13401	Dugger, Phillip H	Pensacola	FL	13561	Rasmussen, Bryce Phillip	Saint Paul	MN	13400	Riley, Colleen E	East Greenwich	RI
13410	Anzelone-Shepard, Carmela Teresa	Punta Gorda	FL	13652	Hanson, Erik J	Saint Paul	MN	13498	May, Jeff	Aiken	SC
13490	Walker, Mitch	Saint Petersburg	FL	13484	Von Kloha, Troy A	Crestwood	MO	13443	Bean, David	Greer	SC
13587	Sauter Jr, William F	St. Petersburg	FL	13515	Sharp, Terry	Gladstone	MO	13511	Warwick, Tyler D	Andersonville	TN
13594	Mella, Karim	Tampa	FL	13422	Swearngin, Samuel C	Kansas City	MO	13406	Evans, John Daniel	Cookeville	TN
13621	Macias, Beatriz E	Winter Garden	FL	13676	Dmytrenko, O	Saint Louis	MO	13629	Finegan, Tom	Franklin	TN
13445	Wijewickrema, Dina	Atlanta	GA	13407	Evans, Nancy	Springfield	MO	13670	Pons, Emily M	Johnson City	TN
13477	King, Melanie A	Atlanta	GA	13499	Dohm Jr, George E	Washington	MO	13630	Kappus Jr, Karl Daniel	Nashville	TN
13669	Marty, Pierre	Cumming	GA	13644	Sevaly, Jim B	Missoula	MT	13427	Perras, Rick	Austin	TX
13510	Pfaender, Holger	Mableton	GA	13645	Greenwald, Emily	Missoula	MT	13441	Sany, Nathan	Austin	TX
13497	Nichols, Jeffrey J	Ankeny	IA	13512	Waffa, Britta A	Cary	NC	13547	Binggeser, Erik J	Austin	TX
13438	Polyak, Steve Thomas	Coralville	IA	13590	Mohorn, Bryan D	Cary	NC	13638	Smyth, Christian	Austin	TX
13436	Gibbon, Ellen	Oak Park	IL	13678	Merklein, Gordon	Chapel Hill	NC	13674	Yeh, Andrew	Austin	TX
13624	Finley, Mark S	Oak Park	IL	13432	O'Brien, Katherine	Durham	NC	13440	Patrinely, Chris E	Montgomery	TX
13421	Schrader, Missy	Manhattan	KS	13542	Morrissey, Michael T	Durham	NC	13420	Platt, Brett	Plano	TX
13526	Brown III, George L	Topeka	KS	13468	Ciesla, E A	Fuquay Varina	NC	13459	Labrecque, Crystal D	Spring	TX
13448	Thomas, D E	Louisville	KY	13487	Helms, Chris J	Holdrege	NE	13622	Hu, Preston	Salt Lake City	UT
13637	Aurass, Philipp	Boston	MA	13626	Hickey, Geoffrey	Merrimack	NH	13523	Meyerson, Benjamin	Sandy	UT
13581	Zaremba, Brandon M	Brookline	MA	13463	Park, John	Fort Lee	NJ	13592	Tobin, Katherine	Arlington	VA
13504	Haynes, William B	Needham	MA	13673	Smith, Brady	Fort Lee	NJ	13456	Hanna, Ramsey	Falls Church	VA
13469	Ahlstrom, Brett	Orange	MA	13494	Ding, Daniel	New Vernon	NJ	13525	Sperling, Paul Todd	Suffolk	VA
13654	Wernig, Joshua	Wayland	MA	13509	Wilder, K	Pennington	NJ	13479	Dembinski, Jennifer	Woodstock	VT
13455	Prebil, Michael	Baltimore	MD	13536	Yang, Emerson	Tenafty	NJ	13675	Zimmer, Brian	Bainbridge Island	WA
13415	Clore Jr, Marius	Bethesda	MD	13537	Yang, Andre Tony	Tenafty	NJ	13616	Bowen, Adam S	Bellevue	WA
13506	Kray, Holger A	Darnestown	MD	13485	Fudge, P	West Orange	NJ	13451	Droege, James J	Bremerton	WA
13403	Christofili, Tom	Hanover	MD	13640	Yamada, Nao	Brooklyn	NY	13423	Le, Christopher Quoc	Issaquah	WA
13609	Hess, Johnny	W Friendship	MD	13642	Shows, Eric T	Brooklyn	NY	13584	Tertzakian, Sam	Kirkland	WA
13503	Santiago, Susan	Portland	ME	13646	Belotz, Michael S	Brooklyn	NY	13613	Stroud, Carl Eugene	Lacey	WA
13672	Burns, Eric	Portland	ME	13593	Savzyan, Shushan	Manchester	NY	13502	Newman, Peter H	Marysville	WA
13671	Brown, Matthew Christopher	Commerce	MI	13457	Stewart, Kathryn	New Paltz	NY	13612	Sponseller, Matthew N	Olympia	WA
13447	Hanss, Eric	Detroit	MI	13650	Anderson, Niklas	New York	NY	13563	Diesen, Suzy M	Port Orchard	WA
13446	Maynes, Bradford L.	Dexter	MI	13486	Anderson, Tim	Rochester	NY	13520	Santiago Jr, Mariano B	Port Townsend	WA
13658	Glynn, Rick L	Freeland	MI	13424	Davis, Gary	Rye	NY	13528	Smith, Lois K	Redmond	WA
13493	Litznerski, Valerie A	Kalamazoo	MI	13534	Mace, Joshua Michael	Akron	OH	13402	Lam, Van	Seattle	WA
13585	Teed, Paul E	Midland	MI	13513	Hoffer, Andrew	Columbus	OH	13413	Allen, Brian C	Seattle	WA
13449	Werth, Chris	Ortonville	MI	13527	Smith, Jeremie	Galloway	OH	13516	Truesdell, Nicole A	Seattle	WA
13598	Jarvis, John Michael	Eden Prairie	MN	13480	Ebbing, Tristen	Hamilton	OH	13535	Ferber, Garth K	Seattle	WA
13495	McGoldrick, Tom	Excelsior	MN	13524	Love-Ottobre, Kim	Newcomerstown	OH	13663	Spaulding, Andy	Seattle	WA
13611	Swanson, Benjamin R	Marshall	MN	13492	Bryant, Jonathan D.	Oklahoma City	OK	13651	Tomkinson, Abel B	Tacoma	WA
13404	Evans, Gregory	Minneapolis	MN	13628	Maclachlan, Mary A	Beaverton	OR	13649	Erickson, Steve	White Salmon	WA
13435	Wallace, James C	Minneapolis	MN	13426	Esayan, Christophe	Portland	OR	13437	Madhusoodanan, Dinesh	Woodinville	WA
13573	Whitfield, Douglas A	Minneapolis	MN	13491	Villegas, Cesar	Portland	OR	13664	Cromwell, Dan M	Fond du Lac	WI
13604	Hirschmann, Marc	Minneapolis	MN	13541	Jonsen, Chaise	Portland	OR	13641	Klem, John L	Menomonie	WI
13625	Larson, Dustin	Minneapolis	MN	13557	Higgins, Jacinta M	Portland	OR				

Rando(m) Thoughts BY CHRIS NEWMAN

If A Tree Falls In A Forest....

We were on vacation last December when the dreaded email from RUSA arrived confirming the suspension of the permanents program. I was not routinely checking my email so when we returned mid-month I had only a vague idea of what had transpired. It soon became apparent, as I planned my monthly rides for December, that something had changed.

New Jersey Randonneurs was offering “Bare Bones Brevets,” a 200km and a 120km with no support, held on the penultimate weekend in December. I suspect many other regions stepped up to the plate in the same way,

offering official “covered by our new insurance” rides to help riders panicked by the thought of their P-12, R-12 or other distance award imploding.

I registered for both brevets but the 120km that my friend Janice and

I pre-rode the day before the official 200km was so hilly and cold that I bailed on the official 200km. It was during that ride that I began to appreciate the predicament in which we find ourselves. By the time you are reading this, I hope the permanents program will have been restored in some fashion. However, as of December 23, 2019, I am feeling as though I have lost a close friend - a friend I have taken for granted since 2011 when I clipped in for my first 100km permanent. Until that time all my rides had been official brevets and honestly there weren't that many of them.

I remember when my friend Joe proposed riding his 100km on an unforgivingly cold day at the end of





Scenes from permanents past.
—PHOTOS CHRIS NEWMAN

January, 2011. Four of us rode: Joe K, Paul S, Al B and me. We were all concerned that the cold would crush us, but the midway stop — where we all installed new chemical warmers in our boots and drank a hot beverage — saved our ride and the first 100km permanent was in the books. I have maintained my P-12 streak from my inaugural 100km, amassing 108 monthly adventures. I am not sure I would have had the discipline to clip in each month if I didn't have that permanent form to submit.

Permanents have not only allowed me to obtain the P-12 and R-12 awards but they have encouraged me to pack my bike and tackle rides in regions I have visited for business or pleasure. I have earned the American Explorer award and currently have 28 states under my wheels. I know I would not have ridden my bike in so many locales were it not for the permanents program. It's a lot easier to convince my spouse that I need to spend a day riding my bike during the family vacation in Hawaii when there is a new magnet on the line!



Permanents have not only allowed me to obtain the P-12 and R-12 awards but they have encouraged me to pack my bike and tackle rides in regions I have visited for business or pleasure.

The year 2011 was also when my friend Joe K earned his first K-Hound award, made possible by the completion of a super randonneur series, several brevets and 66 permanents. I remember our pizza celebration at the conclusion of his 10,000km. We all thought he was crazy for pursuing the K-Hound, bringing long distance riding to a whole new level of insanity. Two years later my friend Paul S - inspired no doubt by Joe's encouragement — achieved

K-Hound status. In 2014 I also reached the coveted 10,000km mark, becoming the first woman in New Jersey to do so. Since then I have been joined by Mary F who “permanented” her way to K-Hound glory in 2017, riding 73 permanents that year.

But permanents are not just about the awards, they are also very much about spontaneous fun with friends and epic adventures close to home. I have written about some of these, but it still makes me smile to think of all

the trouble Janice and I have gotten into on permanents. On one ride, she flatted three times, walked the bike and then we borrowed a car at the end to drive home. On other rides, we have taken shelter from bad weather in a barn, a restaurant and a church. Often we've enjoyed a post-ride beer at the brew pub or pizzeria. More than once we've been stunned into silence by a gorgeous sunset.

One of my favorite memories is a permanent where a group of us rode through a local park which had a fitness course along the route. We all jumped from our bikes and the athletes among us showcased our strength on the pull-up bars. I've also had two bikes literally break under me while riding the Millstone River Ramble permanent. Both times my friend Paul S was with me. Both times I was unhurt. And one time, Paul rode back to his house and drove back with two bikes so I could finish in time.

PURPOSE-BUILT FOR RANDONNEURING



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My first attempt at Paris-Brest-Paris (PBP) was a disaster. I hadn't trained sufficiently and I dropped out at Carhaix. Four years and dozens of permanents later, I finished PBP in 2011. There is no doubt that riding at least 300km every month all year was a primary factor in my success. PBP 2015 was a blast. I was so ready because I had ridden so many permanents. The difference between the 2007 failure and 2015 triumph was dramatic, and I have the permanents program to thank.

As of this writing I am confident the RUSA board is moving heaven and earth to save the program. They are randonneurs. They get it. But if it can't be resuscitated, what then? I like to think that after all these years and all these miles, I can figure out how to ride 300km each month. But I'm not sure if I will. If a randonneur pedals 100km through the forest and can't submit the results, does it count in any meaningful way? I hope so. Time will tell. 🚲



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Musings of the Ancient Randonneur: Part Four

BY DAVID BUZZEE RUSA #14

Following is the final article in a series by David Buzzee.

With the help of the Ancient Randonneur, I completed the Super Randonneur series. I had to make up the 400 that I had failed to finish. I fixed an image in my mind of a small trophy, a silly trinket. It had no monetary value but great symbolic value. I even drew a small picture of a trophy and taped it to my handlebar as a reminder of my goal. Riding alone in the dark was difficult but the image of the trophy seemed to give me more than enough energy to finish the ride. And on the 600 I rode a measured pace, always in control, always focused on my trophy, knowing that as long as I stayed connected with my private motivation, I would not abandon the ride.

A few times during the ride, as I was arriving at controls, I thought I saw the Ancient Randonneur just leaving. Now, three weeks later, I stopped at the Jitter Joint for my Italian roast and was lucky to have the chance to ask the Ancient Randonneur some questions. He was there, making notes in a small journal I had not noticed before. He motioned me to an open chair at his table. After a few sips of coffee, I began.

"I finished the brevet series. While the 600 was tiring, I never doubted that I would finish. I took each control as it came, focused on the next section, wasted no time at controls, and rode with a steady effort. I finished well within the time limit. I felt a sense of completing a major accomplishment. But now, three weeks later, I'm still feeling empty and beginning to wonder

if I want to continue randonneuring. What is going on with me?"

As he listened, his gaze lost focus. He sipped again, looked out the window and spoke, "Your goal this season was to complete the series, to learn to balance your physical and psychological reserves against the costs. You did

that. With riding, we are very much involved in two aspects: first, planning in as much detail as is your habit, and preparation by training and testing gear. Second, focusing on the ride itself, to ride in the moment. But now add a third aspect: to learn to look beyond the ride. Where does it fit in life's arc? Some become so focused on the ride that they lose perspective on the total journey of season, career, or life. And when the ride turns ugly, they fixate on the stomach, on the head wind or the heat, the mechanicals or the soreness, and forget why they ride in the first place. Do we not look for some satisfaction from whatever we do, from every ride or every daily accomplishment? Do we not want our actions to fit within some plan or self-image or hope?

In all your preparation, in all your mental and physical training, find where your riding fits in the long arc of your life. For many, perhaps most of us, riding is part of our identity, of what we are, but still it is just a piece of our totality. We need to answer this question — does riding contribute to life's forward progress? If it does,

In all your preparation, in all your mental and physical training, find where your riding fits in the long arc of your life. For many, perhaps most of us, riding is part of our identity, of what we are, but still it is just a piece of our totality.



you will come back to the riding with re-found exuberance. If it does not, you will not come back. There are some randonneurs who ride every year, year after year, with the single focus of completing another ride. For others, randonneuring is a part of their lives for a while but so are other activities and interests. Some randonneurs switch to running or racing, some to touring, some to hiking and bikepacking, and yes, some do become sedentary. Within the arc of your life, where does riding fit? And for how long? Think beyond your current disinterest. Take a long view — where does today fit on the pages of life's chronicle?"


I had nothing to say. He looked at me for a few minutes, then rose and walked out of the Jitter Joint, got on his old Torpado, and rode away.

As was often the case, the words of the Ancient Randonneur did not immediately fit into my understanding of randonneuring nor my views of myself. I started riding because it was fun and liberating. It was cheap and convenient. It was not an experiment in existentialism nor self-analysis. At its heart, I did it because it was fun. As I rode the brevets, completing them and the Super Randonneur series began

David at work at REI where he spends half-time as a bike mechanic.

—PHOTO COWORKER

to drive me. While I was planning and preparing for the Super Randonneur series, and while I was riding — actually on the bike — I enjoyed the experience. For me, perhaps that should be my focus in my riding career: live in the moment but do not make riding the entirety of my self. Whether because of losing interest, or ill health, or other parts of life becoming more important, perhaps I must understand that life needs a balance.

I came to understand that the empty feeling after completing the Super Randonneur was because I had made that objective the entire focus of my life. With time, I rediscovered interests which had been important before randonneuring. And I knew that I would recover my interest in randonneuring but that it would be one interest among several. I chose a life with randonneuring, but one which valued and maintained relationships with others, and success at work, and other activities for my mind and body. Many thanks, Ancient Randonneur. 

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



Some of My Favorite Permanents

Here's hoping the suspension of the permanents program is not ... permanent. Permanents have been a crucial part of our organization's awards programs. Other randonneurs and I have used permanents to meet distance goals, and permanents have been crucial for earning RUSA's calendar-based honors. They have also helped us reach RUSA's lifetime achievements, including the Mondial and Galaxy Awards.

The loss of credits for permanents won't be the end of my rando world, however. I'll still participate in local organized brevets; I'll still pick and choose among other challenging rides,

like flèches or 1200kms that some clubs host. But I'm not going to lie—I'll hate to lose that RUSA blessing on my mileage, especially on the very roads that drew me into cycling.

A New Program

Permanents weren't a part of RUSA's schedule when I first started riding brevets in 2002. The program began in 2004 when Iowa RBA Robert Fry, a veteran of the Audax scene in the United Kingdom, persuaded RUSA to adopt a permanent plan similar to the successful UK plan. Permanent routes proved to be tremendously popular, and they helped to transform our sport into a year-round activity.

I was intrigued by the new program. In 2005, I created my first route, Blackbeard's Permanent, which started near my home in Raleigh and ended 283 kilometers later at a ferry dock in the eastern North Carolina town of Swanquarter. I chose the pirate's name for the route because it passed through Bath, a town where Blackbeard reportedly once lived. I must admit that I did not have any grand plan when I set up that route. The truth was that for several summers I'd ridden my bike to a vacation spot on Hatteras Island. I'd be riding out there anyway, and I figured RUSA credit would add a little incentive for the journey. And I'm proud to say that the permanent became an overnight training event for a group of randonneurs heading to Paris Brest Paris.

The author poses on the Lake Loop near Kerr Dam.

—PHOTOGRAPHER UNKNOWN



A remote tobacco warehouse on the Lake Loop was at one time used as a general store.

—PHOTO MIKE DAYTON

Permanents are assigned sequential numbers, and in June 2005 Blackbeard received #58, which meant only fifty-seven routes had been approved before it in the program's first eighteen months. That number would soon increase exponentially. Today, several thousand routes exist and are enjoyed by randonneurs in all fifty states. California, the state with the most courses, has more than five hundred; my state of North Carolina has nearly one hundred and fifty.

Personal Permanents

I currently have nine permanent routes, several of which (including Blackbeard), are destination routes. One hilly route, Siler City Express, was created to help train for challenging brevets. Siler City Express follows the same roads as the toughest half of a local 400km that takes riders on a steep, twisting and challenging section of the Uwharrie Mountains.

I like the camaraderie that often takes place on my permanents. Capitols of the Confederacy winds on backroads from Raleigh, North Carolina, to Richmond, Virginia. On July 4, 2008 —Independence Day— several of us inaugurated that 300km permanent. We donned our 2007 Paris Brest Paris jerseys and tackled the route as Team PBP.

My favorite permanents, Kerr Lake Loop and Buggs Island Lake Loop, take me on a trip down Memory Lane.

The 208-kilometer Kerr Lake Loop runs north from Raleigh to Oxford before beginning a circle of the lake from which it draws its name. I've also created the shorter 118-kilometer Buggs Island Lake Loop. Thanks to an historical squabble, Buggs Island Lake and Kerr Lake are different names for the same reservoir. The Virginia



legislature voted in 1952 to adopt Buggs Island, in recognition of a resident of that state. Virginia lawmakers were miffed that officials in Washington, D.C., had renamed the lake to honor a North Carolina Congressman, John H. Kerr.

Traveling Back in Time

The two lake permanents use some of the roads I traveled nearly five decades ago when I became a serious cyclist. Allow me to travel back in time to 1971, when I was a junior in high school. I bought two vehicles that year. The first vehicle turned out to be a bust, a bomb, a dud, while the second began a romance that blossomed into a lifelong love affair.

My first vehicle was a 1954, two-door sedan known as a Ford Customline. I first saw the Customline parked inside a tobacco warehouse and my eyes grew big. My desire grew bigger. I wanted that car. I NEEDED that car! Right there on the spot, I pulled out \$250, the asking price. I'd earned that money working part-time at a Big-T Burger restaurant.

On the outside, the Customline was a classic, as black as a moonless



An abandoned store on the Lake Loop.

—PHOTO MIKE DAYTON

night, as shiny as a new nickel. Inside, she was quaintly eccentric. The Customline had a "three-on-the-tree" gear shifter. She also had a pair of windshield wipers that slowed to a crawl any time you stepped on the gas. Her AM radio crackled to life as its tubes warmed up.

My automotive honeymoon lasted for a few months. However, I eventually learned the dark truth about the six-cylinder monster that lurked

From left, Mike O'Connor, Byron Morton and North Carolina RBA Alan Johnson pause for a picture after crossing Kerr Dam

—PHOTOS MIKE DAYTON

under the hood. The Customline had a drinking problem; she simply could not get enough oil. I recall firing up the Customline one afternoon in the Big-T Burger parking lot and seeing my fellow workers gasp and point at the pool of oil that was left in the car's wake. Have I mentioned that the car smoked? Yep, she smoked, all right. A thick, oily and unflattering blue trail followed me everywhere I went. I did my very best to ignore the visible evidence of a motor problem, but I found it harder to ignore the colorless, crippling fumes that seeped through heat vents in the dash.

For a year or so I managed to smile, but then things began to fail here, there and everywhere: in the motor, in the dash, in the passenger door and even in that tube radio, which crackled loudly before calling it quits. When the ceiling cloth sagged, I found it nearly impossible to see out of the rearview mirror. Finally, I gave up.



Vehicle #2

As the saying goes, the night is darkest before the dawn. Who knew that most of life's great mysteries could be solved by something as simple as my next vehicle: a 10-speed bicycle.

In 1972 and the summer after my junior year, brother Rob came home with a spanking-new Raleigh Grand Prix. Rob's bike was the first 10-speed I had ever seen. It was shiny and red, and its plastic Simplex derailleur shifted effortlessly across five cogs on the bike's rear wheel.

Rob let me try the bike out. The frame was a couple inches too tall, but no matter. I hopped on and tore off across the country roads near our home. The Grand Prix seemed to fly up the hills at my urging. For the first time in a really long time, I felt happy and joyous and free. The 10-speed revived the spiritual awakening I'd felt as a kid on my three-speed Schwinn Traveler.

I made it my mission to get a 10-speed. I didn't have any model in mind when I made the three-hour drive to Higgins Cycle Shop in Greensboro, North Carolina. I steered away from the Raleigh Pro and its \$450 price tag. It wasn't the price that put me off. It was the belief that my cycling was light years away from *pro anything*.

Then the sales guy rolled out a champagne-colored Raleigh International. My eyes grew big, as big as when I first saw the Customline. I plunked down \$375. True, that was way more than I'd paid for my car, but I would soon realize it was the bargain of a lifetime.

The Dayton brothers pose on Kerr Dam while riding the Lake Loop. The route became something of a family tradition; the brothers rode it together several times in the fall. (l-r): Mike, Tim and Rob.

—PHOTO BY PASSERBY





Randonneurs Tim Lucas and Jerry Phelps enjoy food and drinks at Buchanan's, an old convenience store near the Virginia state line on the Lake Loop.

This massive bear sculpture at one time greeted riders on the Lake Loop.

—PHOTOS MIKE DAYTON



Back home in Clarksville, I marveled at the flashing chrome on the International's front fork and rear stays. I carefully studied the Campagnolo parts: the downtube shifters, the high-flange hubs, the intricately machined rear derailleur. I read everything I could find about Reynolds 531 double-butted tubing. And when I oiled the International's chain, I used a tin of Sturmey-Archer oil that had once been used on my blue Schwinn Traveler.

Preferred Transportation

I was in Bike Heaven. The International quickly became my preferred means of transportation. I began to ride the 7.5 miles from home to my high school in Skipwith and quickly earned a reputation among my classmates as the odd duck who was still riding his toy bike to school. What they could not see was that I was being transformed, pedal stroke by pedal stroke, into a brave new world.

Hot Scoop

In my senior year, my International made headlines. A local newspaper reporter, hearing the buzz about a national cycling craze—and always looking for a hot scoop—stopped me while I was pedaling into the town of Clarksville and conducted a short interview. The next week the International appeared in a front-page feature story, complete with pictures. My International was famous now—at least locally—but rest assured that celebrity never went to her head. She remained a true companion and saw me through countless adventures and many cycling milestones. I'll never forget my first century, my first night ride, my first multi-day tour.

I did not know it at the time, but those cycling activities would put me on the road to randonneuring, a sport that has taken me around the world to magical rides like Paris Brest Paris. Those cycling activities would give me a

profound appreciation of the goals that could be achieved, and of the lessons that could be learned, on two wheels.

Credit or Not

Every time I ride either of my two lake permanents, I pedal once again on the roads where my cycling odyssey began. I always take a moment to quietly reflect on where that journey has taken me. Sometimes the Lake Loop turns into a family affair. My brothers Rob and Tim still ride, and on several occasions we've done the loop together. One day soon I hope to ride it with my son, Daniel.

My two lake loop permanents hold special meaning for me, and I'm certain there are many other permanents out there that also hold special meaning for their creators. Whether or not we receive RUSA credit, we will continue to ride our treasured routes, and we will continue to share them with our riding buddies. 🚲

Hound Dog Tails

BY DAN DRISCOLL WITH PAM WRIGHT

Hound Dog was a no frills 1200km and as our host Stephen Hazelton said, the event was a “Hound Dog” not a “Show Dog.” Hound Dog was Lone Star Randonneur’s first experiment with running a low-cost DIY 1200km, although in the past, with the help of our Texas Rando sister clubs, we have run three successful Texas Rando Stampede 1200kms.

This time, the focus was on hosting a fun event with a minimal number of volunteers and a minimal cost to riders. Scheduled about five weeks after PBP, we thought it would be a great time to reminisce about our experience in France.

The Early Bird entry fee was \$20, and that included a brevet card,

cue sheet, RWGPS file, a host hotel discount, administration work for the event, route formation including all routes checked, and a super nice “Hound Dog Finisher’s Medal.”

Designed as a clover leaf, the route started and ended each day at the same host hotel, eliminating the need for drop bags, support cars and

catered meals. We all enjoyed the camaraderie of a pre-ride Italian dinner, an Awards BBQ Bash, and a going away Mexican Brunch.

We had forty-one 1200km starters and two 1000km starters. Unseasonably hot temperatures were the biggest obstacle for most riders. We enjoyed the company of some of the most experienced randos in the world along with some new energy, which made for the perfect mix. Many stronger riders stayed back to help “move da doggies along” and enjoy the company of the herd. The “herd” finished with nineteen riders, a substantial percentage of the starters.

LSR will be hosting The Hound Dog 1000km on Memorial Weekend 2020, and we’ll have Hound Dog Medals to give out. 🚲



Happy John Nguyen, K-Hounding on Hound Dog 1,200 km, with his K-Hound friends.

—PHOTOGRAPHER UNKNOWN

Hound Dog’ers Cross the Red River from Texas to Oklahoma, earning a new State.

—PHOTO DAN DRISCOLL





The Ladies of Hound Dog... L to R, Amy Russell, Texas; Oksana Kovalenko, Colorado; Pam Wright, Texas; Judith Swallow, England, (not in photo Alison Carey, Texas).

Voted "Most Cheerful Hound Dog Couple."

— PHOTOS DAN DRISCOLL



American Randonneur

CALL FOR SUBMISSIONS

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

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

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

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

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

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

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

Paid advertising: is available. Please contact Jim Poppy (jpopy55@icloud.com) for details.

Submission deadlines:

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

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



Celebrating 60 by 60

“60 by 60” represented veteran RUSA member Mark Thomas’s personal goal to complete 60 grand randonnées (brevets of 1200 kilometers or longer) by the time he reached the age of 60. In November 2019, Mark finished the Geelong Flyer 1200 in Australia, bringing his grand randonnée total to 60, a few weeks after his 59th birthday. Fellow veteran randonneur John Cap’n Ende recently interviewed Mark about his accomplishment and what it took to get there.

When did the idea start?

After the 2015 edition of Paris-Brest-Paris (PBP). That year, I had set a goal of a fast PBP time. After the event, I started thinking about longer-term goals and decided I liked the sound of “60 by 60.”

PBP 2015 was my 37th grand randonnée and came in my 17th

season of randonneuring. At that pace, it would take me eleven years to get to sixty, but I was already fifty-five. I would need to pick up the pace. Happily for me, 1200-kilometer rides are my favorite randonneuring events, as they combine challenge, adventure, and camaraderie. I particularly enjoy the opportunity to meet new randonneurs and see new places while doing something that is familiar.

Where has this goal taken you?

My 60 grand randonnées have gone through 28 countries on five continents (six, if you buy into the Zealandia thing, six continents. Nineteen U.S. states (and four Australian ones) are represented. It has been my privilege to participate in the first 1200-kilometer brevets held in Japan, in New Zealand, in Korea, in Taiwan, in Hungary, in Portugal, and in Brazil.

Snowy ride.

—PHOTO BOB BRUDVIK



What about Africa?

In Africa, there is an active randonneuring community in South Africa. I have met some very talented South African riders on other 1200s. To date, neither South Africa nor any other African country has hosted a grand randonnée. But if they do . . .

Antarctica?

Seriously?!?

How many Did Not Finishes (DNFs)? What happened?

Two, so far. I DNF’d my third attempt at a grand randonnée in 2001 on the Great Southern Randonnee in Australia. I would love to blame the terrible weather — there were rain squalls and headwinds gusting to nearly 100 kilometers per hour. In truth, however, the likely culprits were lack of sleep and poor decision-making likely caused by the lack of sleep. When I quit, I was actually the first rider on the road, had plenty of time, and was about to turn away from the headwind. I was the last rider to DNF. Everyone who stuck it out just a little longer finished the ride successfully. Every cloud has a silver lining, I suppose, and this one had several. After some sleep, I rode back on the course on a beautiful route (I would ride about 800km of it) with no pressure. The whole trip was a great experience and I made some lifelong friends that have brought me back to Australia numerous times for brevets of all lengths.

More recently, I DNF’d the Israeli 1200 in 2018. “I heard there was a wicked sandstorm,” said my under-



standing friends. Well yes, but I quit before that! They say that success has many parents, but failure is an orphan. That may be so, but my failures have many excuses. I was sick, the weather was hot, I had trouble finding food, I was recovering from an injury, and I was jet lagged. To be honest, I apparently didn't want it enough to break out the problem-solving toolkit.

How do you train for a 1200km?

For years, my only training plan was "ride lots." I would ride every brevet and permanent for which I could make time. I rode to the start and home from the finish. I rode flat rides, hilly rides, hot rides, cold rides, rainy rides, you name it. Only when I sought the advice of a coach (RUSA member Michele Grainger) in my attempt at a fast PBB, did I learn a few more tricks, such as the value of rest and the benefit of speed/strength drills. To this day, though, my training is mostly just riding.

You've packed 1200s close together. How do you train for that?

In 2017, I rode ten in one year and two of them were separated by only eleven days. A few years earlier, I had just three days between the last day of the Korea Grand Randonnée and the first day of the Baltic Star One Thousand and One Lakes Brevet. And one of the three days was shortened by a six-time-zone change and an inter-continental flight. I'm not sure that a person can really train for this.

Years ago, a randonneur friend told me that when he did a lot of cycling like that, he felt that his body just switched to "tour mode," where he was riding one extended tour instead of specific events that would call for recovery. I do believe that it's easier for me to recover if I don't push too hard. Therefore, I endeavor not to overdo the effort on these rides.

What is your ideal ride plan?

Different rides present different

#60 celebrating at the finish of the Geelong Flyer 1200 in Australia.

—PHOTO PETER HEAL

challenges, but I tend to approach all of these rides in a similar way. Over the years, I've learned that my enjoyment of a 1200 tends to be roughly proportional to the adequacy of my sleep during the ride. So, my pre-ride planning starts with trying to figure out sleep. Where can I plan to sleep at reasonable daily distances? For me, an ideal breakdown for a morning-start 1200 would be something like 360km, 340km, 280km, and 220km. My daily goal would be to manage my riding and especially my stop time so that I can arrive at an overnight with five or six hours on the clock. For example, a 360km first day is 24 hours of clock time. If I can manage 20 kilometers per hour including stops, I can take a 6-hour overnight break and get three to five hours of sleep.

One thing that experience has taught me is not to lose sleep (literally) over time in the bank worries. It's almost always possible to make up time while riding if I leave a sleep stop even with a small deficit (as long as the next timed control is not too close). Jan Geerts, the organizer of our Belgium to France ride, actually expected us to leave in the morning with a clock time deficit. He knew from multiple times organizing the ride that this would work just fine. For me, the 1300km brevet in Brazil cemented this learning; riding with two experienced (and calm) randonneurs, we left every single sleep stop with a time deficit, often not getting back in front of the clock until early afternoon.

I saw you flat once in the first five miles of a ride. Does that sort of mechanical affect your whole day/ride? How do you shake off events like that?

I won't deny that the sight of the entire field disappearing into the distance while you deal with a flat tire can be a tad demoralizing, but these rides are long and provide plenty of time to recover from setbacks.

And maybe I say a silent thank you to that setback for protecting me against my worst and most oft-repeated mistake: going out too hard to stay with other riders.

What do you eat?

All the food! I'm lucky to have a very tolerant stomach, unless the weather is very hot. Onigiri from a 7-Eleven in Japan, a pain au chocolat from a patisserie in France, a meat pie from a bakery in Australia, a 12-inch sub from a sandwich shop in North Carolina, a giant bowl of pasta in Italy. All will fuel the engine. And ice cream bars. Lots of ice cream bars. In addition to staying well fed all day, I benefit quite a bit from taking in a big slug of calories before sleeping. The description of a grand randonné as an eating contest disguised as a bike ride is pretty apt. Mostly I try to eat real food, but usually carry some "bike food" with me in case of emergency. It's a heck of a lot easier for me to avoid a bonk than to recover from one.

What do you ride?

A comfortable bike! My sixty 1200s have been on at least six different

bicycles. A now 20-year old Litespeed titanium bike carried me through my first 1200 in 1999 and the 56th in 2019 - and quite a few in between. Because most of my 1200s involve air travel, my most frequently used grand randonné bike is a coupled titanium Hampsten that I've had for almost seven years now. It fits me well, carries what I need, has been reliable so far, has a lot of experience, and doesn't panic.

Randonneurs seem to care more about tire pressure than anything else, so I'll say that the current tire choice is Continental Grand Prix 5000s in 700x32, inflated to about 70psi. I had years of happy experience with the predecessor 4000sII tire, so I quickly adopted these when available.

What are your favorite grand randonnées?

1: Paris-Brest-Paris. Can't beat the history, the local support, and the thousands of members of the wonderful international randonneur community converging in one place.

2: The scenery and volunteers at the Great Southern Randonnee in Australia keep me coming back. The 2020 edition will be my fifth time.

3: The next one. I love the planning and anticipation as I approach another grand randonné.

Now that you've done your 60 by 60, what's next?

More fun with more friends in more places. For as long as I can. 🚲

At Nogent Le Roi, the penultimate control of PBP 1999, with SIR friends Bill Dussler, Peter McKay, Duane Wright, Jim Trout, Wayne Methner, and Greg Cox.

—PHOTO CHRIS THOMAS





Mark's bike with usual 1200k kit at Ambrières-les-Vallées during 2019 Paris-Brest-Paris.

—PHOTO MARK THOMAS

a 1200 in France a few years ago, a rider with mechanical skills used my spare cable to fix a third rider's bike. That seemed worthwhile, so I still carry one. Cable ties—my rando handbook says they are required. A full set of compact allen keys (and a torx), tweezers, a

mini leatherman tool, some valve core extenders, the tire levers and patching materials, and a quick link tool with spare quicklinks all inhabit a tool wallet that had been wrapped in the same two nitrile gloves for over a year until they came out to pose for the picture. Chain

lube and a tiny rag, wrapped in another glove. The gloves keep the hands tidy during roadside repairs, a fact that I usually remember after I finish.

Clothing

I don't carry a lot of extra clothing on most rides. I wear what I need when I start and stuff the layers that I shed into my jersey pockets or strap them to the top of my tail bag with velcro straps. I rarely wear a jacket but keep a very compressible rain coat in my tail-bag along with a glove/mitten combo. I understand that the mylar emergency blanket can help with cold, but then I'd have to try to fold it up afterwards, so I just shiver instead. An irrational fear of misplacing my reflective gear has me carrying an extra mesh reflective vest strapped to the outside of the tailbag on most rides. 🚲

THE SIXTY

1999-2001

- 1999 Paris-Brest-Paris (France)
- 2001 London-Edinburgh-London (United Kingdom)

2002-2004

- 2002 Rocky Mountain 1200 (Canada)
- 2002 Boston-Montreal Boston (USA)
- 2003 Paris-Brest-Paris (France)

2005-2007

- 2005 Cascade 1200 (USA)
- 2006 Boston-Montreal Boston (USA)
- 2007 Paris-Brest-Paris (France)

2008-2010

- 2008 Great Southern Randonnee (Australia)
- 2009 Super Brevet Scandinavia (Denmark, Sweden, Norway)
- 2009 Last Chance 1200 (USA)
- 2010 Hokkaido 1200 (Japan)
- 2010 Perth-Albany-Perth (Australia)

2011-2013

- 2011 Paris-Brest-Paris (France)
- 2012 The Southern Kiwi Hunt (New Zealand)

- 2012 Korea Grand Randonnee (Korea)
- 2012 Colorado High Country 1200 (USA)
- 2012 Rocky Mountain 1200 (Canada)
- 2012 Taste of Carolina 1200 (USA)
- 2012 Great Southern Randonnee (Australia)
- 2013 Pingtung-Taipei-Pingtung 1200 (Taiwan)
- 2013 Texas Rando Stampede (USA)
- 2013 Herentals-Cosne-sur-Loire-Herentals 1200 (Belgium, France)
- 2013 Tour de Transdanubie 2013 (Hungary)
- 2013 Endless Mountains 1240 (USA)
- 2013 Taste of Carolina 1200 Coastal (USA)
- 2013 Sydney-Melbourne Alpine 1200 (Australia)

2014-2016

- 2014 Tour de Tasmanie 1200 (Australia)
- 2014 Korea Grand Randonnee (Korea)
- 2014 Baltic Star 1000 and One Lakes (Russia, Finland)
- 2014 Ronde Alienor d'Aquitaine (France)
- 2014 California Central Coast Randonnee (USA)
- 2014 Merselo-Verona 1200 (Netherlands, Germany, Switzerland, Austria, Italy)
- 2014 Perth-Albany-Perth (Australia)
- 2015 Mharo Rajasthan 1200 (India)
- 2015 Sunshine 1200 (USA)
- 2015 Paris-Brest-Paris (France)
- 2015 Taste of Carolina 1200 (USA)

- 2016 Okayama 1200 Shiny Spring (Japan)
- 2016 1001 Miglia Italia (Italy)
- 2016 Cracker Swamp 1200 (USA)
- 2016 Great Southern Randonnee (Australia)

2017-2019

- 2017 Tiki Tour 1200 (New Zealand)
- 2017 Carolina Spring 1200 (USA)
- 2017 Korea Grand Randonnee (Korea)
- 2017 999Miglia di Roma e del Sud (Italy)
- 2017 London-Edinburgh-London (United Kingdom)
- 2017 Super Brevet Scandinavia (Denmark, Sweden, Norway)
- 2017 Colorado Last Chance (USA)
- 2017 Portugal Alem Tejo 1200 (Portugal)
- 2017 Taste of Carolina (USA)
- 2017 Sydney-Melbourne Alpine 1200 (Australia)
- 2018 Randonneurs Mogi das Cruzes 1300 (Brazil)
- 2018 Mac & Cheese 1200 (USA)
- 2018 Perth-Albany-Perth (Australia)
- 2019 Carolina Spring 1200 (USA)
- 2019 Praga 1200 (Slovenia, Austria, Czech Republic, Slovakia, Hungary)
- 2019 Paris Brest Paris (France)
- 2019 Texas Hound Dog 1200 (USA)
- 2019 Geelong Flyer 1200 (Australia)

Continuous Quality Improvement: A New 400km Offered by Tidewater, VA Area

BY KEITH SUTTON

In the Tidewater area of Virginia, randonneurs are blessed with four other nearby active regions whose rides are within a three-hour drive. Nevertheless, we began as a region in RUSA because that drive posed a burden for local riders. Once we had a viable series of routes and riders could complete their Super Randonneur series locally, the feeling was that there was no need to develop new routes, especially given the offerings in nearby regions.

However, I wanted to offer routes that were more than just the right length. I wanted routes with the best scenery and the least traffic to showcase our region. Last season, I worked on revising the 400km route, the last of our routes that I considered satisfactory but not the best possible option.

I decided to try again to “play around” with the tools on mapping sites to develop a new 400km. Including some new options, and using controls I recalled from a permanent that is no longer in much use, I plugged in all the waypoints and stared in disbelief when the total distance came out to 400km. Favorably, the later controls were all known to be open twenty-four hours. The only concern I had was that with many new roads, I was far from certain if the route would really work, so I needed to at least drive it to check my cue sheet.

I was pleasantly surprised with both the roads and the new controls that will be used on this 400km brevet route. Like our other routes, this one emphasizes quiet rural roads and small towns. While there are fragments on the “new” sectors that I recognize from permanents I rode years ago, about one hundred miles of the route will be totally



Cypress trees at Windbourne Millpond.

—PHOTO KEITH SUTTON

new for most riders from our area.

Like all routes, this one has compromises. There are sections which have more vehicular traffic and are less scenic than I would like, but they seem less problematic and are shorter than on our previous 400km. Windbourne Millpond with its cypress trees has been on routes we’ve used, but riders have always completed this section at night so have never been able to appreciate the view.

I’m hopeful that riders will agree with me that this new route is more scenic and representative of our area. Some traffic is unavoidable, but there are not as many busy miles as before, and the busiest sections are mostly encountered at times of the day with better visibility. Popular controls were kept and new ones will provide better options for supplies, especially late in the ride. Consider joining us for our new 400km. 🚲

Mike Dayton crossing Pea Hill Creek section of Lake Gaston.

—PHOTO KEITH SUTTON



RUSA Awards

Galaxy Award

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

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

The qualifying distance for this award is based on all events on RUSA's calendar (ACP brevets and Flèches, RUSA brevets, populaires, arrows and darts), RUSA permanents, and 1200km events held in the United

States after 1999. Foreign events (including PBP) are not counted.

RUSA congratulates the riders who have earned this prestigious award.

NAME	CITY, STATE	APPROVED
Gottlieb, Gary P [3]	Aledo, TX	11/20/19
Driscoll, Dan [2]	Arlington, TX	11/20/19

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
Baxter, David P	Austin, TX	10/29/19
McDonald, David R [2]	Apex, NC	11/18/19
Muoneke, Vincent [8]	Federal Way, WA	11/5/19
Nadeau, Jay (F)	Altadena, CA	11/30/19
Shopland, Ian [3]	Olympia, WA	11/4/19
Tulloh, Robert F [3]	Austin, TX	10/27/19

Ultra R-12 Award

The Ultra R-12 Award recognizes the completion of 10 R-12s. There is no time limit; there may be gaps between any of the 12-month sequences that define each R-12.

It is likely that members will have applied previously for each of the ten component R-12 awards; however, it is not a requirement to have done so. A given month can only be used towards one Ultra R-12 award and one may earn only one Ultra R-12 award during a ten-year period. The applicant must be a RUSA member during each of the 120 months included in the ten 12-month periods.

RUSA congratulates the riders who earned and applied for the Ultra R-12 award.

NAME	CITY, STATE	APPROVED
Bingham, Bob	Graham, NC	12/3/19
Brougher, Michele S (F)	St Louis Park, MN	12/2/19
Furnari, Theresa A (F)	Baltimore, MD	11/19/19
Pearch, John	Olympia, WA	12/24/19
Pierce, Jason	Oakland, CA	12/17/19

RUSA Awards

R-12 Award Recipients

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

Events that count toward the R- 12 Award are:

- Any event on the RUSA calendar 200km or longer.
- Foreign ACP-sanctioned brevets and team events and RM-sanctioned events of 1200km or longer, provided that these non-US events account for no more than 6 of the 12 counting months.
- RUSA permanents 200km or longer.

RUSA congratulates the latest honorees, listed below.

NAME	CITY, STATE	APPROVED
Anderson, Randy T	Peoria, IL	11/16/19
Argo, Charles Christopher	Lake View, AL	11/16/19
Bigler, Wallace J [8]	Houston, TX	11/20/19
Bingham, Bob [10]	Graham, NC	12/3/19
Birdsell, Carl L.	St Joseph, MO	11/4/19
Brougher, Michele S (F) [10]	St Louis Park, MN	12/2/19
Bull, Nicholas [14]	Arlington, VA	1/25/20
Carlson, Drew [6]	Sacramento, CA	10/27/19
Counts, Robert	Bethesda, MD	12/2/19
Creyts, Timothy T	New York City, NY	1/7/20
Danovsky, David [3]	San Diego, CA	1/13/20
Dusel, Peter W [9]	Ontario, NY	12/9/19
Ellis, John Lee [14]	Lafayette, CO	1/19/20
Fischer, William [11]	Elmira, NY	1/2/20
Foley, Mary (F) [4]	New Egypt, NJ	12/30/19

Foley, Paul A [6]	Golden, CO	12/3/19
Furnari, Theresa A (F) [10]	Baltimore, MD	11/19/19
Griffith, Scott [2]	Black Hawk, CO	1/13/20
Hahn, Stephen E [2]	Glen Burnie, MD	10/30/19
Hands, Ian Page [9]	Asheville, NC	1/4/20
Hilton, David	Baltimore, MD	1/22/20
Hirschbruch, Estevam [5]	Weston, FL	1/30/20
Howell, James D	Brooklyn, NY	12/2/19
Jordan, Betty Jean (F) [6]	Monticello, GA	11/5/19
Klaassen, Spencer [14]	Saint Joseph, MO	12/8/19
Kline, Greg [8]	Newport Beach, CA	12/21/19
Marklein, B Richard [3]	Dunwoody, GA	12/9/19
Mathias Jr, John Paul [4]	Olathe, KS	12/2/19
McCaw, Richard Grant [10]	San Jose, CA	11/20/19
McDonald, David R [5]	Apex, NC	11/21/19
Metcalfe, Mark [12]	Duncanville, TX	1/21/20
Nicholson, Jack [8]	Arnold, MD	1/3/20
Pacino, Dana A (F) [13]	Aledo, TX	11/20/19
Pearch, John [10]	Olympia, WA	12/24/19
Pierce, Jason [6]	Oakland, CA	12/23/19
Russell, Bill [6]	Vineyard Haven, MA	11/14/19
Russell, Nancy (F) [4]	San Rafael, CA	12/20/19
Schenkel, Mark S [5]	Orlando, FL	11/10/19
Shapiro, Paul G [11]	Princeton Junction, NJ	2/2/20
Shenk, Catherine (F) [12]	Boulder, CO	1/19/20
Stolz, Sarah (F) [2]	Seattle, WA	1/3/20
Taylor, James C [3]	Cottage Grove, OR	1/6/20
Uz, Metin [7]	Palo Alto, CA	1/3/20
Vanderslice, Bill [5]	Sacramento, CA	11/1/19

RUSA Awards

The K-Hounds had a stellar year, with forty-eight randonneurs earning K-Hound status. Nine K-Hounds are women, thirteen are first-time K-Hound'ers, and three earned Ultra K-Hound status.

In a sport that is predominantly male, we are especially proud of our female K-Hounds. About 20% of our 2019 K-Hounds are women, well above the national average of female randonneurs.

I would like to extend a special welcome to our new K-Hounds. It is encouraging to see so many first-time K-Hounds joining the pack.

The east coast finished strong in 2019, with about thirteen K-Hounds: five from Florida, and an impressive four from New Jersey.

The west coast kept up their high mileage reputation: Seattle with nine and California with seven K-Hounds, for a total of sixteen.

The central states also did quite well this year, with a total of eighteen K-Hounds: eleven from Texas, three from Colorado, and two from Driftless in Wisconsin.

If you'd like to follow a few of the K-Hound shenanigans, join us on our K-Hound Facebook site. —*Dan Driscoll*

2019 K-Hound Awards

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

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

NAME	CLUB	DISTANCE
Acuff, Jan (F) [7]	Seattle International Randonneurs	10820
Akbarian, Hamid [4]	Northern Virginia Randonneurs	13202
Anderson, Randy	Driftless Randonneurs	10166
Deboer, Kelly [10]	San Diego Randonneurs	11322
Diehn, Dan [2]	Minnesota Randonneurs	10011
Driscoll, Dan [13]	Lone Star Randonneurs	12482
Ellis, John Lee [10]	Rocky Mountain Cycling Club	15863
Foley, Mary (F) [3]	New Jersey Randonneurs	12891
Foley, Paul A [2]	Rocky Mountain Cycling Club	10004
Gottlieb, Gary P [12]	Lone Star Randonneurs	18781
Green, Bill	Davis Bike Club	11015
Gryder, Susan L (F) [2]	Central Florida Randonneurs	11676
Haley, Joshua	Central Florida Randonneurs	10409
Hall, Mary (F)	Lone Star Randonneurs	10057
Hazelton, Stephen [9]	Lone Star Randonneurs	11358
Ishihara, Mitch	Seattle International Randonneurs	10002
Johnson, Ken [8]	Davis Bike Club	20251
Kanaby, Gary [4]	Lone Star Randonneurs	10329

Kimball, Hugh [8]	Seattle International Randonneurs	11436
Klaassen, Spencer [9]	Audax Kansas City	11428
Kline, Greg	Pacific Coast Highway Randonneurs	12070
Kline, Stacy (F)	Pacific Coast Highway Randonneurs	10237
Lebron, Gil [3]	New Jersey Randonneurs	10205
Lentz Jr, Herman P [3]	Randonneurs USA	13299
Lippincott, Jeff	Pennsylvania Randonneurs	11884
Maglieri, Christopher [3]	Eastern Bloc Cycling Club	10242
Martin, Charlie A	San Francisco Randonneurs	27423
McDonald, David R [2]	North Carolina Bicycle Club	10234
Metcalfe, Mark [6]	Lone Star Randonneurs	12551
Muoneke, Vincent [11]	Seattle International Randonneurs	12450
Newberry, Jeff [6]	Hill Country Randonneurs	15518
Nguyen, John D	Seattle International Randonneurs	12512
Pacino, Dana A (F) [10]	Lone Star Randonneurs	16767
Pearch, John [5]	Seattle International Randonneurs	10122
Preston, John [2]	South Florida Randonneurs	10908
Ross, Roy M [6]	San Francisco Randonneurs	11557
Russell, Amy (F)	Lone Star Randonneurs	10036
Schroeder, Henrik A. [2]	South Florida Randonneurs	12556
Shapiro, Paul G [7]	New Jersey Randonneurs	10345
Slocum, Christopher C. [2]	New Jersey Randonneurs	11044
Smith, Gregory [3]	Driftless Randonneurs	11511
Smith, Vernon	Rocky Mountain Cycling Club	10360
Stolz, Sarah (F)	Seattle International Randonneurs	10011
Swarts, Geoff [12]	Seattle International Randonneurs	10003
Thomas, Mark [12]	Seattle International Randonneurs	11146
Thompson, W David [8]	Central Florida Randonneurs	11017
Tulloh, Robert F [4]	Hill Country Randonneurs	11049
Wright, Pamela (F) [13]	Lone Star Randonneurs	11040

RUSA Awards

Ultra K-Hound is arguably one of the hardest RUSA awards to earn as it requires ten years of 10,000km of randonneuring rides per year.

Kongrats to Dana Pacino, Lone Star Randonneur's fourth female to have earned this prestigious award. Hats off as well to John Lee Ellis, RUSA President for many years. John Lee is not only Colorado's only RBA ever, but he is also Colorado's first K-Hound. Kudos as well to Kelly DeBoer with a very impressive rando career; in year five of his quest, he rode over 20,000km to earn his fifth of ten K-Hound Awards. Kelly is California's first K-Hound. —*Dan Driscoll*



Ultra K-Hound Award

The Ultra K-Hound Award recognizes the completion of ten (10) K-Hound Awards. There is no time limit; there may be gaps between any of the calendar years that define each K-Hound.

It is likely that members will have applied previously for each of the ten component K-Hound awards; however, it is not a requirement to have done so.

A given year can only be used towards one Ultra K-Hound award.

RUSA congratulates the riders who have earned and applied for the Ultra K-Hound award.

NAME	CLUB/ACP CODE	DIST (km)
DeBoer, Kelly	San Diego Randonneurs / 905140	11322
Ellis, John Lee	Rocky Mountain Cycling Club / 906002	15863
Pacino, Dana A (F)	Lone Star Randonneurs / 943026	16767



Sociable KHounders travel the world for their kilometers.

— PHOTOS DAN DRISCOLL



RUSA Awards

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.

Events that count toward the P-12 Award are:

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

NAME	CITY, STATE	APPROVED
Alexander, Ron [9]	Overland Park, KS	2/2/20
Anderson, Randy T	Peoria, IL	11/16/19
Austin, Jerry W [10]	Arlington, TX	12/16/19
Beck, Tom [2]	Sammamish, WA	11/4/19
Buschman, Robert W	Portland, OR	12/3/19
Cox, Kenyon [3]	Belpre, OH	11/11/19
Crierie, Alan	La Mesa, CA	11/28/19
Danovsky, David [4]	San Diego, CA	1/13/20
Foley, Paul A [2]	Golden, CO	12/3/19

Gottlieb, Gary P [7]	Aledo, TX	11/20/19
Huber, Kerin (F) [6]	Pasadena, CA	1/20/20
Knutson, Ken [7]	Tracy, CA	1/3/20
Lakwete, Angela (F) [4]	Auburn, AL	12/2/19
Lentz, Rick	Vineland, NJ	11/15/19
Lutz, Albert B [2]	Tigard, OR	11/5/19
McAlister, Grant [2]	Morro Bay, CA	11/1/19
McDonald, David R [2]	Apex, NC	11/28/19
Newman, Christine (F) [9]	Skillman, NJ	12/31/19
Ogilvie, Raymond [7]	North Plains, OR	1/10/20
Olsen, William [4]	Califon, NJ	1/20/20
Pacino, Dana A (F) [2]	Aledo, TX	11/20/19
Perera, Shan [9]	Seattle, WA	11/15/19
Ranson, Emily (F) [2]	Ellicott City, MD	1/26/20
Shapiro, Paul G [7]	Princeton Junction, NJ	2/2/20
Smith, Elizabeth A (F)	Redmond, WA	1/27/20
Stolz, Sarah (F) [2]	Seattle, WA	12/31/19
Tamas, Tibor [4]	Fort Worth, TX	10/29/19
Taylor, Scott A [5]	Austin, TX	12/6/19
Winczewski, Peg (F)	Tacoma, WA	11/10/19
Wynne, David I [2]	Virginia Beach, VA	12/9/19

Ultra P-12 Award

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

It is likely that members will have applied previously for each of the ten component P-12 awards; however, it

is not a requirement to have done so. A given month can only be used towards one Ultra P-12 award and one may earn only one Ultra P-12 award during a ten-year period. The applicant must be a RUSA member during each of the 120 months included in the ten 12-month periods.

NAME	CITY, STATE	APPROVED
Austin, Jerry W	Arlington, TX	12/16/19

RUSA Awards

Mondial Award

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

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

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

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

RUSA congratulates the riders who have earned this prestigious award.

NAME	CITY, STATE	APPROVED
Acuff, Jan (F) [2]	Seattle, WA	11/20/19
Akbarian, Hamid [2]	Lanham, MD	11/20/19
Barnell, Brenda (F) [2]	Dallas, TX	11/20/19
Beck, William A [2]	Woodbine, MD	11/20/19
Berka, Becky (F) [2]	Carmichael, CA	11/20/19
Bingham, Bob [2]	Graham, NC	11/20/19
Blacker, Rick [2]	Olympia, WA	11/20/19
Dayton, Michael J [2]	Raleigh, NC	11/20/19
DeBoer, Kelly [4]	Avery, TX	11/20/19
D'Elia, John	Middletown, CT	11/2/19
Driscoll, Dan [5]	Arlington, TX	11/20/19
Ellis, John Lee [4]	Lafayette, CO	11/20/19
Fenske, Charlie [2]	Arlington, TX	11/20/19
Gottlieb, Gary P [8]	Aledo, TX	11/20/19
Green, Bill	Nevada City, CA	11/26/19
Hazelton, Stephen [3]	Garland, TX	11/20/19
Horchoff, Patrick A [2]	River Ridge, LA	11/20/19
Huber, Kerin (F) [2]	Pasadena, CA	11/20/19
Johnson, Ken [4]	Sacramento, CA	11/20/19
Kimball, Hugh [3]	Seattle, WA	11/20/19
Klaassen, Spencer [3]	Saint Joseph, MO	11/20/19
Kline, Stacy (F)	Newport Beach, CA	11/27/19
Knutson, Ken [2]	Tracy, CA	11/20/19
Kramer, John C [2]	White Salmon, WA	11/20/19
Kratovil, Joe [2]	Lawrenceville, NJ	11/20/19
Mattina, Ken	Portland, OR	11/4/19
Mento, Chris [2]	Glen Burnie, MD	11/20/19
Metcalfe, Mark [4]	Duncanville, TX	11/20/19
Muoneke, Vincent [4]	Federal Way, WA	11/20/19
Myers, Mike [2]	Baxter Springs, KS	11/20/19
Myers, Nancy (F) [2]	Baxter Springs, KS	11/20/19
Nakai, David [2]	Fallbrook, CA	11/20/19
Newberry, Jeff [3]	Austin, TX	11/20/19
Newman, Christine (F) [2]	Skillman, NJ	11/20/19
Olsen, Mark W [2]	Rochester, MN	11/20/19
Olsen, William [2]	Califon, NJ	11/20/19
Pacino, Dana A (F) [4]	Aledo, TX	11/20/19
Pearch, John [2]	Olympia, WA	11/20/19
Peterson, Eric	Naperville, IL	11/26/19
Preston, John [2]	Plantation, FL	11/20/19
Prince, Gary	Seattle, WA	1/7/20
Schaaf, Daniel A [2]	Rowlett, TX	11/20/19
Schroeder, Henrik A. [2]	Lighthouse Point, FL	11/20/19
Sexton, Robert B	San Jose, CA	11/2/19
Shapiro, Paul G [2]	Princeton Junction, NJ	11/20/19
Stevens, Sharon (F) [4]	Richardson, TX	11/20/19
Stroethoff, Karel [2]	Missoula, MT	11/20/19
Sturgill, Michael R [2]	Phoenix, AZ	1/31/20
Swarts, Geoff [3]	Bellevue, WA	11/20/19
Thomas, Mark [4]	Kirkland, WA	11/20/19
Thompson, W David [2]	New Smyrna Beach, FL	11/20/19
Tyer, Vickie (F) [3]	Grandview, TX	11/20/19
Winczewski, Peg (F) [2]	Tacoma, WA	11/20/19
Wright, Pamela (F) [3]	Fort Worth, TX	11/20/19

RUSA Awards

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. Non-US ACP and RM brevets can be used provided that

these non-US events account for no more than 50% of the rides counted towards this award.

RUSA congratulates the riders who earned and applied for the Ultra Randonneur Award.

NAME	CITY, STATE	APPROVED
Hazelton, Stephen [2]	Garland, TX	1/6/20
Metcalfe, Mark [3]	Duncanville, TX	1/21/20
Pasch, Jon H	Bartlett, TN	1/14/20

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
11/14/2019	Muoneke, Vincent [5]	Federal Way, WA
EVENTS	Florida Sunshine 1200 Hound Dog 1200	
1/8/2020	Sturgill, Michael R [5]	Phoenix, AZ
EVENTS	Blue Ridge to Bay Cascade 1200 Coulee Challenge California Central Coast Randonnée	
1/29/2020	Thomas, Mark [5]	Kirkland, WA
EVENTS	Taste of Carolina Spring Hound Dog 1200	

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
1/2/2020	Sturgill, Michael R [3]	Phoenix, AZ
EVENTS	2017 Taste of Carolina Spring 2018 Blue Ridge to Bay 2018 Coulee Challenge 2018 California Central Coast Randonnée	

During the Joshua Tree to Las Vegas 300K, Leif Bjelland takes the lead on Kelbaker Road towards Mojave National Park.

—PHOTOS STACY KLINE

RUSA Awards

RUSA American Explorer Award

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.

Award criteria:

- Rides must be of the following types:
 - ACP brevets and flèches;
 - RUSA brevets, populaires, arrows and darts;
 - RUSA permanents and permanent populaires;

- RUSA sanctioned Super Randonnée permanents;
- 1200km events held in the United States after 1998.
- Routes must pass through or be contained within any of the 50 states of the United States, the District of Columbia, and U.S. territories (Puerto Rico, Guam, American Samoa, ...). Multiple states/territories can be achieved on a single ride.
- There is no time limit to earn this award.

Recognition

- A minimum of ten states or territories must be completed to receive initial recognition.

NAME	CITY, STATE	STATES ADDED	TOTAL STATES	APPROVED
Argo, Charles Christopher	Lake View, AL	10	10	1/20/20
Claussnitzer, Mario	Jackson Heights, NY	10	10	1/20/20
Edwards, Joe	Glenwood, IA	1	16	10/28/19
Ende, John Capn	Asheville, NC	12	12	1/6/20
Foley, Paul A	Golden, CO	6	40	12/3/19
Mortara, Rene	Flemington, NJ	10	10	12/25/19
Pearch, John	Olympia, WA	3	14	12/24/19
Perry, L D	St Joseph, MO	11	11	11/11/19
Rollman, Gary	Reading, PA	20	20	11/25/19
Schurman, Regina (F)	Lisle, IL	6	19	12/8/19
Slocum, Christopher C.	Toms River, NJ	3	21	11/5/19
Smith, Vernon M	Larkspur, CO	10	10	12/23/19
Sturgill, Michael R	Phoenix, AZ	25	25	1/2/20



RBA Directory

REGION & WEBSITE	RBA NAME & E-MAIL	RBA MAILING ADDRESS	RBA PHONE(S)
AK: Anchorage denalirandonneurs.org/	Burnley WILLIS ipsorando@gmail.com	2919 Breezewood Drive Anchorage AK 99517	907-382-0969
AL: Birmingham mgmbikeclub.org/AlabamaRando	Bruce HERBITTER Fullylugged@yahoo.com	1967 Chancellor Ridge Rd Prattville AL 36066	334-531-3468
AZ: Phoenix azbrevet.com	Mike STURGILL mikesturgill@cox.net	3501 E. Morrow Dr. Phoenix AZ 85050	602-702-2132
AZ: Tucson pactour.com/azbrevetsweek.html	Susan NOTORANGELO Notorangelo@pactour.com	P0 Box 303 Sharon WI 53585	262-736-2453 612-804-9970
CA: Davis davisbikeclub.org/ultra-distance-brevets-and-randonneuring	Debra BANKS banksdebra@gmail.com	P0 Box 19191 Sacramento CA 95819	720-933-1252
CA: Humboldt humboldttrandonneurs.com/	Eric LARSEN cirenesral@gmail.com	12 Meadow Way Fairfax CA 94930	510-326-5259 510-326-5259
CA: Los Angeles pchrandos.com	Kerin HUBER kerinhuber@gmail.com	1151 N. Vinedo Avenue Pasadena CA 91107	626-398-0483
CA: San Diego sdrandos.com	David DANOVSKY ddanovsky@gmail.com	8985 Calliandra Road San Diego CA 92126	410-570-8271 410-570-8271
CA: San Francisco sfrandonneurs.org/	Rob HAWKS rob.hawks@gmail.com	5630 Santa Cruz Ave. Richmond CA 94804	510-619-6509
CA: San Luis Obispo slorandonneur.org/	Vickie BACKMAN slorandonneur@gmail.com		805-242-1606 805-242-1606
CA: Santa Cruz santacruzrandonneurs.org	Bill BRYANT bill@bryant-springsteen.net	226 West Avenue Santa Cruz CA 95060	831-425-2939
CA: Santa Rosa santarosarandos.org/	Ryan THOMPSON SaRoRBA@gmail.com	1910 Camino del Prado Santa Rosa CA 95403	707-408-2824 707-408-2824
CO: Boulder rmccrides.com/brevets.htm	John Lee ELLIS jellisx7@gmail.com		
FL: Central floridarandonneurs.com/wordpress	Paul ROZELLE prozelle@gmail.com	1300 Friendly Way St. Petersburg FL 33705	727-498-8048 614-565-3483
FL: Gainesville http://gainesvillecyclingclub.org/	Travis MITCHELL travisamitchell@gmail.com	315 NE 8TH ST Gainesville FL 32601	352-258-3368
FL: Southern southfloridarandonneurs.info/	Henrik SCHROEDER henrik_schroeder@yahoo.com	2636 NE 26 Street Lighthouse Point FL 33064	954-784-3735 954-214-5718
GA: Atlanta audaxatlanta.com	Wayne KING waking@bellsouth.net	483 Jodeco Court Stockbridge GA 30281	678-908-3745
HI: Maui rmccrides.com/maui-randonneurs-main.htm	Lorin FOWLER mauirandonnuers@gmail.com		
IA: Central iowarandonneurs.net/	Greg COURTNEY iowarando@gmail.com	1916 Meadowlane Ave Ames IA 50010	515-233-3280 515-450-7901
IL: Chicago glrrando.org/	Michele BROUGHER murgaster@gmail.com	3924 N. Golf Drive Buckeye AZ 85396	952-215-1503
IN: Indianapolis sites.google.com/site/indianarandonneurs/home	William WATTS wwatts@butler.edu	2650 Kessler Boulevard North Drive Indianapolis IN 46222	317-925-5801

RBA Directory

REGION & WEBSITE	RBA NAME & E-MAIL	RBA MAILING ADDRESS	RBA PHONE(S)
KY: Louisville louisvillebicycleclub.org/	David KING dkrusa3390@gmail.com	3312 Cawein Way Louisville KY 40220	502-500-7351
LA: New Orleans	Patrick HORCHOFF larba1955@aol.com	8909 Ormond Place River Ridge LA 70123	504-738-1352 504-957-1768
MA: Boston nerandonneurs.org/	Sarah BERGSTROM sbergstrom@gmail.com	186 Woburn Street Medford MA 2155	781-874-2042 781-866-9303
MA: Westfield GreatRiverRide.com	Don PODOLSKI don@newhorizonsbikes.com	55 Franklin St. Westfield MA 1085	413-562-5237 413-562-5237 fax
MD: Capital Region dcrand.org/dcr/	Gardner DUVALL gdrando@gmail.com		410-347-9417 443-540-5711 410-223-4317 fax
MI: Detroit detroitrandonneurs.org/	Tom DUSKY tdusky@gmail.com	10705 Lincoln Dr Huntington Woods MI 48070	248-915-0222
MN: Twin Cities / Rochester mnrando.org/	Rob WELSH MNRando@aol.com	7907 Upper Hamlet Court Apple Valley MN 55124	612-801-4196 612-801-4196
MO: Kansas City audaxkc.com/	Spencer KLAASSEN sklaassen@ponyexpress.net	1617 S. 20th St. St. Joseph MO 64507	816-244-9692
MO: St. Louis stlrandonneurs.com/	Dennis SMITH dennis.neil.smith@gmail.com	1167 Kiefer Creek Meadows Ellisville MO 63021	314-606-1470
MT: Bozeman sites.google.com/site/montanarando/Home	Jason KARP belgradebobcat@msn.com	713 Cheery Drive Belgrade MT 59714	406-388-1099 406-599-2897
NC: Asheville air.bikeavl.com/	Luke HELLER ashevillerrandonneurs@gmail.com	15 Baker Place Asheville NC 28806	828-484-6225 828-484-6225
NC: High Point www.bicycleforlife.org/rusa/index.html	Tony GOODNIGHT bicycleforlife.org/contact-rusa.php	1939 Barringer Rd Salisbury NC 28147	980-224-3747
NC: Raleigh raleighrando.web.unc.edu/	Alan JOHNSON alanmj@mindspring.com	308 Ashe St Morrisville NC 27560	919-467-8457
NE: Omaha nebraskasandhillsrandonneurs.com	Spencer KLAASSEN sklaassen@ponyexpress.net	1617 S. 20th St. St. Joseph MO 64507	816-244-9692
NJ: NYC and Princeton njrandonneurs.org	Paul KRAMER RBA@NJRandonneurs.org	12 S. Mountain Ave, Apt. 40 Montclair NJ 7042	973-943-1686
NY: Central/Western distancerider.net	Peter DUSEL pdusel@sprintmail.com	1119 Lake Road Ontario NY 14519	315-524-8519
NY: Long Island lirando.org	Steve YESKO syesko@yahoo.com	93-38 71 Drive Forest Hills NY 11375	718-575-9313
NY: Saratoga adkultracycling.com	John J. CECERI JR john@adkultracycling.com	7 Pearl Street Schuylerville NY 12871	518-583-3708
OH: Columbus ohiorandonneurs.org	Alex BACHMANN alex@woh.rr.com		
OK: Norman facebook.com/groups/1514201805512796/	Michael SCHMIT meschmit65@gmail.com	325 Baker Street Norman OK 73072	405-401-3770
OR: Eugene will-rando.org	Michal YOUNG rba@will-rando.org	2310 McLean Boulevard Eugene OR 97405	541-556-9099 541-556-9099 541-346-5375 fax

RBA Directory

REGION & WEBSITE	RBA NAME & E-MAIL	RBA MAILING ADDRESS	RBA PHONE(S)
OR: Portland orrandonneurs.org/	Susan FRANCE susan.m.france@gmail.com	25797 SW Neill Rd. Newberg OR 97132	971-264-8473
PA: Eastern parandonneurs.com	Andrew MEAD admead@gmail.com	2028 Mallard Drive Lancaster PA 17601	717-397-4214 717-203-1471
PA: Pittsburgh pittsburghrandonneurs.com	De'Anna CALIGIURI deannacaligiuri5@gmail.com	210 Caroline Street, Apt. 1R Munhall PA 15120	412-952-7923
SD: Sioux Falls fallsarearando.wordpress.com/	Bruce JONES bruceajones@gmail.com	4716 South Sertoma Avenue Sioux Falls SD 57106	605-321-3715 605-321-3715 605-334-2591 fax
TN: Nashville harpethbikeclub.com/ultra/	Jeff SAMMONS jcs_396@yahoo.com	1512 Aberdeen Dr Brentwood TN 37027	615-587-2261
TX: Austin hillcountryrandonneurs.org	Wayne DUNLAP wgdunlap@aol.com	3108 Creeks Edge Parkway Austin TX 78733	512-402-9953 408-857-5458 512-372-7139 fax
TX: Dallas lonestarrandon.org/	Dan DRISCOLL dandriscoll1@me.com	2811 Hollywood Dr Arlington TX 76013	817-925-0158 817-461-5100 fax
TX: Houston houstonrandonneurs.org	Wallace BIGLER wjbigler@aol.com	15823 Brook Forest Dr Houston TX 77059	281-687-7134
TX: West Texas pbbatx.com//randonneur/	Charles ADAMS cjadams@ee-partners.com	4004 Fox Hollow Ct. Midland TX 79707	432-694-8284 432-559-4330
UT: Salt Lake City SaltLakeRandos.org	Richard STUM richard@eogear.com	11874 E 18500 N Mt. Pleasant UT 84647	435-462-2275 435-851-9558
VA: Northern cyclingforever.com/	Hamid AKBARIAN info@cyclingforever.com	10042 Dorsey Lane Lanham MD 20706	561-843-3770 561-843-3770
VA: Tidewater tidewaterrando.com/	Keith SUTTON sksuttonmd@cox.net	1104 Battle Royal Cir. Virginia Beach VA 23455	757-252-9050
WA: Seattle www.seattlerandonneur.org	Theo ROFFE randotheo@gmail.com	1111 29th Ave - Apt A Seattle WA 98122	916-342-5091
WI: Western driftlessrandos.org	Greg SMITH driftlessrandos@gmail.com	23295 McDougal Lane Richland Center WI 53581	608-475-2040



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that will give you a lifetime of service and enjoyment, for less than you might expect.

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Far left, Roger Peskett riding towards Kelso in Mojave National Preserve. John and Ann Jurczynski on tandem tore up the course after finishing PBP Charlie Miller pace! Sunlight in Joshua Tree in the Mojave National Preserve. Above, Stacy Kline, Willie Hunt and Greg Kline all packed up and ready to head back to Joshua Tree!

—PHOTOS BY STACY AND GREG KLINE

RUSA Events

REGION	RBA NAME	RUSA EVENTS
AK: Anchorage	Burnley WILLIS	05/02 (100 km) 05/16 (100 km) 05/24 (dart populaire) 06/06 (100 km) 06/13 (100 km) 06/27 (100 km) 06/28 (100 km) 07/22 (100 km) 08/22 (100 km) 09/12 (100 km)
AL: Birmingham	Bruce HERBITTER	01/04 (100 km) 01/04 (200 km) 01/18 (100 km) 01/30 (100 km) 02/01 (200 km) 02/02 (100 km) 02/15 (121 km) 08/22 (100 km) 12/12 (100 km)
AZ: Phoenix	Mike STURGILL	01/04 (109 km) 01/18 (100 km)
CA: Davis	Debra BANKS	01/01 (103 km) 01/20 (200 km) 02/02 (100 km) 10/10 (dart populaire) 10/10 (dart) 10/24 (100 km) 10/24 (200 km) 10/24 (300 km) 11/14 (100 km) 12/31 (103 km) 12/31 (200 km)
CA: Humboldt	Eric LARSEN	05/09 (200 km) 06/20 (300 km)
CA: Los Angeles	Kerin HUBER	01/19 (108 km) 01/26 (100 km) 02/02 (109 km) 02/09 (202 km) 02/15 (200 km) 03/01 (200 km) 03/14 (200 km) 09/19 (110 km) 10/25 (200 km) 11/14 (203 km) 12/19 (201 km)
CA: San Diego	David DANOVSKY	01/05 (100 km) 01/26 (100 km) 02/01 (101 km) 03/15 (102 km) 04/12 (116 km) 05/02 (102 km) 06/07 (104 km) 07/11 (102 km) 08/01 (102 km) 09/05 (109 km) 10/03 (101 km) 10/11 (201 km) 11/01 (102 km) 11/08 (209 km) 12/12 (119 km)
CA: San Francisco	Rob HAWKS	01/12 (117 km) 03/08 (109 km) 06/13 (dart populaire) 06/13 (dart) 08/02 (103 km) 08/02 (112 km) 08/16 (200 km) 10/17 (200 km) 10/31 (200 km) 11/14 (200 km) 12/05 (205 km)
CA: Santa Cruz	Bill BRYANT	01/18 (100 km) 02/08 (130 km) 03/14 (130 km) 04/26 (112 km) 05/24 (112 km) 06/20 (100 km)
CO: Boulder	John Lee ELLIS	01/04 (200 km) 01/18 (200 km) 01/26 (100 km) 02/01 (200 km) 03/07 (200 km) 03/08 (108 km) 03/15 (108 km) 04/05 (121 km) 04/25 (dart populaire) 09/26 (dart) 11/07 (200 km) 12/05 (200 km)
FL: Central	Paul ROZELLE	06/06 (100 km)
FL: Southern	Henrik SCHROEDER	01/25 (207 km)
GA: Atlanta	Wayne KING	08/01 (200 km) 08/22 (200 km) 09/05 (300 km) 11/14 (200 km) 12/05 (200 km) 12/19 (100 km)
IA: Central	Greg COURTNEY	01/25 (200 km) 02/08 (200 km) 03/07 (200 km) 04/11 (110 km) 05/02 (110 km) 05/30 (110 km) 10/03 (110 km)
IL: Chicago	Michele BROUGHER	05/24 (dart)
IN: Indianapolis	William WATTS	03/08 (100 km) 05/24 (100 km)
LA: New Orleans	Patrick HORCHOFF	01/14 (107 km)
MA: Boston	Sarah BERGSTROM	04/04 (100 km) 08/29 (200 km) 10/17 (200 km)
MA: Westfield	Don PODOLSKI	03/15 (100 km) 10/11 (100 km) 10/11 (170 km) 12/06 (200 km)
MD: Capital Region	Gardner DUVALL	01/01 (207 km) 01/04 (132 km) 01/10 (200 km) 01/11 (200 km) 01/18 (132 km) 01/20 (205 km) 01/25 (200 km) 09/26 (100 km) 10/17 (200 km) 11/07 (200 km) 12/05 (200 km)
MI: Detroit	Tom DUSKY	04/04 (100 km) 08/16 (100 km)
MN: Twin Cities / Rochester	Rob WELSH	01/04 (200 km) 01/18 (100 km) 01/23 (200 km) 02/01 (200 km) 02/08 (100 km) 02/22 (100 km) 03/07 (200 km) 03/08 (100 km) 03/21 (100 km) 05/09 (100 km) 06/13 (100 km) 08/01 (135 km) 08/01 (200 km) 08/22 (200 km) 10/03 (200 km) 10/17 (100 km)

REGION	RBA NAME	RUSA EVENTS
MO: Kansas City	Spencer KLAASSEN	01/01 (149 km) 01/01 (201 km) 01/04 (104 km) 01/04 (202 km) 01/25 (114 km) 02/01 (104 km) 02/01 (202 km) 02/08 (111 km) 03/14 (114 km) 03/28 (114 km) 09/20 (100 km)
NC: Raleigh	Alan JOHNSON	01/18 (100 km)
NE: Omaha	Spencer KLAASSEN	06/12 (250 km)
NJ: NYC and Princeton	Paul KRAMER	01/04 (100 km) 01/11 (100 km) 01/18 (100 km) 01/20 (200 km) 01/25 (100 km) 02/01 (100 km) 07/11 (dart)
NY: Central/Western	Peter DUSEL	01/12 (100 km) 02/22 (100 km)
NY: Long Island	Steve YESKO	04/18 (120 km)
NY: Saratoga	John J. CECERI JR	03/08 (100 km)
OH: Columbus	Alex BACHMANN	01/05 (100 km) 01/26 (200 km)
OR: Eugene	Michal YOUNG	01/04 (200 km) 02/22 (100 km) 03/08 (100 km) 05/09 (100 km)
OR: Portland	Susan FRANCE	01/01 (109 km) 02/08 (105 km) 03/21 (100 km) 04/04 (110 km) 05/09 (150 km) 11/07 (100 km)
PA: Eastern	Andrew MEAD	01/04 (200 km) 02/01 (200 km) 03/08 (100 km) 10/17 (150 km) 10/17 (200 km) 11/07 (200 km) 12/05 (200 km)
TN: Nashville	Jeff SAMMONS	01/18 (200 km) 01/28 (200 km) 11/28 (100 km) 11/28 (200 km)
TX: Austin	Wayne DUNLAP	01/04 (100 km) 01/11 (144 km) 01/25 (100 km) 02/01 (100 km) 02/22 (100 km) 03/14 (100 km) 10/03 (200 km) 10/17 (300 km) 10/31 (dart populaire) 11/07 (400 km) 12/05 (600 km) 12/12 (200 km)
TX: Dallas	Dan DRISCOLL	01/01 (100 km) 01/04 (202 km) 01/11 (213 km) 01/11 (331 km) 01/12 (101 km) 01/13 (105 km) 02/01 (110 km) 02/02 (101 km) 03/08 (107 km) 03/14 (211 km) 03/28 (325 km) 04/25 (317 km) 05/02 (207 km) 05/09 (102 km) 05/23 (217 km) 05/23 (309 km) 06/13 (210 km) 06/27 (362 km) 09/05 (362 km) 10/24 (217 km) 10/24 (300 km) 11/14 (400 km) 11/21 (300 km) 11/28 (100 km) 11/28 (210 km) 12/05 (200 km) 12/12 (114 km) 12/12 (211 km)
TX: Houston	Wallace BIGLER	01/11 (111 km) 01/25 (106 km) 02/22 (111 km) 08/08 (200 km) 12/05 (200 km)
TX: West Texas	Charles ADAMS	01/04 (100 km)
UT: Salt Lake City	Richard STUM	01/18 (100 km) 01/25 (200 km) 01/31 (100 km) 02/01 (200 km) 02/08 (200 km) 03/14 (103 km) 03/27 (600 km) 04/18 (109 km)
VA: Northern	Hamid AKBARIAN	01/11 (103 km) 01/20 (103 km) 03/28 (100 km) 04/11 (100 km) 04/25 (100 km) 05/16 (100 km)
VA: Tidewater	Keith SUTTON	01/01 (100 km)
WA: Seattle	Theo ROFFE	01/01 (100 km) 01/01 (203 km) 01/18 (100 km) 01/18 (200 km) 01/25 (100 km) 01/26 (200 km) 03/08 (100 km) 03/21 (100 km) 04/24 (100 km) 06/27 (100 km) 08/01 (132 km) 09/26 (dart populaire) 12/19 (100 km)
WI: Western	Greg SMITH	03/08 (100 km) 10/17 (200 km)

ACP Events

COUNTRY	ORGANISER CLUB NAME	RBA NAME	EMAIL ADDRESS	200	300	400	600	1000	1200	fleche	Trace	
Alaska (AK)	Denali Randonneurs	Burnley WILLIS	bjporando@gmail.com	25-Apr-20 6-Jun-20 12-Sep-20	2-May-20 13-Jun-20 22-Aug-20	16-May-20 22-Aug-20	6-Jun-20 22-Aug-20	8-Aug-20				
Alabama (AL)	Montgomery Bicycle Club	Bruce HERBITTER	Fullyjugged@yahoo.com	20-Jun-20	18-Apr-20							
Arizona (AZ)	Arizona Randonneurs	Mike STURGILL	mikesturgill@cox.net	4-Jan-20 22-Feb-20	28-Mar-20 4-Mar-20	1-Feb-20	7-Mar-20 28-Mar-20					
	PAC Tour	Susan NOTORANGELO	Notorangel@pactour.com	7-Mar-20 21-Mar-20	18-Mar-20							
California (CA)	Davis Bike Club	Debra BANKS	banksdebra@gmail.com	1-Jan-20 31-May-20	29-Feb-20 20-Sep-20	30-May-20	18-Apr-20 2-May-20					
	Humboldt Randonneurs	Eric LARSEN	cinestra@gmail.com	1-Jan-20	25-Jan-20	4-Apr-20						
	Pacific Coast Highway Randonneurs	Kerin HUBER	kerinhuber@gmail.com	3-May-20 26-Sep-20	25-Jul-20 8-Aug-20		21-Mar-20 4-Apr-20					
	San Diego Randonneurs	David DANOVSKY	ddanovsk@gmail.com	11-Jan-20 12-Jul-20	8-Feb-20 22-Aug-20	20-Jun-20	29-Feb-20 20-Jun-20				10-Apr-20	
	San Francisco Randonneurs	Rob HAWKS	rob.hawks@gmail.com	25-Jan-20 21-Mar-20	8-Feb-20 26-Apr-20	7-Mar-20 17-May-20	7-Mar-20 19-Sep-20	25-Apr-20 15-Aug-20			25-Jun-20 10-Apr-20	
	San Luis Obispo Randonneurs	Vickie BACKMAN	slorandonneur@gmail.com	11-Jan-20	15-Feb-20		16-Feb-20					
	Santa Cruz Randonneurs	Bill BRYANT	bill@bryant-springsteen.net	14-Mar-20			14-Apr-20	9-May-20				
	Santa Rosa Randonneurs	Ryan THOMPSON	SaforBA@gmail.com	18-Jan-20 8-Aug-20	25-Feb-20 12-Sep-20	14-Mar-20	4-Apr-20	22-Sep-20				
Colorado (CO)	Rocky Mountain Cycling Club	John Lee ELLIS	jellix7@gmail.com	11-Apr-20 11-Jun-20	8-Feb-20 18-Apr-20	21-Mar-20 11-Jul-20	9-May-20 1-Aug-20	16-May-20 19-Sep-20	30-May-20 20-Jun-20	6-Jun-20 13-Jul-20	20-Jun-20 13-Jul-20	1-May-20
	Central Florida Randonneurs	Paul ROZELLE	prozelle@gmail.com	15-Aug-20 18-Jan-20	12-Sep-20 17-Jul-20	3-Oct-20	19-Jan-20					
Florida (FL)	Gainesville Cycling Club	Travis MITCHELL	travismitche1@gmail.com	8-Feb-20			8-Feb-20					
	South Florida Randonneurs	Henrik SCHROEDER	henrik_schroeder@yahoo.com	11-Jan-20	11-Jan-20	2-May-20	15-Feb-20					
Georgia (GA)	Audax Atlanta	Wayne KING	waking@bellsouth.net	18-Jul-20								
Hawaii (HI)	Mauui Randonneurs	Lorin FOWLER	maurandonneur@gmail.com	18-Jul-20								
Iowa (IA)	Iowa Randonneurs	Greg COURTNEY	lowrandn@iowar.com	11-Apr-20 20-Jun-20	2-May-20 12-Sep-20	30-May-20 3-Oct-20	2-May-20 16-May-20	20-Jun-20 14-Jun-20	12-Sep-20 6-Sep-20	20-Jun-20 27-Jun-20	12-Sep-20 5-Sep-20	13-Aug-2020 (1261 km) 22-May-20
Illinois (IL)	Great Lakes Randonneurs	Michele BROUGHER	murgaste@gmail.com	27-Jun-20 26-Sep-20	11-Jul-20 5-Sep-20							
Indiana (IN)	Indiana Randonneurs	William WATTS	wwatts@butler.edu	4-Apr-20 6-Jun-20	18-Apr-20 20-Jun-20	9-May-20 26-Sep-20	9-May-20	30-May-20				
Kentucky (KY)	Louisville Bicycle Club	David KING	dkrusa390@gmail.com	21-Mar-20			11-Apr-20					
Louisiana (LA)	Crescent City Randonneurs	Patrick HORCHOFF	lrb3195@aol.com	18-Jan-20	29-Feb-20	14-Mar-20	14-Mar-20					
Massachusetts (MA)	New England Randonneurs	Sarah BERGSTROM	sbergstrom@gmail.com	28-Mar-20 13-Jun-20	25-Apr-20	16-May-20	16-May-20					29-May-20
	New Horizons Cycling Club	Don PODOLSKI	don@newhorizonsbikes.com	29-Mar-20 21-Mar-20	2-May-20 8-Aug-20	20-Jun-20 11-Oct-20	19-Apr-20 8-Aug-20	6-Jun-20				
Maryland (MD)	DC Randonneurs	Gardner DUVALL	gdrandn@gmail.com	7-Mar-20	21-Mar-20	12-Sep-20	2-May-20					
Michigan (MI)	Detroit Randonneurs	Tom DUSKY	tdusky@gmail.com	11-Apr-20	25-Apr-20	13-Jun-20	25-Apr-20	9-May-20				
Minnesota (MN)	Minnesota Randonneurs	Rob WELSH	MNRandn@aol.com	25-Apr-20 16-May-20	2-May-20 30-Jun-20	9-May-20 11-Jul-20	9-May-20 30-Jun-20	16-May-20 16-May-20	30-Jun-20	6-Jun-20	29-May-20	

ACP Events (continued)

Missouri (MO)	Audax Kansas City	Spencer KLAASSEN	sklaassen@ponyexpress.net	14-Mar-20 19-Sep-20	21-Mar-20 20-Sep-20	28-Mar-20	28-Mar-20	4-Apr-20	19-Sep-20	25-Apr-20	9-May-20	10-Apr-20
	St. Louis Randonneurs	Dennis SMITH	dennis.neil.smith@gmail.com	14-Mar-20 2-May-20	4-Apr-20 18-Apr-20	18-Apr-20	18-Apr-20	2-May-20	2-May-20	18-Apr-20	2-May-20	
Montana (MT)	Gallatin Valley Bicycle Club	Jason KARP	belgraderboba@msn.com	2-May-20	2-May-20	6-Jun-20	6-Jun-20				17-Jul-20	
North Carolina (NC)	Ashville International Randonneurs	Luke HELLER	ashvilleirandonneurs@gmail.com	4-Apr-20	9-May-20	18-Apr-20	18-Apr-20	30-May-20	13-Jun-20	13-Jun-20	27-Jun-20	
	Bicycle For Life Club	Tony GOODNIGHT	bicycleforlife.org/contact-rusa.php	4-Jan-20 7-Mar-20 26-Sep-20	11-Jan-20 11-Jul-20 11-Jul-20	22-Feb-20 8-Aug-20	11-Jan-20 8-Aug-20	7-Mar-20 26-Sep-20	7-Mar-20 26-Sep-20	18-Jan-20 10-Oct-20	18-Jan-20 10-Oct-20	30-Apr-2020 (1200 km)
	North Carolina Bicycle Club	Alan JOHNSON	alanmj@mindspring.com	11-Apr-20 14-Jun-20	18-Apr-20 15-Jun-20	13-Jun-20	13-Jun-20	25-Apr-20	16-May-20	16-May-20	6-Jun-20	
Nebraska (NE)	Nebraska Sandhills Randonneurs	Spencer KLAASSEN	sklaassen@ponyexpress.net	11-Apr-20 14-Jun-20	18-Apr-20 15-Jun-20	13-Jun-20	13-Jun-20	25-Apr-20	16-May-20	16-May-20	10-Oct-20	
New Jersey (NJ)	New Jersey Randonneurs	Paul IRAMER	RBA@NJRandonneurs.org	11-Apr-20	25-Apr-20	16-May-20	16-May-20	16-May-20	30-May-20	30-May-20	13-Jun-20	2-Aug-2020 (1200 km)
New York (NY)	Finger Lakes Randonneurs	Peter DUSEL	pdusel@sprintmail.com	26-Jan-20 18-Apr-20 10-Oct-20	23-Feb-20 2-May-20	29-Mar-20 19-Sep-20	16-May-20	8-Aug-20	5-Jun-20	5-Jun-20	20-Jun-20	2-Aug-2020 (1200 km) 8-Jul-2020 (1200 km) 9-Jul-20
	Long Island Randonneurs	Steve YESKO	syeko@yahoo.com	9-May-20	9-May-20	20-Jun-20	20-Jun-20		18-Jul-20	18-Jul-20	8-Aug-20	
	Upstate NY Brevet Series	John J. CECERUR	john@adkulturcycling.com	29-Mar-20	29-Mar-20	26-Apr-20	26-Apr-20	4-Apr-20	9-May-20	9-May-20	6-Jun-20	
Ohio (OH)	Ohio Randonneurs	Alex BACHMANN	alex@wotr.com	21-Mar-20	21-Mar-20	4-Apr-20	4-Apr-20		9-Apr-20	9-Apr-20	30-May-20	1-May-20
Oklahoma (OK)	Oklahoma Randonneurs	Michael SCHMIT	mcschmit65@gmail.com	18-Jan-20	18-Jan-20						20-Jun-20	
Oregon (OR)	South Willamette Randonneurs	Michal YOUNG	phu@will-rando.org	21-Mar-20 6-Jun-20	28-Mar-20 6-Jun-20	24-May-20	20-Jun-20	18-Jul-20	31-Jul-20	31-Jul-20	20-Jun-20	
	Oregon Randonneurs	Susan FRANCE	susan.m.france@gmail.com	1-Jan-20 4-Apr-20 3-Oct-20	8-Feb-20 6-Jun-20	7-Mar-20 7-Jun-20	7-Mar-20	9-May-20	6-Jun-20	6-Jun-20	27-Jun-20	26-Jun-20
	Pennsylvania Randonneurs	Andrew MEAD	admead@gmail.com	14-Mar-20	20-Jun-20	11-Jul-20	4-Apr-20		2-May-20	2-May-20	30-May-20	17-Apr-20
	Western Pennsylvania Wheelmen	Dr Anna CALIGIURI	deannacaligiuri5@gmail.com	1-Aug-20 19-Apr-20	12-Sep-20	9-May-20	9-May-20		23-May-20	23-May-20	12-Sep-20	
South Dakota (SD)	Falls Area Randonneurs	Bruce JONES	brucejones@gmail.com	25-Apr-20	16-May-20	13-Jun-20	13-Jun-20		11-Jul-20	11-Jul-20	9-May-20	
Tennessee (TN)	Harpeth Bicycle Club	Jeff SAMMONS	jcs_3916@yahoo.com	25-Jan-20 21-Mar-20	22-Feb-20 18-Jan-20	14-Mar-20 8-Feb-20	21-Mar-20	11-Apr-20	11-Apr-20	9-May-20	18-Apr-20	
	Hill Country Randonneurs	Wayne DUNLAP	wgdunlap@aol.com	4-Jan-20 7-Mar-20	11-Apr-20 4-Jun-20	9-May-20 8-Feb-20	8-Feb-20	15-Feb-20	7-Mar-20	7-Mar-20	21-Mar-20	4-Apr-20
	Lone Star Randonneurs	Dan DRISCOLL	dandriscoll@me.com	1-Jan-20 28-Mar-20 7-Sep-20	25-Jan-20 25-Apr-20 27-Jun-20	22-Feb-20 9-May-20 8-Aug-20	25-Jan-20 13-Jun-20	22-Feb-20 10-Oct-20	14-Mar-20 23-May-20 26-Sep-20	28-Mar-20 23-May-20	25-Apr-20 5-Sep-20	10-Apr-20
	Houston Randonneurs	Wallace BIGLER	wbigler@aol.com	11-Jan-20 18-Apr-20 25-Jan-20	22-Feb-20 13-Jun-20 10-Oct-20	21-Mar-20	22-Feb-20	21-Mar-20	13-Jun-20	21-Mar-20	18-Apr-20	10-Oct-20
	West Texas Randonneurs	Charles ADAMS	cjadams@ee-partners.com	14-Mar-20 11-Jul-20	18-Apr-20 8-Aug-20	16-May-20	16-May-20	26-Jun-20	11-Jul-20	26-Jun-20	26-Jun-20	
Utah (UT)	Salt Lake Randonneurs	Richard STUM	richard@eogear.com	11-Jul-20	8-Aug-20	8-Aug-20	8-Aug-20		26-Jun-20	26-Jun-20	26-Jun-20	
	Northern Virginia Randonneurs	Hamid ANBARAN	info@cyclingforever.com	28-Mar-20	6-Jun-20	11-Apr-20	11-Apr-20		25-Apr-20	25-Apr-20	16-May-20	3-Jun-2020 (1200 km)
	Tidewater Randonneurs	Keith SUTTON	skstuttomd@cox.net	21-Mar-20	4-Apr-20	4-Apr-20	4-Apr-20		18-Apr-20	18-Apr-20	23-May-20	
Washington (WA)	Seattle International Randonneurs	Theo ROFFE	renothteo@gmail.com	28-Mar-20 25-Apr-20	4-Apr-20 11-Jul-20	5-Apr-20 1-Aug-20	11-Apr-20 5-Jun-20	18-Apr-20 25-Jul-20	26-Apr-20	1-May-20	8-Aug-20	22-Aug-2020 (1200 km)
	Driftless Randonneurs	Greg SMITH	driftlessrandonneurs@gmail.com	18-Apr-20 10-Oct-20	2-May-20	9-May-20	2-May-20	9-May-20	16-May-20	9-May-20	27-Jun-20	15-May-20

AMERICAN RANDONNEUR

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