

# AMERICAN RANDONNEUR

Volume Thirteen Issue #3

Fall 2010



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## Message from the President

As the excitement revs up for PBP next year, I'd like to take the opportunity to remind our members of the strength of our domestic 1200k program. It is not necessary to travel abroad to find an outlet for your grand randon-  
née energies as there are several fine domestic options next year and beyond.



LOIS SPRINGSTEEN

Boston-Montreal-Boston (BMB) 1200k was founded in 1988 by Boston natives, and PBP anciens Charles Lamb and Hauke Kite-Powell. Back then, BMB was the only 1200k in North America, and was scheduled to take place every year, except in PBP years, per the Randonneurs Mondiaux non-competition agreement that was in place at that time. Fifteen riders completed the first BMB and an astonishing 1,367 people participated in BMB during its entire history. BMB was transitioned over to Jennifer Wise in 1993, who ran the event until 2006. In 1998, when Randonneurs USA was founded, BMB became the first RUSA-sanctioned 1200k Grand Randonnée event. The BMB 1200k route is now a RUSA approved permanent ride.

The Gold Rush Randonnée and the Last Chance 1200 were added to RUSA's program in 2001. The Gold Rush Randonnée, directed by Daryn Dodge and then most recently by Dan Shadoan, is held every four years in Northern California and is very well supported by the Davis Bike Club. The route travels from Davis to Davis Creek (near Goose Lake, Oregon) and back. Its generous rider limit, along with the superb support of the Davis Bike Club has made this one of the most well-attended domestic 1200k events. The Last Chance, directed by John Lee Ellis has been held in non-PBP years since 2001. The Colorado Last Chance continues to attract new riders — not a bad choice for your first 1200k, or a “different” 1200k from those you've ridden — and loyal veterans, too, who find something evocative in the big sky landscape.

In 2005, Mark Thomas and his Seattle International Randonneurs added the Cascade 1200k and it's been held in late June of 2006, 2008 and 2010. This year's route, directed by Mark Roehrig, was 1240k with some variations from previous years. This group-oriented event with common overnight stops features the Columbia Gorge and northern Cascade regions of Washington with long, steady climbs. Visit the Seattle International Randonneurs rich website to read stories and see photos of this beautiful event.

In October of 2006, The Bonifay Cycling Challenge was held in Florida and six hearty members finished that one-time event.

In 2008, Matt Settle (Randonneurs of the Mid-Atlantic) organized the first Shenandoah 1200 and it's been held in June each year since then.

■ Continued on page 4

# adventureCORPS™ Presents



**February 26, 2011**

**Death Valley Century, 150, and Double Century™ - Spring Edition**, an annual tradition since 1991, provides incredible, one-of-a-kind, 100-, 150-, and 200-mile cycling routes past Badwater and over the passes to Shoshone and back in Mother Nature's greatest sports arena, Death Valley National Park!



**March 26, 2011**

**Hell's Gate Hundred™** includes locations and sights that are not visited in any other one-day cycling event in Death Valley National Park, including Artist Drive, Daylight Pass, and the ghost town of Rhyolite. The 100-mile route features 8500 feet of elevation gain, while a 65-mile version is also offered.



**April 16, 2011**

**Mount Laguna Bicycle Classic™** was first held in 2010 and features 101 miles with nearly 11,000 feet of climbing and three different ascents of San Diego County's Mount Laguna! There are just three stop signs and NO traffic lights on this incredible route which starts and finishes in Pine Valley, CA!



**October 29, 2011**

**Death Valley Century and Double Century™ - Fall edition** offers unique 100-mile and 200-mile cycling routes in the northern end of Death Valley National Park, includes lunch on the lawn of world famous Scotty's Castle and, for double riders, visits Ubehebe Crater, and Hell's Gate.

For information, registration, and much more, visit [www.adventurecorps.com](http://www.adventurecorps.com)



# RUSA Welcomes Its New Members!

#	Name	City	State/Country	#	Name	City	State/Country
<b>ALABAMA</b>				<b>DISTRICT OF COLUMBIA</b>			
6305	Blake Pittman	Birmingham	AL	6243	Scott Renda	Washington	DC
<b>ALASKA</b>				<b>FLORIDA</b>			
6233	Ted Timmons	Eagle River	AK	6270	Francisco R Gonzalez	Miami	FL
6249	Kirk Louthan	Anchorage	AK	<b>GEORGIA</b>			
6257	Bob Eder	Eagle River	AK	6268	Stephen Bradley	Eatonton	GA
6282	Joy McLaurin	Anchorage	AK	<b>IOWA</b>			
6284	Jill Valerius	Palmer	AK	6240	Keri Mounce	Blue Grass	IA
6285	Kristin W Wolf	Palmer	AK	6318	Daniel Baldi	Des Moines	IA
6290	William V Estes	Anchorage	AK	<b>ILLINOIS</b>			
6291	Kathy Estes	Anchorage	AK	6239	Stephen A Wheeler	Chicago	IL
6302	Thomas A Dosik	Anchorage	AK	6254	Michael Leinartas	Oak Park	IL
6333	Kathy Faryniarz	Anchorage	AK	6269	Algis Tamosiunas	Chicago	IL
<b>ARIZONA</b>				6283	Stephen A Paca	Springfield	IL
6274	Chuck Williamson	Tucson	AZ	6292	James Flesch	Deerfield	IL
6275	Sharon Goldwasser	Tucson	AZ	6293	Francyn Flesch	Deerfield	IL
<b>CALIFORNIA</b>				6300	Herb Munsterman	Hoffman Estates	IL
6235	Richard Fisher	Oakland	CA	<b>INDIANA</b>			
6237	Esteban del Rio	San Diego	CA	6296	Michael Sunderman	Fort Wayne	IN
6244	Peter Iannuzzi	Santa Clara	CA	6308	Matthew Graham	Hanover	IN
6256	William Mark Blore	Coronado	CA	6309	Robert Graham	Hanover	IN
6260	David Routman	Oakland	CA	<b>LOUISIANA</b>			
6262	Martin Zinbergs	Anaheim	CA	6334	Evan Posey	Metairie	LA
6278	Douglas Simpkinson	Boulder Creek	CA	<b>MARYLAND</b>			
6281	Courtney 'CJ' Holmes	Santa Rosa	CA	6277	Shane Shin	Severna Park	MD
6295	Shaun Arora	Santa Monica	CA	6323	Dave Sweeney	Middletown	MD
6307	Samantha S Ollinger	San Diego	CA	6332	Bernis Shiao	Sparks Glencoe	MD
6311	Michael Breden	Alameda	CA	<b>MASSACHUSETTS</b>			
6312	Ben Casey	San Jose	CA	6273	Thad Weston Vickery	Cambridge	MA
6313	Colin McNamara	San Ramon	CA	<b>MICHIGAN</b>			
6315	David Reid	Santa Criz	CA	6286	Orion P Young	Marquette	MI
6321	William Volk	Carlsbad	CA	<b>MINNESOTA</b>			
6324	James Gourgoutis	San Francisco	CA	6280	Eric W Johnson	Winona	MN
6326	Joseph Bailey	Fremont	CA	6329	Kelly Hines	Big Lake	MN
6328	Dean H Albright II	Carmichael	CA	6335	Jonas Nygard	Minneapolis	MN
6337	Sigurd Kallhovde	San Diego	CA	6336	Robert Bergh	Minneapolis	MN
6339	Fransiscus Hardianto	Santee	CA	<b>CONNECTICUT</b>			
6341	William J Neely	SanDiego	CA	6258	Lucinda Chuey	New Canaan	CT
<b>COLORADO</b>				6299	Greg Smith	West Hartford	CT
6234	Ted Warm	Boulder	CO	■ Continued on next page			
6265	David Ulvang	Littleton	CO				
6266	Dan Fehler	Boulder	CO				
6287	Ryan Franz	Boulder	CO				
6322	Robert Dean	Aurora	CO				
6330	Carol Gerber	Lakewood	CO				

# RUSA Welcomes Its New Members!

■Continued from page 3

<b>MISSOURI</b>			
6242	James W Doggett	Springfield	MO
6267	Bryan R Hawkins	Ozark	MO
<b>MONTANA</b>			
6288	W Mike Biggle	Great Falls	MT
<b>NEW JERSEY</b>			
6250	Steven LeBoyer	Oceanside	NJ
6279	Kieran White	Bayonne	NJ
<b>NEW YORK</b>			
6253	Doug Haluza	Centerport	NY
6259	Xavier Wasowski	Forest Hills	NY
6303	Robert Litherland	New York	NY
<b>NORTH CAROLINA</b>			
6236	Blake Rothwell	Durham	NC
6263	Cole Pittman Warren	Cary	NC
6264	Isaac P Warren	Cary	NC
6294	Andrew F VonSeggen	Greensboro	NC
6304	Bill Warren	Cary	NC
6340	Michael Bracco	Raleigh	NC
<b>NORTH DAKOTA</b>			
6325	Barry Richmond	Jamestown	ND
<b>OHIO</b>			
6252	Brett L Allen	Columbus	OH
6271	Andrew Provenza	Avon	OH
<b>OREGON</b>			
6310	Gregory Taylor	Lake Oswego	OR
6338	Mark Clement	Terrebonne	OR
<b>PENNSYLVANIA</b>			
6241	Norman Smeal	Philadelphia	PA
6245	Nigel Greene	Elkins Park	PA
<b>TENNESSEE</b>			
6316	Caroline Van	Nashville	TN
<b>TEXAS</b>			
6232	Thomas B Campagna	Midland	TX
6247	Stephanie Wells	Lubbock	TX
6276	Jeremy Shlachter	Fort Worth	TX
6289	David Donnell	Midland	TX
6297	Mark Middaugh	Dallas	TX
6298	Chris Anderson	Flower Mound	TX
6306	Kevin F Costa	Arlington	TX
6314	Randall Pfluger	Carrollton	TX
6342	Ken Pittaway	Midland	TX

## VIRGINIA

6238	Michael O'Hara	Bristow	VA
6320	Rhonda Headley	Middletown	VA

## WASHINGTON

6246	Clint Loper	Seattle	WA
6248	Ron Rathnow	Renton	WA
6251	Tony Francis	Seattle	WA
6255	Scott Smith	Lacey	WA
6261	Steven E Wharton	Issaquah	WA
6301	Andrew Phelps	Seattle	WA

## WISCONSIN

6272	Greg Falk	Wausau	WI
6327	Tyson Schwiesow	Green Bay	WI

## WYOMING

6317	Dan Weeks	Riverton	WY
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## FOREIGN MEMBERS

6319	Cameron L MacKenzie	North Vancouver	BC CAN
6331	Josep Maria Gonzalez Jimenez	Manresa	Spain

## President's Message (continued)

Potential heat and 45-50,000 feet of climbing through the Blue Ridge Mountains make this a very challenging event. At this time, Matt tells me that he is planning to hold this event again next year.

In 2009, Tom Rosenbauer of Pennsylvania Randonneurs added the Endless Mountains 1240. It is currently on a 4-year cycle, so the next offering will probably be in 2013, either late August or early September. This is a challenging tour of Northeastern Pennsylvania featuring climbing opportunities for riders confident in their ability to complete a demanding course with minimal support.

For 2011, we are delighted to add two brand new events to our domestic calendar. The Texas Stampede 1200 starts in Italy, TX on May 11 next year. George Evans and Dan Driscoll anticipate a fun time for riders who participate in their inaugural event.

Our second new offering for 2011 is The Colorado High Country 1200k, planned for mid-July. It aims to maximize the mountain scenery - Rocky Mountains and Wyoming Snowy Range - while moderating the climbs.

Finally, please join with me in thanking these hard-working organizers who have done so much to help our sport grow in the USA. Try a domestic 1200k, you won't be sorry.

—Lois Springsteen



Helping make good riders  
better since 1981

### Upcoming Events in 2011

#### Arizona Desert Camps and Tours

This is our 16th year offering early season tours in dry and sunny Arizona. Each week has a different theme for different types of riders. You can combine weeks to extend your cycling training season in Arizona.

**Week #1 Cactus Classic Desert Tour \$995**

Arrive in Tucson (fly in), Saturday, February 19  
68-89 miles per day to Wickenburg and back  
Depart from Tucson (fly out), Saturday, February 26

**Week #2 Coaching Week \$1,095**

Arrive in Tucson (fly in), Saturday, February 26  
Based in Sierra Vista 50-82 miles per day  
Depart from Tucson (fly out), Saturday, March 5

**Week #3 Tour of the Historic Hotels \$1,295**

Arrive in Tucson (fly in), Saturday, March 5  
50 miles per day between classic Arizona hotels  
Depart from Tucson (fly out), Saturday, March 12

**Week #4 Chiricahua Challenge \$1,095**

Arrive in Tucson (fly in), Saturday, March 12  
75-90 miles per day to the Chiricahua Mountains  
Depart from Tucson (fly out), Saturday, March 19

**Week #5 Century Week \$1,095**

Arrive in Tucson (fly in), Saturday, March 19  
Based in Sierra Vista 60-100 miles per day  
Depart from Tucson (fly out), Saturday, March 26

**Week #6 Mountain Tour \$1,195**

Arrive in Tucson (fly in), Saturday, March 26  
80-100 miles per day, to New Mexico and up Mt. Graham  
Depart from Tucson (fly out), Sunday, April 3

**NEW Tour for 2011**

**Week #7 Assault on Mt. Graham \$1,095**

Arrive in Tucson (fly in), Sunday, April 3  
80-100 miles per day with 3 days possible to ride Mt. Graham  
Depart from Tucson, Sunday, April 10

All prices based on double occupancy motels.  
See the PAC Tour web site for more details.  
Website registrations opens mid August 2010.

#### Cycling Route 66 (Eastern Half)

Arrive in Amarillo, Texas Saturday, May 21.

75-100 miles per day, 1,200 miles in 15 days

Depart home Sunday, June 5th from Chicago

We will ride Old Route 66 across Texas, Oklahoma, Missouri and Illinois. These states are famous for their Rt. 66

museums, cafes and points of interest. Road bikes with 25mm tires are recommended for this old cement slab road.

This tour includes many meals in old diners and lodging at classic motels from the 1950s. A selection of Rt. 66 DVDs and books will be sent to you before the tour to get you in the Rt. 66 travlin' mood.

#### Wisconsin Tour

New route near Door County, Wisconsin

Arrive Saturday, June 18,

Fly home Saturday June 25

80-90 miles per day

This route travels around beautiful Door County in northeastern Wisconsin. We will cycle through southern Michigan on this loop tour beginning and ending near Green Bay, Wisconsin. This Wisconsin Tour travels to different towns and hotels each night. Some lunches are at small town cafes. This is a fun tour suitable for intermediate to advanced riders. This tour is intended for riders who can travel 50 miles in four hours on hilly terrain.

#### Ridge of the Rockies (new route)

Arrive Kalispell, Montana Saturday, July 9

(optional ride to Glacier Park)

80 - 120 miles per day, 20 days, 2,000 miles

Depart home Sat. July 30 from Albuquerque, NM

This will be a new route with several additional mountain passes. Our route will zigzag across the Continental Divide several times on our way across, Montana, Wyoming, Utah, Colorado and New Mexico. This is a tour with lots of climbing while viewing the best scenery of the Rocky Mountains.

#### Southern Transcontinental

Arrive San Diego Saturday, September 10th

26 days, 2950 miles about 115 miles per day

Depart Savannah, Georgia, Friday October 7th

If you ever dreamed of riding coast to coast this is the best tour to fulfill your goal. This route crosses the southern states with plenty of mountains and hills. We added some new roads and towns while exploring a different way across America. This is always a popular tour and a good way to extend your cycling season.

The Rockies and Southern Tour prices are for groups of 30 or more paid riders. There is a \$300 surcharge for groups of less than 30 paid riders.

[www.pactour.com](http://www.pactour.com)

Lon Haldeman and Susan Notorangelo

Contact us at 262-736-2453 or

[info@pactour.com](mailto:info@pactour.com)

## Four Ultra Randonneur Awards Presented

The Ultra Randonneur Award is for RUSA members who have ridden ten (10) Super Randonneur series. The Super Randonneur (SR) series of brevets (200km, 300km, 400km and 600km 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

Year	RUSA #	Name	City & State
2010	2362	Brenda Barnell (F) [2]	Dallas, TX
2010	2665	Robert Buschman	Portland, OR
2010	1609	Michael J Dayton	Raleigh, NC
2010	4538	Jeff Elmer	Allen, TX

(F) = Female; [# ] = # of awards



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.

Riders can apply with ACP brevets, RUSA brevets, or RM-sanctioned 1200k events; team events and permanents do not count. Longer events can be substituted for shorter ones. For example, a RUSA 230k brevet could be used in lieu of an ACP 200k brevet and a 1000k brevet or RM-sanctioned 1200k event could be used in lieu of a shorter event missing from the normal sequence.

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

## New R-12 Award Recipients Announced

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

Events that count toward the R-12 Award are:

- Any event on the RUSA calendar of 200 km or longer.
- Foreign ACP-sanctioned brevets and team events



(flèches), Paris-Brest-Paris, and RM-sanctioned events of 1200km or longer.

- RUSA permanents — a particu-

lar permanent route may be ridden more than once during the twelve-month period for R-12 credit.

The applicant must be a RUSA member during each of the twelve months.

RUSA congratulates the latest honorees, listed below.

Fred Hunley [2].....Midland, TX  
 Greg Courtney [2] .....Ames, IA  
 Dana A Pacino (F) [4] .....Aledo, TX  
 Sharon Stevens (F) [4].....Richardson, TX  
 Mark Metcalfe [4].....Duncanville, TX  
 Tom Durkin.....Portland, OR  
 Kevin D Salyer [2].....Lafayette, CA  
 Bill Willis.....Pasadena, MD  
 John Shelso [3] .....Cordova, TN  
 Bruce C Stein .....Winter Park, FL  
 Kitty Goursolle (F) [3] .....San Ramon, CA

Thomas R Russell [3] .....Alamo, CA  
 Michael J Dayton [4] .....Raleigh, NC  
 Wayne Dunlap [2].....Austin, TX  
 Ronald Malinauskas [2] .....Chesapeake, VA  
 Ralph Rognstad Jr .....Springfield, MO  
 Alan M Johnson .....Morrisville, NC  
 Steve Smart .....San Diego, CA  
 Ken Knutson [3] .....Tracy, CA  
 Josh Morse .....Olympia, WA  
 Jerald Cook [2] .....San Diego, CA  
 Dan Jensen.....Seattle, WA

(F) = Female; [# ] = # of awards; NOTE: If your award is not listed, please contact the newsletter editor for inclusion in the next issue.

## Two New 1200Ks Added to the 2011 Ride Schedule

Colorado's High Country 1200K, Texas Rando Stampede 1200K join growing list of U.S. events

Add two more U.S. 1200Ks to your ride wish list.

RUSA has approved two new 1200Ks — one in Texas and one in Colorado. Both will be held in 2011, giving riders an alternative to PBP or a warm-up ride for that storied event.

- **Texas Rando Stampede 1200K.**

The Texas Rando Stampede 1200K will be held May 11-14, with a 1000K / 200K option available.

The route, a loop course through the diverse Texas landscape, starts and finishes near Dallas, traveling through the hill country near Austin and the pines of east Texas.

The route was designed by LSR route master George Evans. The event will be supported by several Texas randonneuring clubs, including the Lone Star Randonneurs, Houston Randonneurs and Hill Country Randonneurs.

- **Colorado High Country 1200K.**

The idea behind the Colorado High Country 1200, scheduled for July 11-14, was to create a mountain 1200K that would be memorable, challenging, and comfortable, says the organizer, Colorado RBA John Lee Ellis, who also serves as RUSA's RBA Liaison.

"Staying up high means less heat stress and more scenery," Ellis said. "The focus is on quiet regions and less-traveled roads off the beaten trail."

The ride starts and finishes near Boulder, CO, proceeding up the long and picturesque Poudre Canyon and across the Continental Divide into North Park, a high plateau ringed by mountains, and a favorite moose hangout. After a foray to the spectacular Snowy Range in Wyoming, the ride visits Steamboat



Scenery on the Colorado High Country 1200 route.



A quiet stretch of Texas road.

Springs and enjoys quiet passes through the Gore Range before heading back.

"Like some other 1200k's, the High Country 1200 is designed to be ridden in specific stages, to optimize support, promote camaraderie, and maximize the

scenery you'll pass through in daylight," Ellis said.

Ellis said the ride will have about 30,000 feet of total climbing, putting it somewhere between the Gold Rush and Boston-Montreal-Boston.

## PASSINGS

### Stanton S. Miller Jr.

Stan Miller, a member of DC Randonneurs, was struck and killed by a car while riding home from work on June 25, 2010. The car reportedly veered onto the wide shoulder and hit him at high speed. The driver already has one prior drunk-driving conviction, according to newspaper reports, and charges in the case are pending.

Stan's formal obituary can be viewed online (see box).

Following are cycling-oriented remembrances.



All of us who rode with Stan will miss him terribly. He had a tremendous sense of humor, a quick wit, and a wonderfully infectious smile. Several riders have noted that some of the best fun they ever had on a bike was riding through the night in the rain and exchanging jokes with Stan at the end of a recent 400K brevet. It's no surprise that the photo of Stan on this page won The Daily Randonneur DCR photo contest in the category "Spirit of Randonneuring" (see photo references in box).

Though his professional background was in zoology and working as a scientist at Human Genome Sciences, Stan came to randonneuring with years of experience as a bicycle mechanic—and would always stop to help a cyclist in need. He had a background in racing when he was younger, and more

recent experience touring in places like Costa Rica. That experience with touring lead him to a slightly different perspective on randonneuring. For example, he sometimes carried a stove, noting "Well, it says that randonneuring is a self-supported bicycle ride!" (Stan's brother, Henry Miller, says that the family called it the "Hooboo stove.")

Crista Borrás shared the following story about Stan and his stove that also demonstrates his special sense of humor: "A few blue moons ago, Stan happened to be doing one of my permanents the same day that we were doing a ride where our morning rest stop just happened to also be a control on that permanent. When we got to the store I was dismayed to find the store closed. We decided to "rest" there in any case and eat the snacks we had with us, hoping that Stan would come by soon.

He did, with 5 minutes to spare before his control closed. I quickly signed his control card for him, offered him some of our snacks, and suggested that he get moving right away so that he wouldn't miss the window for the next control.



This photo of Stan was the winner of the DC Randonneurs photo contest category "Spirit of Randonneuring". Photo by Jan Bull.

**Obituary:** <http://www.legacy.com/obituaries/washingtonpost/obituary.aspx?n=stanton-s-miller&pid=143872480>.

**Photos of Stan:** <http://www.flickr.com/photos/wabeck/sets/72157624364722492/>

**The TDR/DCR photo contest :**  
<http://thedailyrandonneur.wordpress.com/2010/01/22/tdr-rando-photo-contest-winners-revealed/>.

**Facebook page for Stan:**  
<http://www.facebook.com/group.php?gid=128779450493919&ref=ts>

He said he wasn't in a hurry and had plenty of food with him. He then pulled his camp stove out of his pannier, sat down on the curb, and proceeded to heat up his can of stew. We all commented jokingly about the fact that he carried a stove

and rations with him on a permanent, and he laughed and said "Oh, I always do this. Once I was with my daughter and I got hungry and stopped to cook some food on the street. She said

■Continued on next page



# Latest Mondial Recipients Announced

*Honor given to members who log 40,000K in RUSA events*

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

Year	RUSA #	Rider	City & State
2010	5004	Vincent Muoneke	Federal Way, WA
2010	4089	Geoff Swarts	Mercer Island, WA
2010	1011	Peg Winczewski (F)	Tacoma, WA
2010	3205	Pamela Wright (F)	Fort Worth, TX

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 the Mondial Award.



## Stan Miller (continued)

‘Daddy, please don’t do that, people will think we’re homeless,’ and I looked at her and said, ‘Hey, we’re just one paycheck away, babe.’”

A second Stan story took place on the first brevet that Stan, George Winkert, and Nick Bull rode together. It started raining hard at about 5 p.m. Sometime around midnight we were riding toward the Shenandoah River, where the route crossed a “low-water bridge” (only a foot above water level). Here’s George’s story: “We descended to the low water bridge, past the sign that said ‘Do not cross bridge if it is under water,’ and stopped. Where’s the bridge? Why under the river of course! With our

headlamps, we could see the concrete slab underneath, like looking at the bottom of a shallow swimming pool. The current was swift and debris piled along the upstream edge. A car is turning around at the other end, not wanting to risk the crossing. What to do? Is it safe? Where else could we cross, backtrack to Front Royal? What did the other riders do ahead of us? Is the water rising? This is not good!

Without any discussion, Stan heads off pedaling into the water. What!?! Stan wait, let’s think about this. He either can’t hear me or is ignoring me. Certainly he can’t hear the screaming discussion in my head. Stan, the

human rando-paddleboat, is now halfway across. If he is swept away, his bike (and his stove) will sink like bricks. What if the debris breaks loose and takes him out? What if he hits a pothole and flips into the drink? I didn’t want to think of a rescue attempt.

As the brave pioneer reached the other side, we discussed our options, then figured if Stan could do it, we could, too. We ventured after him. How deep was the water? Well, it didn’t reach our hubs, but with each revolution of the crank, my feet were fully submerged. Wool socks were oozing beneath my gaiters. Steady, George, steady. Look out for pot-

holes, get across before the tsunami hits. Done!

Afterwards, Stan told me he has crossed flash-flooded creeks on bike with water to his hips. Oh, so this was no big deal? Why didn’t you tell me before, it would have been a no-brainer! Ha, ha.”

Stan’s brother, Henry, says: “On one vacation trip to Cape Cod we used borrowed bikes to ride through a flooded parking lot over and over again. Water was two feet deep. Stan felt real bad when he later became a bike mechanic and learned how hard it was to repair water-logged three-speed hubs!”

—By Crista Borrás, Nick Bull, George Winkert and Bill Beck.

PASSINGS

**Charles E. Howes**

RUSA Member #976  
New England Randonneur  
Member #9  
July 17, 1950 – June 13, 2010

On June 13, 2010, the randonneuring world lost an amazing soul. Charles E. Howes, or Chuck as he was known, was close to finishing the Shenandoah 1200k when something went very, very wrong. He was a veteran randonneur from Massachusetts, founding Board member of New England Randonneurs, and an all around superb person. A multi-time finisher of Boston-Montreal-Boston, Chuck had returned to Virginia to conquer Shenandoah.

Chuck rode with anyone, everyone and at times alone, but he always rode for fun. My introduction to Chuck was during a 400k in 2001. Chuck was in deep conversation with then RBA, Dave Jordan. He was debating stopping. Chuck knew he could finish, knew he could muster the strength to ride, but he just didn't want to. He wasn't having any fun, and

hadn't since the ride began.

All randonneurs understand the acronyms DNF and DQ. In New England, we have another acronym: NHF. Since that 2001 event, when riders ask about why someone DNF'd, we sometimes respond that it was a mechanical failure, or a digestion reversal error. But don't be surprised if the response is NHF in honor of Chuck's recognition that if you're "Not Having Fun," maybe it's not worth it.

Chuck loved randonneuring and randonneurs. As co-organizer for the 2009 Boston Brevet Series 600k, Chuck worked tirelessly to prepare, and then staff multiple contrôles. Peter Jantzen recalls Chuck at the 300k mark helping the riders get food and reminding them to use hand sanitizer to prevent "what's on the road from finding its way into your sandwich." And then at the 525k mark, there was Chuck again, just as energetic as ever. When Peter asked how he got from the mid-point so



Photo by Jean-Francois Grenon

quickly, Chuck replied, "I just wanted to make sure you guys were all set for the ride!"

In May, Chuck shared his amazement of randonneurs with Cris Concepcion during the 2010 300k they were supporting. As Cris recalls, Chuck shared "one of the reasons why I love this sport. It's filled with guys like Ted [Lapinski] who set 1200k course records in unreal conditions, riding only at night to avoid scorching heat during the day. These guys who are totally unassuming and quiet, but they possess this keen intellect and resolve, and you

wouldn't know it until the moment comes. We do these amazing rides, these long distances, but we don't make a big fuss about it."

Of course Chuck was more than a randonneur; that was apparent at his memorial service. A contingent of NERds (the pet name given to New England Randonneurs) clad in lycra and club jerseys, rode to the memorial in his honor. They were acknowledged by his wife and four children as they sat among close to 200 friends, family and co-workers. People shared stories of how Chuck had touched their lives through entrepreneurial ventures, quoted deeply spiritual letters he had written, and recalled anecdotes of his mischief as a child or his compassionate ways of raising his own children.

Chuck will be missed by the many people he rode with, but remembered by all he touched. I like to think that he is at peace, on the truly Grande Randonnée, and having as much fun as any one person can have.

— By Tracey Ingle

**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. Please send notification of change of address to: Don Hamilton at [dhamilton@copper.net](mailto:dhamilton@copper.net).

***Don't Forget...***

***...To renew your RUSA membership!***

Memberships run from January through December. Use the convenient form in the inside back cover or download the form at [www.RUSA.org](http://www.RUSA.org).

# E-WERK



The E-WERK from Busch & Müller converts the AC output of a 6 volt dynamo to DC, which you can then use to power and charge the batteries of a variety of devices such as cell phones, GPS and PDAs. Both DC voltage and amperage limits are adjustable, so you won't overload your device. Think of it as a battery charger that, instead of being plugged into a wall outlet, is plugged into your bicycle's dynamo.

E-WERK ships with a large assortment of connectors including Mini and Micro USB, Schmidt and Shimano hub connectors, and cables to make up your own custom connectors. E-WERK can be attached to your frame, or carried in a pack. Detailed installation instructions are included. Safe to use in all weather.

E-WERK can also be used to charge the batteries of several Busch & Müller battery powered headlights, such as the Big Bang, Ixon IQ Speed and Ixon IQ. Some devices require an intermediate cache battery which provides the constant voltage needed by certain devices, such as the Apple iPhone 3GS and iPhone 4.

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## Volunteers | Q&A with ROB HAWKS, SAN FRANCISCO RBA

BY MIKE DAYTON

**Q:** Describe your own randonneuring experience.

**A:** My first randonneuring event was the San Francisco Randonneurs Fleche NorCal in 2004. I had been missing riding with my friends in 2003 as they all rode the SR series, preparing for PBP. So in 2004 I began to think a lot more about riding with them, which meant brevets. An opening came up late on a friend's fleche team in 2004 and I just jumped at the opportunity. The ride was the longest in distance and duration I had ever done, and told me that I could finish a 400km. I rode my first regular brevet and full SR series in 2005. I've now done four SR series, and four Flèche events. The flèche is consistently the best of experiences for me. I love the team work, and knowing I'm surrounded by friends from beginning to end of the ride. Each one I do is just better and better. I've loved the fleche from the very first, but the 600km has been an acquired taste. My first 600 unnerved me. It was held on a Memorial weekend and most of the riders on that event were harassed by drunken motorists. I had a good friend ride the entire distance with me and that kept me from thinking about quitting. It is a good thing I'm a slow learner, as it didn't occur to me that the 600km couldn't be a fun distance. My second 600km was in 2007, and I was sick from mile 20 until the finish.

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My next 600 was in 2009, and was the event for which I was RBA as well. I rode with two friends the entire distance and it was so much better than the previous two times. What also made that one great was that one of my friends was trying the distance for the first time and it was good to be there for his accomplishment. My most recent 600 was this year, and from start to finish it was great. Almost everything worked better than it had before for that distance.

**Q:** Why did you step up and volunteer as RBA?

**A:** In the summer of 2007, I heard that Todd Teachout was stepping down after over 4 years as RBA. As soon as I found out that no one else wanted to step up and become RBA, I decided that I didn't want the San Francisco Randonneurs to fade out. I had a number of friends that I could count on to pitch in, and to whom I could go for advice so I felt it would work out well.

**Q:** How many active riders does your area have?

**A:** We have 480 riders who have signed up for one ride or another since the beginning of 2008. This year we saw brevet rosters for our early, shorter events go well over 100 riders, and we had over 50 on our 600km this year. I'd say we have between 100 and 130 active riders, if you define active as riders who will attend more than one



Photo by Mike Dayton

event a year.

**Q:** Describe the growth or recent activity of your region.

**A:** We held our first populaire last fall. We didn't get that many riders, but there was a lot of discussion about the ride outside of those that showed up. From that populaire, we got quite a few riders that rode at least two brevets this year, plus volunteered for one or more brevets.

Ridership was pretty good in 2008, better in 2009 when we more than doubled the events we held, and blossomed this year. We had a great turnout for our recent populaire, with at least 90 people brand new to SFR and brevets. Of course, talk of PBP is at the heart of the larger turnouts. That said, I think a very large number of our newer riders are interested in the 200 and 300km distances, and the 200km distance is where most of our expanded calendar has been. I think the R12 award has hooked as

many if not more riders than PBP 2011 has.

**Q:** What makes your area attractive for randonneuring?

**A:** We are so blessed with a wonderful combination of year round riding weather and fantastic terrain. There is a lot of open space near San Francisco and it is intriguing how easy it is to get to areas that are very remote feeling. Marin county is gorgeous and my gosh, Sonoma county is an absolute dream landscape for cycling. Riders here have to either love climbing, or at least have made peace with that aspect of riding. What also makes randonneuring attractive here is that there are so many other rides and riders that there is a very well established cycling culture. Lots more room for growth on that count, though, but the cycling culture is pretty robust here.

**Q:** What is your favorite brevet route and why?

**A:** I don't have a favorite. Each brevet route has its own unique appeal, and each version of that same route is unique. I'll have to say it's a tie between the last brevet I did and the next one I'll do.

**Q:** Where do you see your local randonneuring scene 10 years from now?

**A:** Randonneurs in Northern California are really blessed by having four clubs hosting brevets. Riders can find a brevet that fits their own calendar and usually only have to commute an hour or two to get to the ride start for the most part. Over the time

■Continued on next page

## Rob Hawks (continued)

I've been riding brevets, some clubs have grown and faded then grown again. Ten years from now, I expect all four clubs to be really strong with full calendars, with some or all the clubs hosting multiple SR series. Santa Cruz is hosting the first (I think) late summer/fall series this year and ten years from now I bet that will be common. What will also be common is for there to be a pick of 200kms to ride 12 months a year. Davis hosts the Gold Rush Randonnee and I expect that ride will grow bigger over time. SFR has had a small but steady attendance of out of state riders for our early season brevets, and I expect that to be more common in the future.

**Q:** Your proudest moment as an RBA?

**A:** There isn't really one, there are lots of them. I guess one theme I'm pleased to have been part of is the number of new riders that started attending our rides last year, and how it really began to bloom this year. There are a number of riders I first met on our populaire last year who have become regular and enthusiastic participants this year, including stepping up several times to be volunteers. That was very cool to see, and I'm honored that they chose to contribute to something I'm passionate about.

**Q:** Words of wisdom for new riders?

**A:** Randonneuring has offered a riding community that is hard to beat. I got hooked on longer distances by doing rides on the California

Triple Crown calendar, and I will "always" do those rides, but I think there is more of a feel of community to be found in our brevets here in

Northern California. I'm certain that exists in the same way where ever brevets are held. One thing I benefited from was how randonneuring cul-

ture and knowledge is so freely passed from rider to rider. There is also the aspect of the challenge that each brevet offers. It's great stuff.

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## Ask Bill | Team Jerseys

*When I showed up for my first brevet many years ago, I was gently reprimanded for wearing a "team" jersey with sponsorship logos on it. I was told that as a randonneur, we are amateurs and cannot advertise products on our jerseys (and bikes), beyond the brand of the jersey/bike/component maker. These days, I see more and more jerseys with sponsorship logos at brevets, sometimes even club jerseys of randonneuring clubs that solicit sponsors to subsidize the cost of having custom jerseys made. Does the*



Bill Bryant has been riding brevets since 1983 and is a two-time finisher of Paris-Brest-Paris. An organizer of local randonneuring events since 2000 with Lois Springsteen, he is also one of the founders of Randonneurs USA. Bill was on the RUSA Board of Directors from 1998-2006 and its President in 2004-2005. Bill is also the recipient of the 2006 American Randonneur award. He is currently working on an in-depth history of Paris-Brest-Paris.

*"no advertising" rule still exist?*

That's a good question, thanks. The short answer is no, there is no specific regulation in the

Rules For Riders that describes what you can or cannot wear during a brevet (besides your reflective gear at night and your helmet, that is.)

However, that hasn't always been the case. Depending on the year you rode your first brevet, earlier versions of randonneuring rules did call for clothing without advertising, and sometimes the rule was incorrectly followed in the US long after it had been dropped elsewhere.

It has always been true that randonneurs are amateurs who ride strictly for the sporting challenge, and for their love of cycling.

■ Continued on page 16



## Intelligent Training

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- *Mental Preparedness*

**John Hughes, Coach, RUSA #46**

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*Boston-Montreal-Boston '92, Rocky Mountain 1200 '04*

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Ask Bill (continued)

For many years Paris-Brest-Paris (PBP) had a specific “no advertising” rule in place, and this no doubt helped shape the ethos of our sport. Unlike the professional racers, the *touristes-routiers* at the earliest editions of PBP wore plain clothing free of logos. When the first Audax Club Parisien’s (ACP) PBP Randonneurs came along in 1931 it was run concurrently with the PBP professional race. The ACP did not want any confusion between the two approaches and followed the French cycling custom of tourists wearing plain jerseys. Even after the final professional PBP race in 1951, the ACP stayed with the amateur ethos for many years. (In addition to the clothing limitations, professional racers were not allowed to enter PBP until they were at least two years out of competition.) Following the race’s demise, one saw a few fast sponsored riders at the randonneur PBP but they had to wear plain jerseys and shorts like everyone else. The audax PBP events in those years were free of any clothing with advertising as well. Also, the first write-up of PBP in English (Jock Wadley’s *Old Roads and New* in 1971) strongly reinforced the amateur approach that set it apart from professional racing and the

book’s impact on the nascent US randonneuring scene is hard to underestimate.

Thus, when randonneuring took root here during the 1980s, the rules and customs of PBP heavily shaped things. (At this point everyone should remember that PBP is run under its own set of rules, while brevets are run under another set.) The first set of US randonneuring rules were published in 1983 by the International Randonneurs (IR) and they were pretty much a direct copy of the ACP’s brevet regulations from France. In the section about equipment and apparel, they said, “Visible publicity (commercial advertisement) is to be excluded.” So, that set up the situation you encountered at your first brevet—except that by the July of 1989 the older regulations had been superseded by our familiar Rules For Riders from the Brevets de Randonneurs Mondiaux (essentially a global expansion of the ACP’s free-pace brevets). In those regs, no mention of clothing is made, other than recommending light-colored clothing for night-riding. Alas, IR was still publishing the out-of-date 1983 rules as late as 1993, and that probably contributed to confusion in the US about whether advertising on clothing was allowed or not. A handful of local

*correspondant directs* who bypassed IR and dealt directly with Paris were using the Rules For Riders properly at their brevets by 1990, but it would not be until the ascendancy of Randonneurs USA in 1998-1999 that things got straightened out nationwide.

For better or worse, the ACP dropped its “no advertising” rule for PBP in 1995 and this is when the event started losing some of its unique amateur flavor. PBP had become part of the French *cyclo-sportif* series run under the UFOLEP banner; advertising is allowed on clothing in these quasi-racing events and so the ACP needed to drop its prohibition against it. Since then there have been more jerseys with advertising at PBP, and at domestic brevets too since the French event continues to cast a mighty shadow on randonneurs around the world. It is worth noting, however, that while the ACP now accepts (some) advertising on clothing, as recently as 2007 it still recommended that club or plain jerseys be worn during PBP, and the clothing of top-tier professional teams was specifically excluded. Basically, semi-pro teams’ clothing is allowed under this system since that is where the top riders of the *cyclo-sportif* scene come

from. When you see professional teams’ jerseys being worn at PBP these days, that is an indication that the rules are not being correctly followed (and enforced.)

PBP’s clothing ambiguity aside, I hope all sorts of riders will try randonneuring and if they wear a racing team jersey with advertising on their first brevets, there’s little, if any harm done. I certainly wouldn’t say anything about it to them since it *is* allowed under the rules. In the long run, I hope that we’ll see more club or RUSA jerseys being worn during our brevets—the wearer is making a clear statement that they are proud to be a randonneur. Hopefully over time a newcomer with a strong racing background (like I was) will come to appreciate that randonneuring is not a competition—except with oneself—and wearing racing team apparel is not in the spirit of the sport. When we ride a brevet, we should have no allegiance to any business firm, but only to our cycling club and friends. Here, we ride for the best of reasons: Randonneurs are amateurs who cycle long distances simply because we love to, not because someone has paid us to do it, or subsidized our participation in exchange for being a two-wheeled billboard.



# RUSA Board Member Candidates

It is time again for our annual elections. These RUSA members have been nominated for positions on the RUSA Board. The general board members serve three-year terms, while the RBA Liaison, nominated by the RBAs, serves a one-year term. (Remember, only RBAs can vote for the RBA Liaison position.) Read on (pages 18-19) to learn more about each nominee, then use the Election Form on this page to cast your votes. RUSA depends on our volunteers to provide its leadership and operations, and in turn these good folks depend on your vote. If you'd like to vote online, go to RUSA's Website at [www.rusa.org](http://www.rusa.org).

## RUSA Election Ballot

Three positions on the RUSA Board of Directors are on the ballot. Candidate bios are on pages 16-17. Members may vote for TWO candidates from the nominees listed below. The third position is for RBAs only. Check the box to cast your vote. You may also vote online at [www.RUSA.org](http://www.RUSA.org).

- Candidate #1: Joshua Bryant
- Candidate #2: Mike Dayton
- Candidate #3: William DeRosset
- Candidate #4: Lois Springsteen
- Candidate #5: Mark Thomas

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

**This section is to be filled out by RBAs only.**

- Candidate: John Lee Ellis

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

Please send this form to:  
Edward Robinson  
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San Benito, TX 78586

All ballots are due to the RUSA secretary by October 15.

# RUSA Board Member Candidates

## JOSHUA BRYANT

Since riding my first event, one of the highlights of my Randonneuring experiences was last year's Northwest Flèche. To me this unique event is an opportunity to explore one's limits within the frame of teamwork, and best expresses what I enjoy about Randonneuring: adventure, team work, self-sufficiency and route-finding.

I wish to help grow the sport of randonneuring and help nurture other aspects of our "big tent."

If elected, I aim to find ways to encourage young riders to explore the challenge of brevets and assist the Board using my interests and skills.

Thank you for your consideration.



## MIKE DAYTON

I'm proud to have helped RUSA flourish, serving as a board member, Vice-President, Secretary, editor of American Randonneur and RUSA's Handbook.

An active rider with two PBPs and LEL to my credit, I've traveled from coast to coast to participate in events such as Cascade 1200, BMB 1000K and

Santa Cruz 1000K. Along the way, I've earned the Ultra Randonneur Award, the R-5000 Award (2x) and the R-12 Award (4x).

The best part of randonneuring remains the many friends I've made in North Carolina and other active cycling regions. I'd appreciate your support to continue my service on your behalf.



## WILLIAM DEROSSET

I have been riding brevets since 2004. RUSA serves the randonneuring community well, and I want to contribute toward continuing our success.

As we grow, I'd like to see RUSA continue to embrace the full range of randonneuring experience in a safe and sustainable manner.

Within that framework, I would like to bring more younger riders and women into randonneuring.

As a civil engineer and project manager, I will bring both energy and technical management skills to bear on my role in RUSA.

Thank you for the opportunity to serve our sport.



# RUSA Board Member Candidates

## Lois Springsteen

I've served RUSA since 1998 as President, Vice-President, Webmaster, Brevet Coordinator, Rules Committee, Newsletter Editorial Committee, PBP 2003 Yearbook Co-Editor, assistant editor PBP 1999 Yearbook and Membership Co-Coordinator. I'm RBA with Bill Bryant for Santa Cruz Randonneurs (since 2004) and

helped the Gold Rush Randonnée (GRR) as route designer and control co-captain. I represented RUSA at the Randonneurs Mondiaux meeting in Paris in 1999, 2003 and 2007. I hold R-5000 and R-12 awards; I'm a GRR finisher and a five-time PBP Ancienne.

I'm well qualified to grow RUSA and help our members navigate their way to PBP next year.



## MARK THOMAS

In 1998, I rode my first brevet with the Seattle International Randonneurs. Over the past 13 seasons, I've met fascinating riders and dedicated volunteers and had the opportunity to participate in brevets around the country and the world. I've grown to appreciate the fact that the sport is sustained by the efforts of its participants — the

brevets and organizations are managed by randonneurs for randonneurs. As a ride volunteer, Seattle RBA, RUSA volunteer, past RUSA board member, and current RUSA brevet coordinator, I've enjoyed the chance to be a part of that. After two years away from the board, I would be grateful for the opportunity to serve again.



## RBA Liaison Candidate

## JOHN LEE ELLIS

Here's something I've learned: so much of my RBA Liaison job is a real pleasure — after all, I'm dealing with energetic, motivated folks (RBAs) doing their best to provide riders the chance to achieve goals they didn't think they could ... and getting really tired out in the process.

As an RBA, I try to do that myself. After two years as RBA Liaison, I hope I've got the knack of this role, and would be honored to continue for another year. Kudos to the increasing family of RUSA RBAs who are providing riders the chance for great experiences.



Photo by Cathi Read

# Reaching the finish line...the endurance mind

By PAUL JOHNSON

“If you are going through hell, keep going”. Winston Churchill said that, and though it probably had something to do with WW II, it has particular application to our sport. In the past I’ve talked about equipment, nutrition, and physical fitness. Recently I have heard more talk about the mental side of riding long so I thought it might be interesting to explore the topic.

Please know that this is no test and I make no judg-



ment. Your decision to bail or soldier on is yours alone, other people’s opinions are irrelevant, and this is not

about making you feel better (or worse) about your decisions.

Yogi Berra said: “Baseball is ninety percent mental and the other half is physical.” The more I have looked into this the more I have come to the conclusion that it is so for randonneuring as well. The mind is as important as the legs in delivering you to the finish. That sounds simple enough but of course there is always more to the story. In gathering information for this piece I consulted listserves, solicited comments from riders, and I

even dipped into the endurance sports psychology literature. Listed below is a distillation of some of the suggestions I have gleaned in the effort. Hopefully, you’ll find something that may come in handy when you are facing down the demons on a dark and lonely night.

### Plan on it

Both the literature and advice from seasoned randos and coaches suggests that your probability of success goes up if you start with a plan. It can be simple or

■ Continued on next page

*Ken Bonner, legendary ultra-cyclist, has racked up over 300,000 km and consistently holds the top UMCA annual distance records plus several Canadian cross-province speed records.*



*Vincent Muoneke, newbie randonneur, who completed his first 1200k in 2008, set a new distance record of 22,125 RUSA km in 2009.*



## What do these two ultra-distance cyclists have in common?

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## Finish Line (continued)

complex, but a plan should be considered just as important to your ride as that snappy new light/hub combo, or those ultra light-weight carbon fiber bar end plugs.

### Break it down

Bite off as much as you can chew, but not more. This advice came from several successful randos who went on to explain that breaking your big ride down into more manageable (bite size?) pieces helps to make it look less formidable. The most obvious approach is to divide it into a series of short rides from one control to the next. As seen from the start line, 1200Km on a bike may seem an impossible goal. But riding 75Km to the next control, hey who can't do that?

Adaptations of this technique come in handy the farther you get into the event. 100K to the next control may seem impossible on day three. OK, break it down a little more, how about the next turn on the cue sheet? No? Well then, how about to the top of the next hill. Still too far? Then how about the next telephone pole, or in the worst case scenario, maybe even the next fence post. This may seem more demoralizing than empowering, but the Jedi mind trick in all this is to get your brain off the impossible and focusing on the doable. Remember that first rule you learned once the training wheels came off? "Don't stare at that

rock or you are bound to run over it." Well it is similar when considering the finish. When you start feeling like it is hopeless, just remind yourself that so long as the pedals keep ticking over, you have not yet been beaten.

### Stick together

Along that same line, another common ingredient for success is to ride with others. In this you may be thinking "Sure, I'd ride with someone else but I'm not fast enough to keep up with them." Ok, so think about slowing down just a bit to ride with that person or persons who keep coming into controls just as you are leaving. The benefit of having someone to share your thoughts with may far outweigh the disadvantage of riding a little slower, and it is likely that your average speed may go up just a tad if you ride with others.

### Talk it up

It was Henry Ford who said "Whether you think you can or you think you can't, you are probably right." Self talk gets a lot of ink in the sports psychology literature for a couple reasons: Most of this has to do with becoming your own personal positive feedback loop. You know, tell yourself you will be rolling across the line to the thunderous cheer of the adoring throngs. But the subtext goes once again to the basic strategy of taking your mind off the task at hand. If you can think about something other than how sore your butt is, how

much that Achilles is hurting you, how tired / hungry / cold / hot / miserable you are, your odds of finishing go way up. Focus on the negative, and you are likely to struggle. I personally find that shouting insults at the dark and rainy night really helps.

### See success

The literature also has a lot to say about visualization. We have all had the near perfect ride, where we felt strong start to finish, the wind was always at our backs and the road seemed to be downhill, out and back. In those conditions it is easy to

see ourselves rolling across the line, arms raised high, with a personal best to add to the palmares. But when your toes are numb, your fingers tingle, you're soaked through, and your rear tire is getting spongy for the third time, it can be very easy to let all these little things blot out the bright light of a successful finish. This is when you need to find a way to look through the fog of discomfort and visualize yourself limping across the finish line; slow, sore, tired, bowed but not broken, finishing

■ Continued on page 24



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## Finish Line (continued)

none the less. At PBP 2007 I recall thinking “this won’t be pretty but I’m going to own it.” In bike culture, ‘winning ugly’ is very much underrated; stories of hard won finishes are their own reward and make the victory all the sweeter.

### Feed Your Head

Grace Slick said that back in the 60’s and as they say, if you remember the 60’s you probably weren’t there ... but I digress. The point here is we know the value of fueling the muscles, but sometimes we overlook the importance of feeding the brain. Just like the quads and

the glutes, the brain runs on glycogen, in fact, the brain is one of the most energy hungry organs in the body. Though it only accounts for 2% of body weight it utilizes approximately 20% of oxygen production and 25% of glucose production! Is it any wonder then that when the bonk comes along the quality of decisions drops off dramatically? How many times have I heard riders say after an event: “I don’t really know why I quit, I could have finished!” So remember to employ this time tested advice *before* making an irreversible decision:

- Have something to eat;
- Have something to drink;
- If possible, take a nap or at least a brief rest.

Do this and you have just given yourself the best possible chance of making a decision you can live with later.

It is easy to come up with a raft of reasons for why quitting is the sensible thing to do and why continuing on is utterly senseless. In fact if you think about it that’s generally wise counsel before you even begin one of these things: it doesn’t really make much sense to head out on the bike for three and one-half days only to end up back where you started. But remember this: Once it is over you can debate the wisdom of your choice but you cannot change the outcome. As I mentioned above I have heard lots of people lament their decision to quit, but curiously, I don’t recall anyone ever expressing regret for having finished.

### Plan for when the plan falls apart

This seems obvious but forgetting to have a back up plan is often the first step on the slippery slope. Maybe you’ve laid out the clothes, equipment, and on-bike food with a plan in mind. You’ve worked out your schedule and know when you plan to arrive and depart each control. The plan looks good and you think this could be the one that delivers you a personal best. So far so good.

But what happens if you break a spoke, bend a rim, or

are overtaken by Montezuma’s revenge along the way? Your plan is out the window, so does that mean your ride is over? Maybe not if you have a back up plan. Something that will get you to the finish, even if not the breakthrough ride you envisioned. You can’t plan for every contingency, but you know your weaknesses and you can certainly pack a fiber fix spoke in your seat bag, or a few Imodium or caffeine tablets in your H-bar bag. If time looks in short supply, stop briefly and review the distance and time remaining. A quick calculation will tell you what your minimum average speed needs to be, then it is just a matter of hammering away.

It’s cheap insurance and you hope you won’t need it, but any one of these little things could make the difference. Once your plan is in place, ask yourself what is likely to go wrong and what you would do if it did? Ask the big shots at BP if a back-up plan might be a good idea. It is the plan within the plan.

Perhaps the ultimate post-apocalyptic strategy is to roll across the finish line ‘hors delay’. Universally this commands respect from others. I spoke with three riders who have done this. Their reasons were all different but each took some measure satisfaction in the unofficial finish.

### It’s always darkest

If you can persevere through your low spot, you will find that there is light at

■ Continued on page 26

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## Finish Line (continued)

the other end of the tunnel. Something will happen, someone will come along to ride with you, the rain will eventually stop, or the sun will come up. A couple standard tricks commonly used to get through the seemingly endless low spot: Set your timer. You will be surprised to learn that the low spot is not endless, it often lasts just a couple hours. So tell yourself you plan to grind this out for three more hours and then see how your are doing.

Or take an unplanned break. For most of us the low spot comes along at night, often a few hours before

dawn. So look for a situation where you can take a snooze and be confident the light of dawn will wake you up. This way you can 'sleep it off' and ride into the new day, maybe not fresh as a daisy but leaving the low spot behind. At PBP '03 I used this tactic. I was very sleepy so I found a nice UNcomfortable stone wall to lean up against. I gulped a caffeinated gel and drank some water then settled in for a nap. Fifteen minutes later I woke up, the caffeine and the hard stone wall being my alarm clock. I remounted the bike and rode off to Loudeac and a bed at the inn.

### Make your own rules

One seasoned rider told me he used to allow himself to quit, he just would not allow himself to stop pedaling. His explanation was that when he didn't have faith in his ability to finish, he always knew he could pedal a little farther. By the way, that rider has finished well over 100 brevets. This reminded me of something I have done on long brevets. I occasionally come to a point where my tired brain does the calculations over and over and it becomes obvious that it is mathematically impossible for me to finish, given the distance remaining divided by my glacial pace. The Spock in me says continuing on any further is illogical, but Captain Kirk makes the rules and the rule goes like this: I will keep riding until I either miss a control closing time, or I feel that there is real danger of injuring myself. Sometimes logic needs to be suspended for a brief period.

### Know the difference between pain and injury

Speaking of injury, this concern accounts for more than half of the reasons people get off the bike. Though venturing out on a bike for 1000Km or farther may be uncharted territory, you know your body better than anyone else and sometimes the benefit of the finish does not outweigh the cost of damage to your body. Knowing the difference between something that will be painful or achy for a few days after the ride and some-

thing that may lead to medical attention or even a long term or permanent disability can be tricky. Then again, everyone has a different ability to tolerate pain, you know this from your trips to the doc when he says "Let me know if this hurts too much."

No one ever had to make an excuse for finishing, but win at all costs is a dangerous proposition and really not appropriate to our sport. I don't want to over dramatize this but these events can result in serious injury or death and no little shiny medal is worth that price. Finding that fine line between pain and injury is no simple feat. Whatever your decision, it will be assumed that you gave all you had and saved yourself from permanent injury. So if you are not sure, it is probably best to err on the side of caution. We all want to see you out on the next one and no one will ever second guess your decisions.

It seems that mental training for endurance events is similar in some ways to physical conditioning: The time it takes to develop your ultimate fitness is measured in years, not weeks or months. The more experiences you have staring into the void, the better your decision-making skills will become.

"Good judgment comes from experience, and a lot of that comes from bad judgment." Will Rogers.

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# Cascade 1240 | 2010 EDITION

BY DONALD BOOTHBY

*Editor's note: Donald Boothby has served as a volunteer on two Cascade events.*

In a recent discussion about the Cascade 1200 and what one of the riders, a good friend of mine, went through to complete it, one person said, "SOUNDS HORRIBLE."

My response: Dear friend, NOT horrible, just long. This is one of the most beautiful and prestigious rides in the United States. 1250 Kilometers (roughly 775 miles) and the rider has 93 hours to complete. One must work very hard to get him or herself into both physical and mental condition to do this kind of an intense athletic event, and should be extremely proud when he or she achieves such an amazing completion of a hard-fought for goal. Many try, but only the strongest and most determined succeed. It is kind of like that in a lot of life, it seems to me.

The ride starts in Monroe and travels down the west side of the Cascades to Highway 12, then over White Pass an into Yakima the first day. On the second day the route goes through the rolling wheat fields of eastern Washington, sometimes in excruciating heat, often with strong winds either pushing or pulling the rider this way or that, wending its way



PHOTO BY ROBERT HIGDON

through Quincy for another night of rest, then on to Ephrata, Soap Lake and up to Coulee City along the river, with an incredible view of the ancient "Dry Falls," and west through Moses Coulee, one of the most geographically significant spots in the state. After a pause in what most people would consider desolate little Farmer, the journey drops again to the Columbia River and over Loup Loup Pass into the Methow Valley, a place so serene that it looks like it is

still caught in the early 1900s in a lot of places.

After a night at Mazama, riders are treated to a climb over Washington and Rainy Passes, perhaps the most beautiful stretch of mountain highway the state has to offer, and an area so scenic that people from all over the world come to ride, hike, camp and climb in the woods, small lakes, streams and revel in the grandeur of these "American Alps."

This year, we attracted riders from Japan, Germany,

France and Canada, as well as several U.S. states. They came because of the beauty and the challenge. "Horrible"? We think not. Difficult and challenging? Absolutely.

And the real beauty of it comes because, unlike being trapped in a car where the distractions keep us from really focusing on our surroundings, on a bicycle, one is acutely attuned to everything around him or her. The rushing waterfalls, the cool-

■ Continued on next page

Cascade 1240K (continued)

BALLAD OF THE CASCADE 1200

By Christopher Heg

With thanks (or apologies) to the late great Lowell George

I've been blown by the wind, broiled by the heat  
Had my butt worn out, but I'm still on my seat  
And I'm still willin'...

Out on the road late at night,  
seen the full moon shining  
Like a 6 volt head light,  
downhill with a tailwind

And I've been from Packwood to Okanogin,  
Yakima to Darington.  
I've ridden every kind of road that's ever been laid.  
Carryin' our mudflaps so we won't get sprayed  
And if you give me snacks, drinks, and ice  
And some chicken and rice  
And I'll be willin' to keep rollin'

I've been burnt by the sun, chilled by the cold  
I'm tired and sweaty, don't you know  
And I'm still willin'.  
Struggled with broken spokes at Texico  
Savin' receipts everytime I go to Texico  
And I'm still...

And I've been from Packwood to Okanogin,  
Yakima to Darington.  
I've ridden every kind of road that's ever been laid.  
Carryin' our mudflaps so we won't get sprayed  
And if you give me snacks, drinks, and ice  
And some chicken and rice  
And I'll be willin' to keep rollin'



PHOTO BY ROBERT HIGDON

ness of the air when it is 85 degrees out and you ride past a snow bank or a waterfall rushing down the cliff next to you, the songs of all the birds, the clicking of a deer's hooves as he bounds across the highway in front of you. And then there is the riding at night. Alone in the mountains under a full moon, with no cars on these rural roads, the air crisp and clear, the night songs playing in sweet harmony to the constant melodious whoosh whoosh of your pedal cadence and often the only other sound being your own rhythmic breath, which

most people can't even hear most of the time because of the noise around them and their mental separation from the reality of their body's capacity and limitations.

On the bicycle, one sees it all, hears it all, feels it all and experiences it all. One becomes a true part of his or her surroundings instead of just sitting inside a leather, glass, metal and plastic machine blundering along with the only purpose being to GET THERE, wherever 'there' is, and do it as FAST AS POSSIBLE, regardless the consequences. On the

bicycle, we see the carnage that the cars cause. The dead deer, birds, porcupines, raccoons, coyotes, dogs and cats that they leave behind. The empty beer bottles they discard as they drive down the road. The bags of half eaten Big Macs thrown thoughtlessly out the window. The discarded washing machines and refrigerators, dumped illegally in the ditches. The stuffed animals, left innocently but forgotten on top of the car when loading the kids' things for the trip to grandma's house. The crosses by the side of the road deco-

rated with plastic flowers, beads, trinkets and the names of some lost loved one killed by a drunk driver. Yes, we see it all. We feel it all. We revel in the beauty and at the same time cry because of the lack of respect that many of those individuals in automobiles seem to have for their marvelous surroundings.

And you have the audacity to say the ride is horrible? I'd say driving that 775 miles would be horrible by comparison. Give me my bike any ol' day of the week, thank you very much.

# Voices of Cascade

*Editor's note: Following are selected excerpts from 2010 Cascade 1240K ride reports.*

Randonneuring is hard. It stretches you to your limits. And in a way, it's a lot like life. On club rides, which I love and enjoy very much, too, there is a sense of camaraderie and socialization that occurs, in casual way. It's easier to go on club rides with a smile and enjoy

the company of other riders for few hours, even if I had a tough day. On randonneuring rides, where you're stretched to your limits and limited by time and physical resources, this is much more difficult to do. This is the aspect of randonneuring I had difficulty with the first year. You wait for them on the hill, why do they leave you on the downhill? If it's really about finishing, why

are the finish times recorded and published? Is there an unspoken pecking order, like the elephant in the room? What is the right way to give on rides like Cascade, when you, yourself, are stretched to your limits and down to one hour of sleep without showers? Is there a right way to ride? Is there really a rando way?  
— Jennifer Chang, an unofficial finisher of this

year's Cascade 1240.

I have found that on 1200k's I like to set a goal to arrive at each overnight stop by sunset, leaving at whatever time in the morning is needed. Sometimes, that means leaving at 3 or 4 a.m. and perhaps taking a nap along the way. One thing I have learned about

■ Continued on page 31

**(Explicative)!** That was quite a ride!

I tried to describe what a 1200K was to someone, and they seemed a bit **(Adjective)**. After I told them 1200K is **(Number)** miles, they exclaimed, "Heck, I wouldn't even take a **(Vehicle)** that far!

Lining up at the start, I was oddly both **(Emotion Adjective)** yet **(Emotion Adjective)**. Once we rolled out, I felt better and settled down to the task at hand. It was fun chatting with the fast guys as we rolled through familiar roads towards Issaquah.

Over the course of four days, I went through some pretty big swings. At times I was **(Emotion Adjective)**, **(Emotion Adjective)**, and even **(Emotion Adjective)**.

I suppose the worst was when I needed to stop at the gas station for some **(Over The Counter Medicine)**; until it kicked in, I was pretty sure I would DNF with **(Disease)**. **(Name)** reminded me I had **(Number)**

## Cascade 1200 Mad Libs

— By JOE PLATZNER —

hours in the bank, so I shouldn't panic. That was good advice; I bounced back over the next few hours.

Riding along each night as the full moon rose was a wonderful experience. I rode for hours with a moon shadow version of myself keeping me company.

You can get some good stuff at mini-marts; who knew there were so many calories in **(Food)** or **(Food)**?

The control workers were **(Adjective)**, **(Adjective)**, yet **(Adjective)**. When I was **(State of Mind)** they fed me a combination of **(Food)**, **(Food)**, and **(Beverage)** that sounds horrible, but it really hit the spot.

The third day was the hardest for me; it lasted **(Number)** days. There were **(Number)** tough climbs, but it was the heat that really

got to me. At times it felt like it was **(Number)** degrees.

I really liked riding with **(Name)** and **(Name)** from the local club as well as the guy from **(Country)** and the woman from **(Country)**. They made the time pass quickly. I'm glad we were able to avoid the **(Animal)** that attacked us on Loup Loup pass.

On the way down Loup Loup, I got **(Name of Song)** by **(Name of Band)** stuck in my head. That seemed appropriate, and I sung out loud as the miles passed.

As I got to the top of the last pass, I thought I was home free. Just then, I got **(Sickness)** and thought I was done again. This ride just kept coming! I mean, right up until the finish, I suspected my **(Bike Part)** or my **(Bike**

**Part)** which started squeaking would finally give out, but it held. I had an extra in my drop bag, but it would be no help on the road.

As we approached the finish, I didn't feel my sore **(Body Parts Plural)** and **(Body Part)** at all; I just felt great. I pedaled **(Adverb)** for the first time in days. My **(Body Parts Plural)** are still numb, and I wonder if I will ever feel my **(Body Part)** again. I have never been scabbed on my **(Body Part)** before; that's a first.

In total, I suspect I slept **(Number)** hours, while the **(Adjective)** guys were able to get quite a bit more than that.

I've been **(Bodily Function)** and **(Bodily Function)** pretty much constantly since the finish. **(Name of Prescription Medicine)** and caffeine seem to help.

Looks like I'll be going to **(City)** in 2011. What an experience that will be!

Thanks again, SIR.

## American Randonneur

### Cascade 1240K Results

Name	City	State / Province	Country	Result
Barbasch, Dan	Ithaca	NY	USA	91:46
Barnell, Brenda	Dallas	TX	USA	85:19
Bingle, Michael J	Vancouver	WA	USA	DNF
Blacker, D Rick	Olympia	WA	USA	85:16
Bonner, Kenneth R	Victoria	BC	CANADA	67:30
Bragg, Andrew	Adelaide	S.A	AUSTRALIA	84:14
Brenize, Larry E	Newburg	PA	USA	92:54
Brown, Dwight L.	Los Altos	CA	USA	89:14
Bruce, Bob	Ft. Collins	CO	USA	85:19
Brudvik, Robert	Edmonds	WA	USA	84:02
Chang, Jennifer	Seattle	WA	USA	Hors délai
Chappelle, Carey	Port Elgin	ONTARIO	CANADA	87:52
Coldwell, Charles	Winchester	MA	USA	84:02
Courtney, Greg	Ames	IA	USA	85:19
Denetre, Christophe	Lardy	FRANCE	FRANCE	85:19
Dewey, Jeff	Moorpark	CA	USA	84:43
Feldman, Tim	Louisville	CO	USA	82:22
Felton, Richard C	Sarnia	ONTARIO	CANADA	87:52
Fleck, Chester	Calgary	ALBERTA	CANADA	85:16
Frey, Steve	Seattle	WA	USA	88:05
Fritzinger, Micah	Georgetown	IN	USA	66:02
Fuoco, Art	Palm Bay	FL	USA	85:19
Fuoco, John	Lewistown	PA	USA	85:19
Gay, Christopher	Seattle	WA	USA	DNF
George, Stephen	Los Angeles	CA	USA	89:00
Gobie, Bill	Seattle	WA	USA	DNF
Higdon, Robert	Seattle	WA	USA	91:29
Himschoot, Ron	Seattle	WA	USA	89:09
Hiscox, George M	Jackson	TN	USA	79:59
Hoeltzenbein, Peter	Calgary	ALBERTA	CANADA	84:00
Houck, Timothy L	Pleasanton	CA	USA	85:19
Howes, Noel	Seattle	WA	USA	86:06
Huber, Kerin	Pasadena	CA	USA	84:43
Jensen, Dan	Seattle	WA	USA	91:29
Jensen, Jan Erik	Fredriksdal		SWEDEN	84:02
Kantner, Kole	Seattle	WA	USA	84:14
Kimball, Hugh	Seattle	WA	USA	85:00
Knutson, Ken	Tracy	CA	USA	86:21
Koen, Bob	Vancouver	BC	CANADA	89:09

Name	City	State / Province	Country	Result
Lagasca, Robert L	Shoreline	WA	USA	82:22
Larsen, Jens Bjarne	Slagelse		DENMARK	84:14
Larsen, René	Froerup		DENMARK	84:14
Leahy, Patrick	Seattle	WA	USA	89:43
Loomis, Jeff	Seattle	WA	USA	91:29
Martin, Thomas G	Seattle	WA	USA	DNF
Matter, Sophie	Carcès		FRANCE	82:22
Maurer, Joseph	Mountain View	CA	USA	91:46
McHale, Mike	Sammamish	WA	US	89:16
Mitchell, Don	Napa	CA	USA	84:00
Moriwaki, Yutaka	Kobe	HYOGO PRE.	JAPAN	84:02
Morse, Josh	Olympia	WA	USA	85:00
Muoneke, Vincent	Federal Way	WA	USA	84:14
Napolitano, Marcello	Hillsboro	OR	USA	92:55
Nichol, Keith	Vancouver	BC	CANADA	85:19
Nitsche, Wolfgang	Weilheim		GERMANY	92:31
Pearch, John	Olympia	WA	USA	84:14
Phelps, Robin	Carrollton	TX	USA	85:19
Phelps, Val	Carrollton	TX	USA	85:19
Platzner, Joseph	Bellevue	WA	USA	88:05
Preston, John	Plantation	FL	USA	90:25
Richeson, Mike	Seattle	WA	USA	82:22
Russell, Thomas R	Alamo	CA	USA	89:02
Ryan, Jim	Sammamish	WA	USA	82:45
Scharffenberg, Del	Milwaukie	OR	USA	84:02
Schroeder, Henrik	Lighthouse Point	FL	USA	90:25
Shopland, Ian	Olympia	WA	USA	85:16
Smith, Kelly	Fairfax	VA	USA	88:05
Smith, Vernon M	Colorado Springs	CO	USA	72:09
Stroethoff, Karel	Missoula	MT	USA	85:16
Stum, Richard	Mt Pleasant	UT	US	85:39
Sullivan, Timothy J	Coronado	CA	USA	84:43
Swarts, Geoff	Mercer Island	WA	USA	89:16
Takahashi, Irene M	Boulder	CO	USA	91:29
Talley, Joshua	Santa Monica	CA	USA	79:53
Thompson, David	Minato Ku	YOKYO-TO	JAPAN	87:52
Twitchell, Jack	Pomona	CA	USA	89:02
Twitchell, Kathy	Pomona	CA	USA	89:02
Tyer, Vickie	Grandview	TX	USA	87:52
White, Charles	Marysville	WA	USA	89:16

### Cascade 1000K Results

Name	City	State	Country	Result
Bacho, Paul	Aurora	OH	USA	71:46
Bevan, Roland	Ben Lomond	CA	USA	72:18
Brougher, Michele	St Louis Park	MN	USA	DNF
Davis, Steve	University Place	WA	USA	70:28
Heg, Christopher	Seattle	WA	USA	66:56
Jameson, Don	Seattle	WA	USA	67:26
Jameson, Elaine	Seattle	WA	USA	67:26
Larson, William	Davis	CA	USA	65:16
McKee, James	Seattle	WA	USA	67:57

Name	City	State	Country	Result
Moore, George	Arlington	VA	USA	DNF
Norman, Michael	Mountlake Terrace	WA	US	67:42
Nussbaum, Ralph	Seattle	WA	USA	DNF
Ohlemeier, Brian	Renton	WA	USA	60:18
Prince, Gary	Seattle	WA	USA	66:34
Ragsdale, Chris	Seattle	WA	USA	59:19
Smith, Donald	Everett	WA	USA	DNF
Sturgill, Michael R	Phoenix	AZ	USA	60:40

Voices of Cascade (continued)

1200k's...*speed = sleep*. The faster you can move on the bike, the more sleep you can obtain — this simple fact was a driving force during my spring training. As a solid eight-hour-a-night guy (plus occasional naps...I'm self employed and work at home), sleep was high on my list. The funny thing about this randonneé is that despite arriving at the overnight control by sunset each night, I only slept well one night. The first night, I didn't have earplugs and it was too hot for me (I finally just got up and started down the road at about 3:30

a.m.). I procured some earplugs for night two (thanks Mike Sturgill) and slept OK in Quincy. Night three in Mazama I was too hot again and slept poorly. Perhaps my heart rate is not dropping down low enough at night and my body remained overheated? (My normal resting rate before climbing out of bed is 42 BPM). I took my heart rate monitor off at night. Next time I think I'll leave it on and see what it says as I retire. Or next time maybe bring a foam pad and sleep outside where it is cooler.

— Richard Stum

The final big climb began from the driveway and went up Washington Pass. This was another intimidating sounding one, and lived up to it with 18 miles of unbroken climbing topping out at 5477 ft. Nearing the top the pass is all rock and ice, with a hairpin showing the final stretch traversing your view at what looks like 15 percent! I first tried to tell myself this was not the road (like there are a lot of side roads up there) then decided that if it was that bad I'd have heard. It was an illusion, the grade remained no more than 8

percent, and the relief provided a boost that allowed me to reach the summit with a smile.

— Kelly Smith

Minimally energized but moderately determined I headed for day three's major obstacle: Loup Loup Pass. On the lower slopes I startled and was startled by a rattlesnake on the road that I almost ran over. It was hissing and rattling and moving fast. This sight squandered some adrenalin I would sorely need on the pass ahead.

— John Fuoco



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# Surprisingly Surmountable!



Jim Solanick.

BY JOHN LEE ELLIS

## Day 1

With 45,000 to 50,000 feet of climbing, the Shenandoah 1200 promised to be a lot of, well, exertion! (By contrast, Boston-Montreal-Boston and Paris-Brest-Paris claim around 30,000 feet and the Gold Rush Randonnée clocks in with 26,000, albeit in concentrated form.)

What's more, this year's 42 percent DNF rate suggests a rough experience. The folks who do best at the Shenandoah seem to be some mélange of locals, old hands at 1200Ks, and just plain tough and indomitable riders. It included Jim Solanick from Florida, gearing up for his 20th(!) 1200k. Also along for the ride this year was Woody Graham, my riding pal from South Carolina, who has been doing 1200k's since PBP'87, the last rainy year until PBP'07:

Speaking of rain, after a solid day of rain the day before, the ride started clear

(which, at 4 a.m. is to say "starry") but muggy ... bringing, not-all-too-surprisingly, dense fog as we headed from Virginia into Pennsylvania. As it burned off, we were treated to atmospheric wooded lanes. A useful scenic distraction on roads like Spruce Run, which "starts out easy ... but ends with a sting" as I was duly warned. Good thing I put on that smaller chainring!

The next leitmotif: Civil War history, as we transited the Gettysburg battlefield National Park and then the NPS Antietam site near Sharpsburg. Calm roads, but replete with impact as you pass through the huge acreage on which these battles took place and reflect on the huge costs they inflicted. Reading a smattering of the many plaques left us with food for thought.

After a pick-me-up at the Battleview Market in Sharpsburg, we were in store for more ornery climbs over the Catoctin Mountains, zigging and zagging over quiet but sawtooth country lanes.



Civil war historic marker.



Shenandoah log cabin.

■ Continued on next page





# Shenandoah 1200K (continued)



Woody Graham.



Roadside ice break

The big rollers of Middle Road brought us to the big but more extended rollers of Back Road, replete with nice views.

As promised, just after turning onto Back Road, local cyclist and resident Mark Brewer had furnished riders a welcome cache of ice. As enchanting but hilly Back Road went on and on, it seemed prudent to rehydrate (ha, ha, that means I was parched) at an old-time country store at a crossroads.

Turning onto VA42 did not dispel the quiet, scenic value of the course, but the hefty rolling nature of the ridge roads attenuated to a more lithely rolling landscape.

In fact, the evening approach into Harrisonburg, the first recommended overnight control, seemed positively docile compared to the foregoing umpteen hours of our ride! I may have even used the aerobars once or twice, at least for show.

### Day 2

Henk Bouhuyzen, Paul Donaldson, and I headed off at 3 a.m. on a continuation of this mild segment ... with one gnarly interlude over Jennings Gap (but who could really tell, as it was pitch

dark?). The shallow descent on Deerfield Valley Road brought us to the Deerfield control at first light, where in the kitchen Ruby Lee Bryant served made-to-order breakfast. Controleuse Patsy Lindsay also lent a welcome visage not only at Deerfield and Harrisonburg but seemingly everywhere else!

Of the many log cabins we passed in the Blue Ridge foothills, the one pictured on page 32 may have been the most grandiose (see picture).

Goshen Pass was one of the scenic highlights. A gorge coupled with mild climbing, it was a cool and refreshing way to spend part of your second morning.

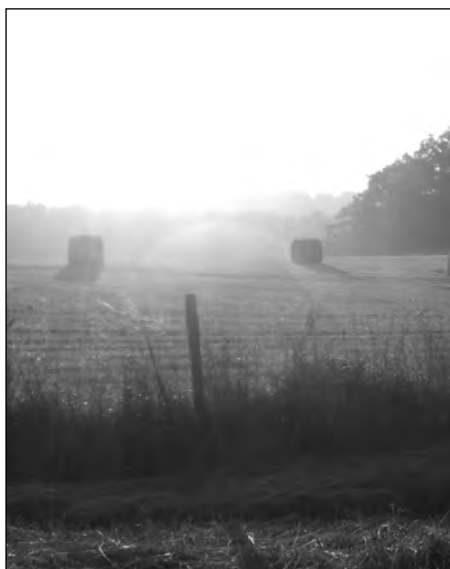
The intervening 14 hours, curiously unchronicled by photos, included the shady ten-mile climb up Buffalo Road, the annoying but tolerable peripherique around Roanoke, bolstered by upbeat remarks from fellow rider Chuck Howes; a liting but toasty 15-mile climb up the quiet and panoramic Blue Ridge Parkway; some rolling miles on US-221; some inspiring preaching [see picture], rollercoaster country roads and the plummetous descent of Willis Gap Road in the dark; a warm welcome by the NC contingent in Mt. Airy!

Word was that we would get a gracious welcome from the NC contingent ... and we were not disappointed! Friendly faces and lots of rando-oriented food: cheeseburgers from the grill, beans, macaroni & cheese, and other ingratiating delicacies. Among those working the control were Alan Johnson, the Raleigh RBA since 1998, High Point, NC RBA Tony Goodnight and RUSA VP and newsletter editor Mike Dayton.

### Day 3

My strategy was to soak up quality sleep like a sponge in air conditioned

■ Continued on page 35



Morning hay bales.



Singing and preaching.



Shenandoah 1200K (continued)



Organizer Matt Settle.



Bicycle event today.



Route 11 chips.

Shenandoah 1200K Results		
Last Name	FIRST	TIME
Akbarian	Hamid	DNF
Bouhuyzen	Henk	78:18
Creel	Phil	88:23
Dean	Gary	DNF
Donaldson	Paul	84:52
Ellis	John Lee	82:23
Fox	Michael	DNF
Goodwin	Dave	DNF
Graham	Woody	DNF
Howes	Chuck	DNF
Little	Aaron	81:08
Midura	Larry	84:50
Olsen	Mark	87:21
Olsen	Bill	87:21
Pasch	Jon	76:38
Rudy	David	DNF
Settle	Matt	DNF
Solanick	Jim	80:47
Thompson	Dave	80:47



Crista Borrás and Carol Bell.



John Lee Ellis and Chuck Wood at finish.



## Shenandoah 1200K (continued)

comfort, and in that I was successful. The climb back up Willis Gap Road was uneventful after the adrenal encounter with unchained dogs ... which I was not surprised to meet after making their acquaintance during the descent the night before.

At the top of the gap, the reward was a series of top-of-ridge pastoral roads in early morning light, including one with hay bales (see picture).

On a country road descent, I spy the church sign passed the previous evening while creeping uphill at dusk. At that point I'd noted that preaching was offered after 7:30 p.m. on Fridays, and guess what: that was when I was passing! Sure enough, a lady preacher was laying into the congregation. I could hear it plainly from the road. Very affecting to the no-longer-fresh randonneur.

Back at the Floyd control, event director Matt Settle gives a warm welcome in front of the rustic cabin serving as control locale. Also in the background is his bike sans wheels, one of which was cratered by an automobile encounter the previous evening — fortunately only equipment damage. A thankful situation.

Matt had generously posted intelligent signs along parts of the route, especially on this segment (see picture).

What followed was the plummeting descent down to

Roanoke, followed by heat, followed (fortunately!) by a blustery but cooling thunderstorm (in my case fortuitously in sight of the I-581 overpass, a breezy shelter), more rain back through Troutville, and delightful wet but no-longer-low-90's temps to the Buchanan checkpoint.

What followed, departing the Buchanan control at 4 p.m., was essentially a 90-mile straight shot down US-11, the old Shenandoah Valley road. After the preceding countless snippets down "Curly Tail Possum Road, turn at brown cow on right," this prolonged stretch was more like, well, the Last Chance.

Lots of woods (and tailwinds, as Matt had predicted) coupled with Americana such as billboards for excursions to dinosaur artifacts ... but at least for much of it, very little traffic. The traffic? It was on parallel I-81 — you could hear it at times. The only cars were local traffic and those intent on dinosaur remains, natural bridges, or thrift shops.

Perhaps in honor of these miles, I later bought a packet of locally-produced Route 11 potato chips next day in Fort Valley:

### Day 4

I compromised between an early start and avoiding the heat. It was just getting light as the route climbed up to the ridgeline on South

Middle Road.

An early morning climb over wooded Edinburg Gap, complete with switchbacks, brought us to the scenic, park-like Fort Valley Road, another highlight!

This final 200 miles was a kinder, gentler section of the route, with a succession of charming roads. After Front Royal (where our route met the end of Skyline Drive), we headed into the refined horsey country characterized by Middleburg.

Really a pretty serene finish, and what better than to be greeted at the finish line not only by Matt but my

friends Crista Borrás and finish line chef-de-contrôle Carol Bell? (see picture) (Crista "Permanista" Borrás is RUSA Permanents Coordinator and has organized her back-to-back century rides most weekends for more than a decade.)

Crista's tandem partner Chuck Wood also gave a much appreciated welcome (see picture).

Lots of climbing, and lots of miles on the odometer, in the end the Shenandoah 1200 fulfilled the unspoken promise of "tough but scenic." What more could a randonneur ask?

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## Texas RBA Dan Driscoll Nearing Historic Milestone

*Editor's note: Those of you who know Dan Driscoll also know he prefers to stay out of the spotlight. But Dan's latest mileage accomplishment is so awe-inspiring that RUSA's board could not let it pass unnoticed. We talked him into an interview for American Randonneur. Enjoy, and please congratulate Dan the next time you see him.*

BY MIKE DAYTON

One Star Randonneur Dan Driscoll has earned a few awards in his years of riding, including multiple R-12s, Ultra Randonneur Awards and Randonneur 5,000s. Now, Driscoll is poised to reach a historic milestone.

As this issue of American Randonneur was heading to press, Driscoll was nearing the 100,000K mark and will be the first RUSA member to cross that threshold.

"It's getting close," Driscoll said "It's one of my goals for the year. I have kept a lazy eye on this for a few years, but with the new Results page on the RUSA Website, which tallies total lifetime Ks, it is hard not to notice."

Then there was that call from Mark Thomas earlier in the year, which sparked his interest in the 100,000K mark.

"Mark officially added this achievement to my '2010 goals list,'" Driscoll said. "Until that call, the 100,000K was not really a goal, just a side effect of keeping R-12's alive, chasing Ultra Randonneur Awards, and trying to maintain my

10,000K-a-year status to remain an active member of the LSR K-Hound Club."

Driscoll says he thrives on yearly goals.

"They get me out of bed," he said. "I worry that without an award to chase or a goal to challenge me, I may lose my passion."

Driscoll has racked up his impressive mileage by staying motivated year after year. Some seasons, that has been a bigger challenge than others — like the year he broke his collar bone.

"To keep my R-12 streak alive, I was on the back of a tandem for two months so I could get the 200Ks I needed," he said.



This photo was taken at the finish of the 2010 Pismo Beach 1000K. Photo by Clay Wilson.

Asked to name the single most important element to successful cycling, he responded: "A very smart man once said, 'It is not the size of your heart or lungs, it is not the weight of your bike or its components, it is not how you train, it is your ability to keep your passion alive, because without passion, nothing else matters, and you will likely not continue to ride much longer.'"

"People ask, 'How do you keep the passion alive and keep burnout at bay?' It is not always easy, but keeping it fun is key. I mix it up, ride with different people, faster, slower, local, out of state, big groups, just you and another rider, dirt roads, hilly routes, new routes.

Without some resemblance of fun, what's the purpose?"

He continues, "We are in an endurance sport, and to me real endurance is not how far you can ride in a day or week, but how long you can ride throughout your life. Keeping things fun and avoiding negativity is key. If I do that, hopefully I'll be able to ride until I'm 90. To me that is real endurance."

Driscoll's secret for keeping himself and the other K-Hounds in the Lone Star club motivated?

"Volunteer," he said.

"You will get farther along with your goals

by helping others than you will focusing on yourself. I would have never ridden this many brevets, permanents and other RUSA events without friends and club members to ride with.

"The person you help out today by giving them your spare time may just be the same person that saves your ride the next time," Driscoll says. "The person you ride with today, may be the person that makes your favorite new Permanent tomorrow."

Driscoll gives credit to the LSR club for his 100,000K achievement.

"It takes a great club to make this possible," he says. "So, congratulations LSR, I did not reach 100,000K on my own — this was not a solo accomplishment. I thank everyone of my club mates."

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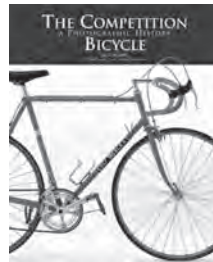
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# The long path to randonneuring

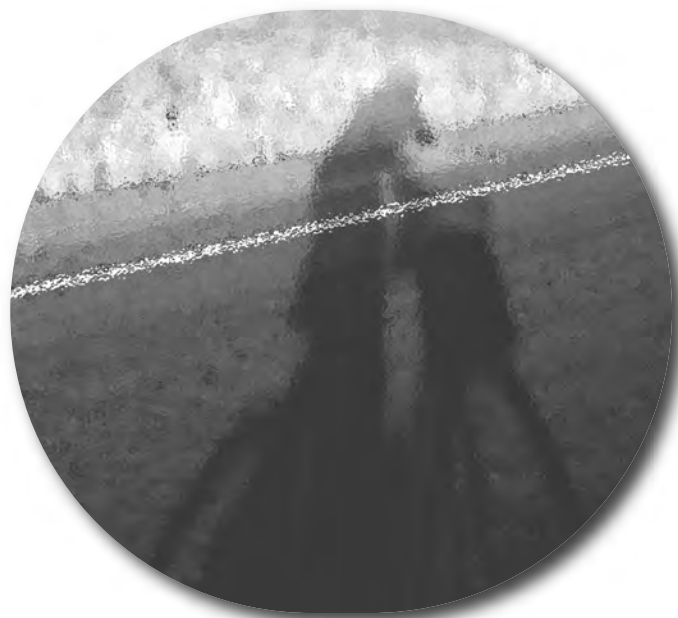
BY MILES STONEMAN

As a child, I used my bicycle in much the same way as you did; transportation to or from all the places which children inhabited in the 1960's. Thanks to the highly publicized stunts of Evil Knievel I also abused it jumping off of home-made ramps built of plywood atop cinder blocks. Then I turned 16 and the automobile quickly replaced the bicycle as the mode of transport and center of fun.

Fast forward to the early 80's. As a young married Marine stationed in Scotland I discovered bicycle commuting on a Raleigh (UK) bicycle complete with clips and straps. From then on, I would be an on-again, off-again bicycle commuter, content with using a bicycle as transportation, unaware of the possibilities of adventure which were built into that diamond frame.

All that changed in the mid 90's when I first heard of and read about century rides. Suddenly, as if waking from a dream in which everything was monochromatic, I could see an adventurous future in brilliant Kodachrome colors.

And with that change, a long forgotten memory began to emerge — a memory forgotten because it was never lived; it was perhaps only a genetic memory. As I trained for and rode my first centuries, I began to feel less connected to the cyclists around me, and they began to notice the differences occurring as well.



For starters, I carried too much stuff. It was enough for most of them to tape a spare tube to their seat post and carry one water bottle and a small (think lipstick tube) pump in their jersey pocket. This tiny load was plenty for a fast 40 mile ride, but start a 100 mile journey with only this load and you'd likely wind up walking (there weren't many cell phones available for calling home).

Then there was the matter of maps. It seemed to me that those red and black lines on the paper were paths to nirvana. Surely I could ride them all. And I tried.

I "made up" century rides. I'd carefully plan out routes with a goal to ride several centuries each year. All destinations within a 100-mile circle seemed not only possible but necessary.

Finally, I loved riding year

round regardless of the weather. In fact, the worse the better. I commuted every day to work. I only took the car if the schools were closed. And we had a Superintendent of Schools who didn't believe in closing schools due to weather. And on ride day, usually Saturday, the weather was something to be dressed for, not controlled by.

During this time, the distance between other riders and me kept growing. I was more and more riding alone. Whispers about my eccentricity began. Although, like everyone else, I wanted to fit in, I was different. The explanation was still a mystery to me, but the evidence was clear. I was different from the rest of my cycling circle.

Then one day, while surfing the net looking for "long distance cycling," I came upon RUSA.org. OMG! (As

the kids say.) Key words like "self-sufficient," "non-competitive" and "endurance" stood out on the page, beckoning me into the site. The farther I read, the more emotional I felt. I had found my birth family! (Perhaps you will find that melodramatic so I won't mention the tears thinning my morning oatmeal as well. No use in looking like a complete kook.)

At the same time, I purchased a copy of Ed Pavelka and the late Dr. Ed Burke's book, "Long-distance Cycling." I saw myself on every page. They were talking about me, my cycling. They must be my people!

Suddenly, in a Eureka! moment, I knew the truth — I was adopted. It became clear to me that I didn't fit in with all the other cyclists, not because I was strange, but because I was adopted. Clearly my birth family was named "Randonneur." It all fit. I would no longer be suffering the agony of trying to fit in with those I'd considered family—I had a family! The Randonneurs.

Since then, I've ridden a SR series and met several of our family members. My hypothesis was correct. I am a Randonneur. Although I legally changed my name several year ago to Miles Stoneman, and don't want to incur that expense and trouble again, I might consider adding my real "family" name some day. In the meantime, just knowing is enough.

# PRODUCT REVIEW | Showers Pass Elite 2.0

By CECIL RENICHE-SMITH

As an Oregon cyclist, I spend a significant amount of time riding in the rain. Over the years, I have invested equally significant sums of money trying to find the “perfect” rain jacket—waterproof enough to keep me dry from the rain on the outside, but breathable enough to keep me from being drenched with sweat from the inside. Two years ago, after amassing an impressive collection of unimpressive jackets, I found the jacket of my dreams, the Showers Pass Elite 2.0.

The Elite 2.0, made from eVent fabric, is designed to let sweat out without letting rain in. I was at first skeptical, but after two years of hard use, I can vouch for the accuracy of that marketing claim. The jacket’s cut facilitates ventilation,

from the adjustable cuffs to the generous pit zips to the covered mesh vent in back to the two-way front zipper. The sleeves are long enough to provide coverage even after you’ve extended out over your handlebars, and their wide soft cuffs are great for wiping the rain (or other substances) off your nose. The jacket’s front is short enough not to jam into your thighs, and the back long enough to keep the rain off your rear end. A front chest pocket and large rear pocket (both completely waterproof) provide ample storage space (the front pocket is just the right size for a brevet card, pencil and change purse for easy access at controls). Reflective tape on the back and arms offers extra visibility. It is hands down the best rain jacket I have ever worn, and I’ve worn a lot.

The MSRP of the Elite 2.0 is \$240,



but RUSA has teamed with Showers Pass to offer a RUSA-specific Elite 2.0 to members for \$200. Details on how to order your very own RUSA Elite 2.0 will be available soon.



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### **BY TODD TEACHOUT**

Toei is a “constructeur” based in Japan. They have been making frames and bikes since 1953 and have succeeded in duplicating and perfecting the key fabrications that distinguish a constructeur bike from other custom and production bikes. I credit Toei for steering me into Randonneuring. Around 1996 I became aware of the Japanese bicycle magazine called “New Cycling” which occasionally featured a series called “My Favorite Bicycle.” This feature included close up photographs that celebrated the special fabrications. Toei Randonneur and Camping bikes were often featured in this series. In October of 1998, I Googled “Randonneuring”

and stumbled upon the newly formed RUSA. I signed up and entered the world of Randonneuring and have since been very active. Between 1997 and 2007 I attempted to persuade two frame makers to build me a randonneur bike. I talked to several more in the process. While they accepted the assignment, their efforts came up short of the standards set by the French. I decided to try one more time with Toei.

Jitensha Studio has a business relationship with Toei and translated my specification into an order. I placed the order in March of 2008. It was fulfilled in November of 2008. Toei fabricates the frames, stems, racks and special items (brake cable adjusters for

my bike, decateurs, tail light). Toei fabricates a lighting wiring device referred to as Eclariage San Fil, an electrically conductive bushing mounted on the fork steerer and a brush pick up mounted on the frame side. It allows my rear tail light to get power through an internal wiring harness that is connected to my Schmidt hub powered lighting system. This setup also works with bottle dynamos and Bottom Bracket Dynamos. Herse bikes often featured this device. Toei has developed special parts for some bikes. My bike has special brake cable adjusters, bolts and brake cable straddle wire holder that mimic those of Rene Herse.

The bike is a modern steel design built with oversized top and down tubes. The steel is not named but is presumed to be Kaisei. The geometry is traditional with a level top tube. The bike includes brazed on pivots for the vintage Mafac 2000 brake calipers. The stopping power and behavior is similar to modern dual pivot sidepulls.

The bike handles nicely on all terrain. It is generally pretty rigid but the addition of randonneuring equipment (loaded bags, full water bottles) and the bike becomes very compliant over a variety of terrain.



## American Randonneur



### COMPONENTS

**Brakes:** Mafac 2000 – engraved

**Brake Levers/Shifter:** Campagnolo

Daytona Ergo

**Brake Cable Adjuster:** Tekro/Toei hanger

**Rear Derailleur:** Campagnolo – Chorus

Long Cage

**Front Derailleur:** Campagnolo – Centaur

**Cranks:** TA Zephr

**Chainwheel:** TA 50-40-30

**Headset:** Chris King

**Rear hub:** Campagnolo Record

**Freewheel/Cassette:** Campagnolo  
Chorus

**Seat Post:** Nitto

**Front rack:** Toei

**Rear Rack:** Toei

**Tail light:** Toei seat tube

**Front light:** Schmidt Edelux

**Dynamo:** Schmidt SON R Hub

**Pedals:** Speedplay X/2

**Saddle:** Brook B-17, Titanium

**Stem:** Toei Steel

**Bars:** Grand Bois Randonneur

**Fenders:** Honjo

**Decaleur:** Toei

**Handlebar Bag:** Berthoud

**Color:** Powder Blue

**Bottom Bracket:** Phil Wood 123

**Bottle Cages:** Nitto (2)

**Seat Bag:** Berthoud

**Pump:** Zefal HP

**Rims:** Mavic MA3

**Tires:** Varies – 23mm to 28mm diameter

# American Randonneur

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RUSA LONG-SLEEVE JERSEY	LONG-SLEEVE RUSA JERSEY S-M-L-XL-XXL	\$75.00				
RUSA PBP 2007 JERSEY	SHORT SLEEVE JERSEY: Size XXL only	\$65.00				
SHORT SLEEVE WOOL JERSEY	MENS SIZES: M - L - XL - XXL WOMENS SIZES: S - M - L	\$90.00				
LONG SLEEVE WOOL JERSEY	MENS SIZES: M - L - XL - XXL WOMENS SIZES: S - M - L	\$95.00				
RUSA SLEEVELESS WIND VEST	WIND FRONT/JERSEY BACK: SIZES: S-M-L-XL-XXL	\$70.00				
RUSA POLO SHIRT	WHITE WITH EMBROIDERED LOGO: S-M-L-XL	\$27.00				
RUSA T-SHIRT	WHITE SHORT-SLEEVE: S-M-L-XL	\$12.00				
RUSA FLECHE T-SHIRT	WHITE SHORT SLEEVE with Black Trim: M-L-XL	\$12.00				
RUSA WATERBOTTLE	WHITE 28 OZ WATERBOTTLE	\$5.00				
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RUSA COTTON CAP	WHITE-BLUE-RED CAP WITH RUSA LOGO: S/M or L/XL	\$16.50				
RUSA WOOL CAP	WHITE-BLUE-RED CAP WITH RUSA LOGO: S/M or L/XL	\$27.50				
RUSA WOOL CAP w EAR-FLAPS	WHITE-BLUE-RED CAP WITH RUSA LOGO: S/M or L/XL	\$31.50				
RUSA DUFFEL BAG	WHITE LIGHTWEIGHT NYLON WITH RED TRIM	\$10.00				
RUSA CERAMIC MUG	WHITE 10oz MUG WITH RUSA LOGO	\$8.00				
PBP 1999 YEARBOOK	PBP 1999 STORIES & RESULTS	\$7.00				
RUSA HANDBOOK	MEMBER RULES, REGULATIONS & ADVICE	\$7.00				
RUSA LOGO DECAL	3" x 5" REMOVABLE VINYL COLOR LOGO DECAL	\$1.00				
RUSA TOP TUBE DECAL	5" x 1" REMOVABLE (BLUE & WHITE LETTERING)	\$0.25				
PBP 2007 DECAL	3" x 5" REMOVABLE VINYL COLOR LOGO DECAL	\$1.00				

Number of Items

**SHIPPING & HANDLING (USA):**

\$5.00 for first item. Add \$1.00 for each additional item  
(add 47-cents for each decal, 3M strip or lapel pin)

To order online, visit the RUSA Store at [www.rusa.org](http://www.rusa.org)

<b>Subtotal</b>	
<b>S &amp; H</b>	
<b>Total</b>	

NAME \_\_\_\_\_ RUSA MEMBER # \_\_\_\_\_  
 ADDRESS \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_ TELEPHONE \_\_\_\_\_ EMAIL \_\_\_\_\_  
 DATE \_\_\_\_\_

**PAYMENT METHODS:**  **PAYPAL:** [www.paypal.com](http://www.paypal.com) and send payment to [souvenirs@rusa.org](mailto:souvenirs@rusa.org)  
 **CHECK:** payable to Randonneurs USA; send to RUSA Souvenirs, 10 Bliss Mine Rd, Middletown, RI 02842

Questions? Email us: [souvenirs@rusa.org](mailto:souvenirs@rusa.org)

Summer 2010

American Randonneur



Randonneurs USA Membership Form

PLEASE PRINT CLEARLY!

Renewal New Member

Name: RUSA #
Address:
City: State: ZIP:
Country: Tel:
E-mail:
Local Club:
Birth Date: Gender (M/F):
Signature: Date:

Randonneurs USA keeps personal member information private.

Membership Types and Terms: Please Check One

Individual Membership

One Year \$20.00 Two Years \$40.00 Three Years \$60.00

Foreign Membership (if residence and mailing address is outside the United States)

One Year \$30.00 Two Years \$60.00 Three Years \$90.00

Household Membership (limit two names; please add the second person's information below)

One Year \$30.00 Two Years \$60.00 Three Years \$90.00

----- Complete this section for Household Membership only -----
Name: RUSA #
E-mail:
Birth Date: Gender (M/F):
Signature Date

Memberships are active for the calendar year. Members agree to abide by the membership policy.

If RUSA publishes a RUSA Membership Directory, may we list your name and mailing address?
Yes No

Make check payable to Randonneurs USA in US Dollars. Amount Enclosed: \$

Send this form and payment to:

Don Hamilton
RUSA Membership Office
3078 Wakeshire Drive
Dublin Ohio 43017

Please allow two weeks for processing.

**Randonneurs USA**  
**2266 The Circle**  
**Raleigh, NC 27608**

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**American Randonneur**

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## **Super Randonneur Jersey | ORDER YOURS NOW!**

Have you earned 2010 Super Randonneur status? Celebrate with RUSA's official SR jersey!

### **To order the RUSA**

#### **SR jersey:**

- You must be a RUSA member.
- You must have completed at least one RUSA sanctioned Super Randonneur series of four brevets (200k, 300k, 400k, 600k) .
- Each brevet must have been on the RUSA Calendar of Events, including:
  - RUSA ACP-sanctioned brevets.
  - RUSA domestic (non-

ACP-sanctioned) brevets.

- RUSA brevets of odd distances count (Example: a 299k brevet will count as a 200k brevet).
  - 1000k brevets and 1200k randonnées do not count and cannot be used to replace any missing brevets.
  - The jersey must be ordered through the RUSA Online Store at [www.rusa.org](http://www.rusa.org).
  - The jersey order must be placed prior to October 31.
  - The jersey will be delivered by December 31.
- Questions? Contact us: [souvenirs@rusa.org](mailto:souvenirs@rusa.org).

