



# AMERICAN RANDONNEUR

Volume Fifteen Issue #1

Spring 2012

## Taste of Carolina 1200k

Two is One,  
One is None

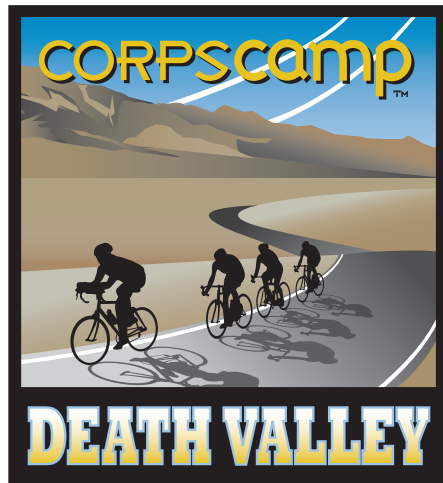
The Spirit of  
Randonneuring

Awards Roundup



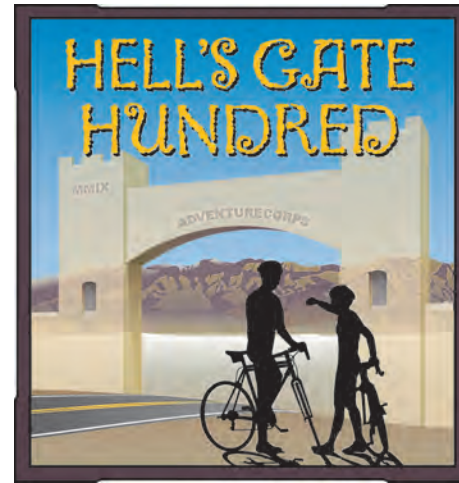


# adventureCORPS Presents



Our cycling lifestyle camp features five days and 300 or more (or less) miles of epic, one-of-a-kind cycling, plus daily yoga classes, group dinners, and a hike, and then concludes with participation in our Hell's Gate Hundred cycling century. Limit 75 riders.

**March 27-31, 2012**



Hell's Gate Hundred includes locations and sights that are not visited in any other one-day cycling event in Death Valley, 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.

**March 31, 2012**



Mount Laguna Bicycle Classic 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 just 50 miles east of San Diego in Pine Valley, CA.

**April 21, 2012**



The Fall edition of our Death Valley Century, Ultra Century, and Double Century is held annually in October, providing incredible, one-of-a-kind, 108-, 144- and 197-mile cycling routes to Scotty's Castle, Ubehebe Crater, and Hell's Gate. Limit 400 riders.

**October 27, 2012**

**Check out [www.adventurecorps.com](http://www.adventurecorps.com) for registration and information!**



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<b>What's Inside .....</b>	<b>Page</b>
RUSA President's Message by Mark Thomas.....	4

### RUSA News

New Members .....	6-8
Award Pages .....	10-14

### American Randonneur Columns

John Lee Ellis/What We Ride.....	16-17
Miles Stoneman/Miles to Go: Two is One.....	18-19
Paul Johnson/Arab Spring .....	20-21

### Features

Le Mille de Sud 1000K/Hugh Kimball.....	24-26
Cyclos Montagnard Presents/Mark Vande Kamp.....	28-29
K-Hounds Bite Back!/Dan Driscoll.....	30-31
Ventoux: Mad Men of the Mountain/Paul Rozelle...	32-34
Epic, Scenic Routes Await Randos.....	36-38
Spring is Here, Avoid the Fall/Mike Dayton.....	40-41



### RUSA Executive Committee

President.....	Mark Thomas
Vice-President.....	Jennifer Wise
Treasurer.....	Eric Vigoren
Secretary .....	Mike Dayton
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Board Member.....	Lois Springsteen
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### On the cover...

Alec Burney and Lane Giardina  
enjoying the rollers on the D.C.  
Randonneurs Old Rag 200k.  
Thanks to the photographer,  
Mary Gersema, for the cover  
shot.



# Message from the President

## Four Million!

Four million! In another record-breaking year for Randonneurs USA, riders covered just over four million kilometers on our rides in 2011. That's 16,543 certified event finishes.

American randonneurs acquitted themselves well at Paris-Brest-Paris in 2011, with a finish rate in excess of 82 percent of those who started the event.

Reflecting the vitality of the sport back home, last year the number of unique riders on our events topped three thousand for the first time in our history. Those riders enjoyed our full variety of events, setting new records for brevet finishes, for populaire finishes, and for participation in our permanents. The challenge and camaraderie of our non-competitive events continue to draw new riders, while existing randonneurs keep riding to collect more finishes (and the shiny trinkets



Mark Thomas

that go with them!).

None of this would have been possible without the efforts of an extraordinary number of volunteers around the country. Perhaps more than any other niche in the cycling community, randonneuring exists as a co-op. Participants create these events for each other.

The breadth of volunteer support from our membership makes it impossible to thank all the volunteers individually, but I would be remiss if I didn't thank a few folks specifically.

Outgoing president (and six-time PBP finisher) Lois Springsteen provided steady leadership as the organization has grown over the past three years. Fortunately for our membership, Lois will continue to serve on RUSA's board and will resume a familiar position as Brevet Coordinator, responsible for all event results and certification.

Mike Dayton steps down from his duties as editor of the newsletter with this issue. I think I can safely speak for all members in offering heartfelt thanks to Mike for one fabulous issue after another over the last eight years. The American Randonneur is a source of pride to our members and a testament to Mike's skills and efforts. Mike will stay on to assist the new editorial team led by Jacqueline Campbell and Will deRosset.

Thanks also to outgoing board member Edward Robinson, who has served the membership ably with his wise counsel and served the organization well as board secretary.

2012 promises to be another wonderful year for Randonneurs USA. With more than 560 events already on the calendar, more being added each month, and with nearly 1400 permanents available, we'll have great opportunities to ride with our rando friends, old and new.

I look forward to riding and working with many of you in the coming year. Please remember to ride safely, to show courtesy to other riders, to volunteer and to thank other volunteers, and to attract and to mentor new riders.

Bonne route!

-Mark

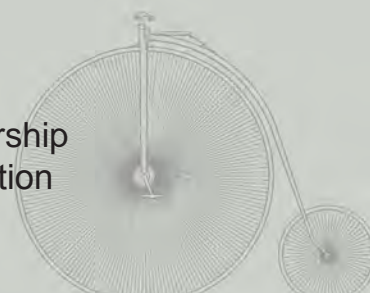
*Mark Thomas (RUSA 64) is RBA for the Seattle International Randonneurs and 2012 RUSA Board President.*

**RENEW**

## New Service! Renew Your Membership Online!

RUSA now offers online renewal for annual memberships.  
Visit [www.rusa.org](http://www.rusa.org) and

- Join** - Join RUSA as a new member
- Renew** - Renew or extend your current or lapsed membership
- Change** - Change your name, contact info and club affiliation







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### Coming Events in 2012

#### Arizona Desert Camps and Tours

February, March and April. This is our 17th year offering early season tours to dry and sunny Arizona. Each week has a different theme for different types of riders. You can combine weeks to extend your cycling season in Arizona. Check out the PAC Tour web site for available tours

#### Historic Route 66 FULL

Arrive in Santa Monica, California Saturday, April 14  
18 days, 1,200 miles, 75 miles per day **\$2,595**  
1 rest day to visit the Grand Canyon (old train option)  
Fly home from Amarillo, Texas Thursday, May 3  
Ride this historic highway across the western half of Route 66 from Santa Monica, California to Amarillo, Texas. This tour will travel the oldest sections of this famous highway.

#### Pacific Crest Tour FULL

Arrive Everett, WA Saturday July 7  
14 riding days 1509 miles 87,000 feet of climbing  
Depart Reno, NV July 22  
Price to be determined by permit costs  
Tour registration scheduled to open in February. Lining up the permits to ride on the forest roads have forced us to delay registration. If you are interested - e-mail us and we will add you to the waiting list of hopeful riders.

Ride the scenic and challenging passes of the Cascade and Sierra Nevada from Everett, Washington to Reno, Nevada. Spectacular views of the most beautiful mountains in this country. Sleeping at the finest resorts that PAC Tour has ever known. Route will repeat in 3 yrs.

#### Tour of Southwest Wisconsin

Arrive in Beloit, Wisconsin Saturday June 16  
Depart Saturday June 23 **\$1,095**  
Beginning in Beloit, Wisconsin this tour explores the remote roads of rural SW Wisconsin. Daily rides will be 75 to 100 miles with plenty of steep, rolling hills. We will travel to a different small town each night to experience their local hospitality. Some rest stops visit hometown cafes and ice cream shops famous for their Wisconsin dairy desserts.

#### Tour of the Eastern Mountains

**Atlanta, Georgia to Portland, Maine**  
Arrive Atlanta, Georgia Saturday, September 9  
17 riding days 1,752 miles 103 miles per day  
Fly home Wednesday, September 26 **\$2,795**  
Follow the Appalachian Trail north from Atlanta, Georgia to Portland, Maine. We ride for over 500 miles on the Blue Ridge Parkway and Skyline Drive. If you want to ride this tour...be ready for lots of mountains everyday.

#### Pedal Across Peru

13 total days 8 cycling days **Late October**  
We will visit the historic ruins at Machu Picchu. Then begin cycling from the mountains in Cusco to the Pacific Ocean while dropping 11,000 feet during 500 miles of riding. We will travel on a newly paved road perfect for road bikes. Our lodging is in hotels at quaint towns along the way.

### Coming in 2013!

We are already planning our tour calendar for next year. We would like your opinion about which tour you would like participant during 2013. Please let us know which tours you are interested in.

#### Elite Tour

San Diego, CA to Savannah, GA  
17 days 2,850 miles 165 miles per day **Late May**  
This tour intended for the most serious riders who are looking for a very challenging ride across America. Daily miles range from 140 to 200 miles per day. Riders completing 100% of the tour will qualify for the Race Across America.

#### Northern Transcontinental

Everett, WA to Williamsburg, VA  
30 days, 3,400 miles 115 miles per day **Mid July**  
This is our classic transcontinental tour across the northern states. This route crosses the rugged Rocky Mountains in Montana, the Big Horn Mountains of Wyoming, The Back Hills of South Dakota and the steep Appalachian Mountains of West Virginia. A new route across the midwest includes a new route through Wisconsin, Michigan and Ohio.

*All tours include full technical support, rest stops, motels, lunches, commemorative clothing and many other nice things. Prices could vary depending on group size. Visit the PAC Tour web site for full details and services offered for each tour.*

**PAC Tour, helping make good riders better since 1981**

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# RUSA Welcomes Its New Members!

7195	Moe Moosavi	Seattle	WA	7242	Cristina M Calva	Minneapolis	MN
7196	Janet Foster	Cypress	TX	7243	Albert Perez	Midland	TX
7197	Fred Rockwell	Nanaimo	BC	7244	Barry L Stiffler	Virginia Beach	VA
7198	Kelly Knox	Cincinnati	OH	7245	Gabrielle Friedly	San Francisco	CA
7199	Jacob Anderson	Virginia Beach	VA	7246	Tracy Shay	Fort Meade	MD
7200	Kenneth Stevens	Kirkland	WA	7247	Eric Larsen	Albany	CA
7201	James Mangrum	Providence	RI	7248	Timothy Robert Stratz	La Canada	CA
7202	Roger Frakes	Houston	TX	7249	Terrence W Berger	San Francisco	CA
7203	Jack Nicholson	Arnold	MD	7250	Brian Hanson	Seattle	WA
7204	Marcus Provine	Millersville	MD	7251	Michael Burke	Mill Valley	CA
7205	Randall V Rainey	Annapolis	MD	7252	Bette J Zbasnik	Pleasanton	CA
7206	Brian Harpster	Campbell	NY	7253	Lynn N Duke	Orlando	FL
7207	Yvonne Gsteiger	Tallahassee	FL	7254	Scott R Agee	Davis	CA
7208	Craig A Bartley	Pflugerville	TX	7255	Jeffrey L Coleman	Dothan	AL
7209	Robert Payne	Auburn	CA	7256	Aaron K Wong	San Francisco	CA
7210	Allen Rawls	Raleigh	NC	7257	Hans van Tol	Tallahassee	FL
7211	Jonathan Winkert	Highland	MD	7258	Michael Hernandez	Miramar	FL
7212	Isabelle Telliez	San Diego	CA	7259	Dan Grabski	Portland	OR
7213	John Lindberg	Hampton Cove	AL	7260	Alex Hernandez	Aventura	FL
7214	Greg Chastain	Davis	CA	7261	Cary Flannery	Seattle	WA
7215	Sam Larson	Alameda	CA	7262	Michael A Goble	Sunnyvale	CA
7216	Steven Hahn	Dublin	CA	7263	Brooke Appler	Berkeley	CA
7217	Steve Ring	San Diego	CA	7264	Christina H Waitzman	Belmont	CA
7218	M Ray Allen	Hurst	TX	7265	Andrew Boyden	Lewisville	TX
7219	Ashley McNamara	San Ramon	CA	7266	Bill Detzner	Miami	FL
7220	Toshi Takeuchi	Oakland	CA	7267	Robert G Zeidler	Litchfield	CT
7221	Mimi Y Zhang	Oakland	CA	7268	James W Wilson	Berkeley	CA
7222	Susan K Strom	Oakland	CA	7269	Kimberly L Tabor	Miami	FL
7223	Vadim Polyakov	Pikesville	MD	7270	Pedro Simoes Alves	Lisboa	PT
7224	Tina Forsman	Castro Valley	CA	7271	Edgar Maldonado	Miramar	FL
7225	Sharon Nash	Midland	TX	7272	Mayte Velazquez	Miramar	FL
7226	Suzy Bone	Hollywood	FL	7273	Gregory Chapdelaine	Mukilteo	WA
7227	Tony Montalban	Orinda	CA	7274	Laurette Cisneros	Oakland	CA
7228	Ilter Saygin	Chicago	IL	7275	David Yu Greenblatt	Madison	WI
7229	Valorie Chitty	Dothan	AL	7276	Mark T Dawson	San Francisco	CA
7230	Daniel Campos	Southwest Ranches	FL	7277	Greg Beato	San Francisco	CA
7231	John M Richardson, MD	Knoxville	TN	7278	Michael Evanoff	Falls Church	VA
7232	Patrick Martin	Northport	AL	7279	Fred Moyer	San Francisco	CA
7233	Ricardo Villarreal PhD	Davis	CA	7280	Dean Von Pusch	Tampa	FL
7234	M Jon Plouffe	Huntington Beach	CA	7281	Mark R Campbell	Oakland Park	FL
7235	Noah Chandler Hawk	Augusta	GA	7282	Becky Finger	Summerville	GA
7236	Deena Heg	Seattle	WA	7283	Gretta G. Cullen	Melrose	FL
7237	James Szumila	Olympia	WA	7284	Megan Hagler	Berkeley	CA
7238	Dayle Fitzgibbons	Greensboro	NC	7285	David Holmes-Kinsella	San Francisco	CA
7239	Eric D Nakamura	Oakland	CA	7286	Dave DeKnight	McKinney	TX
7240	Robert Prinz	Oakland	CA	7287	Vicky DeKnight	McKinney	TX
7241	Juliayn Clancy Coleman	San Francisco	CA	7288	John Carlton Myers	Rockford	IL







# RUSA Welcomes Its New Members!

7289	Ines Negron	Hollywood	FL	7334	Joe Ski	Davie	FL
7290	Michael E Foster	Cypress	TX	7335	Marianne Appolito	Van Alstyne	TX
7291	Terry L Smith	El Cajon	CA	7336	Bob Appolito	Van Alstyne	TX
7292	Mark Anthony Young	Nashville	TN	7337	Maria Schur	Portland	OR
7293	Douglas L Stull, Sr	Middletown	MD	7338	Keith W Andrews	Heathrow	FL
7294	Benz Ouyang	Sunnyvale	CA	7339	Victor N Rush	Gainesville	FL
7295	Barry J McMahon	Middletown	MD	7340	Jack L Bills	Naples	FL
7296	Stephanie M Appel	Apopka	FL	7341	Brandon D Tinianov	Santa Clara	CA
7297	Michelle McAvoy	Oakland	CA	7342	Pamela Miklasevich Summer	Orlando	FL
7298	Gordon Mackenzie	Oakland	CA	7343	Glenn R Albrecht	Palo Alto	CA
7299	Brant Speed	Austin	TX	7344	Ginger Erwin	Christmas	FL
7300	Steven B Gerber	Delano	MN	7345	Matthew Elicker	Cape May	NJ
7301	Jaime McDaniel	Tallahassee	FL	7346	Elizabeth Ann Elicker	Cape May	NJ
7302	Andrew Bailey	Louisville	KY	7347	Chris Barnes	Manassas	VA
7303	Katrin Thomas	Arlington	VA	7348	Heather Barnes	Manassas	VA
7304	Robin James Tomes	Shepperton	UK	7349	John C Stark	Minneapolis	MN
7305	S. Allen Kushner	Gainesville	FL	7350	Troy Warnick	Lacey	WA
7306	Judie Y Davidson	Gainesville	FL	7351	David Kendric Brake	Mesa	AZ
7307	Duncan N Glenday	Frederick	MD	7352	Michael J LaChance	Unionville	CT
7308	Christopher J Frappier	Nevada City	CA	7353	Kristy N Noesges	Annapolis	MD
7309	Carrie L Lipe	Nevada City	CA	7354	Darla Kay Chilton	Fenton	MO
7310	Steve Friesen	Santee	CA	7355	Kristen F Herget	Cheyenne	WY
7311	Vladislav Luskin	Oakland	CA	7356	Joshua Loveland	Helena	MT
7312	Nathan Bryan Lee	San Francisco	CA	7357	Brian P Burke	Cumming	GA
7313	Bruce A Wilson	Livermore	CA	7358	Robert Knuts	New York	NY
7314	Jennifer Lodermeier Wilson	Livermore	CA	7359	Thomas W Stewart	Des Plaines	IL
7315	David Loetterle	Seattle	WA	7360	Lisa Nicholson	San Diego	CA
7316	C Lee Weed	Friendswood	TX	7361	Ernest Freeland	Annapolis	MD
7317	Abdur Rashid	Silver Spring	MD	7362	Walter J. Redel	Ocoee	FL
7318	Dwight A Siers	Wilmington	DE	7363	James C. Seitz III	York	PA
7319	Megan A Arnold	Santa Rosa	CA	7364	John J Rhodes	Livermore	CA
7320	David Droege	Longmont	CO	7365	John Brottem	Olympia	WA
7321	Patrick F McNerney	Seaside	CA	7366	Nolan Good	Portland	OR
7322	Norman Rohr	San Francisco	CA	7367	Ryan Christopher Coleman	Augusta	GA
7323	Jay T Nielsen	Modesto	CA	7368	Jeremy M Schott	Greensboro	NC
7324	Toby Arthur Westcott	Deerfield Beach	FL	7369	Xenia Eva Bixler	Grover Beach	CA
7325	John D Stevens	Bellingham	WA	7370	Emily McGlew	Haverhill	MA
7326	Lisa Shiota	Takoma Park	MD	7371	Tim Starry	Austin	TX
7327	Jim R Pyatt	Modesto	CA	7372	Manoucher Brahman	San Jose	CA
7328	Albin T Moore	Leavenworth	WA	7373	Trisha Towanda	Olympia	WA
7329	Thomas A Galligan	Millersville	MD	7374	Daniel J Cox	Olympia	WA
7330	Christopher McKenna	Miami	FL	7375	Firen Dorsey	Olympia	WA
7331	Brian M Bruckner	Newcastle	WA	7376	Michell Irving	Louisville	CO
7332	Helge Krueger	Pasadena	CA	7377	William R Tippery	Reynoldsburg	OH
7333	Ronnie K Berg	Santa Clara	CA				





# RUSA Welcomes Its New Members!

7378	Bassem Youssef	San Jose	CA	7423	Bredt S Bredthauer	Gainesville	FL
7379	Dale R Jacobs	Peoria	AZ	7424	Ross Karl Langenbach	Bishop	GA
7380	John McCombs	Terre Haute	IN	7425	Frans J Tan	Westerville	OH
7381	Jeff H Karotkin	Agoura Hills	CA	7426	Paul J Tourkin	San Diego	CA
7382	David Hartson	Shadow Hills	CA	7427	Bernard L Drerup	Huntertown	IN
7383	Metin Uz	Palo Alto	CA	7428	Patricia Thomas	La Jolla	CA
7384	Jaelin Funk	Celebration	FL	7429	Keith W Carter	Hagerstown	MD
7385	Laurie W Howard	Des Moines	IA	7430	Sierra Blakely	Olympia	WA
7386	Martha E Kinney	Shirley	NY	7431	Joe D Valdez	Stockton	CA
7387	Steve Scott Upchurch	Ft Worth	TX	7432	Berent I Corkern	Ponchatoula	LA
7388	Jim Gardner	San Jose	CA	7433	Randy E. Tadevich	Mesa	AZ
7389	Raymond Jay Flaming	Seattle	WA	7434	Michael Evans	Rochester	NY
7390	Lee A Meyer	Pickerington	OH	7435	Joseph Hoffman	National Park	NJ
7391	John C. Massie	New Albany	OH	7436	Dennis Cardinale	Palm City	FL
7392	Matthew Bryan Chalker	Dothan	AL	7437	Silvia Samuelson	Sierra Madre	CA
7393	Bryan Chu	San Francisco	CA	7438	Jeff Meyer	Seattle	WA
7394	Mike Samuelson	Reynoldsburg	OH	7439	Vairavan Subramanian	Tempe	AZ
7395	Jared Carr	Walla Walla	WA	7440	Tommy North	Bartlett	TN
7396	Rob Ercolano	Hollywood	FL	7441	Kerry A Cichon	Davie	FL
7397	David Buhlman	Dublin	OH	7442	Steffen Prince	Berkeley	CA
7398	David N Staats	Columbus	OH	7443	Bennett R Anderson	Orlando	FL
7399	Doug Randel	Big Spring	TX	7444	Chris Roth	Easton	PA
7400	Linda Randel	Big Spring	TX	7445	Bruce L Wickert	Greenwell Springs	LA
7401	Jennifer Galvin	Chester	VA	7446	Johnny Moo Bolgrien	Fort Lauderdale	FL
7402	Dustin P Keith	Powell	OH	7447	Steven Grosteffon	Alachua	FL
7403	Aaron Baker	Gainesville	FL	7448	Julia Cordero	Tacoma	WA
7404	Damon William Taaffe	Arlington	VA	7449	Ruth Ann D'Aiuto	Winter Springs	FL
7405	Michael G Lacy II	Reynoldsburg	OH	7450	Charles William D'Aiuto	Winter Springs	FL
7406	Brian R McGuire	Phoenix	AZ	7451	Ken Lincoln	Port Townsend	WA
7407	Penelope A Lawrence	Cooper City	FL	7452	Justin M Schneider	Fern Park	FL
7408	Neal Joseph Moran	Fanning Springs	FL	7453	William Louis Schultz	Walnut Creek	CA
7409	Andy Albershardt	Black Mountain	NC	7454	David J Brunswick	Pleasanton	CA
7410	Russell Fulmer	Gardendale	AL	7455	Lynne Daniels	Jupiter	FL
7411	Ed Granger	Lancaster	PA	7456	Paul Schmitt	Jupiter	FL
7412	Philip S. Morse	Seattle	WA	7457	John W Nixon	North Richland Hills	TX
7413	Donald K Maddox III	Fort Worth	TX	7458	Darren Mutz	Seattle	WA
7414	Emily K Seidel	Fort Worth	TX	7459	Brian Ecker	Bellingham	WA
7415	Diana Lynn Charalambous	Ocoee	FL	7460	Faith E Vedder	Mildand	TX
7416	Ron W Hearn	Huntington Beach	CA	7461	Jeff D Parker	Mildand	TX
7417	Doug H Palmer	Carroll	OH	7462	Andy Shaffer	Midland	TX
7418	Jamie L Kreps	Reynoldsburg	OH	7463	Betty B Shaffer	Midland	TX
7419	Jay Well	Corvallis	OR				
7420	Dwight D. Stoup	Phoenix	AZ				
7421	Janet Alisa Brand	Florence	SC				
7422	Rene Rodriguez	San Francisco	CA				







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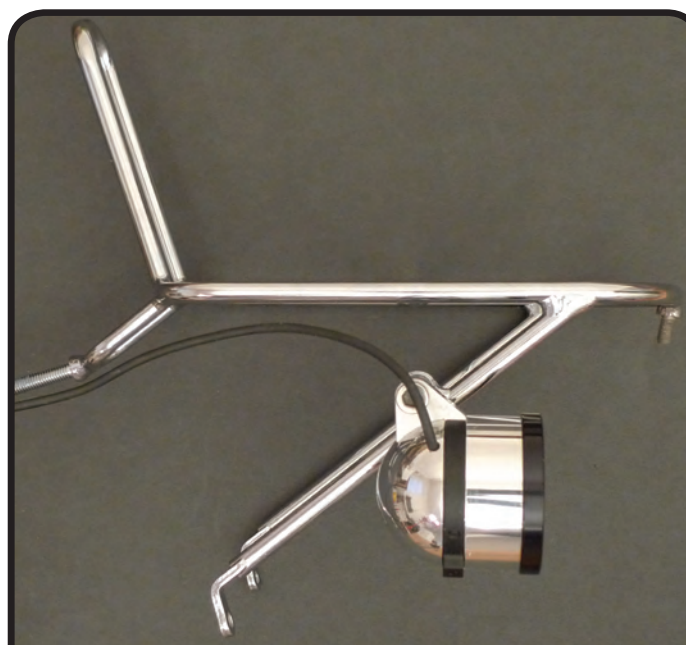
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# American Explorer and RUSA Cup: Two New Awards!

RUSA is proud to announce two new awards for 2012, both of them offering extended challenges for the randonneur.

**American Explorer** – Meant to encourage exploring new places throughout the country, the award recognizes the number of United States states (and territories) in which you’ve ridden RUSA events. Ten states is the minimum recognition level. The award is retroactive.

When you apply, you’re sent a plaque in the shape of a United States highway sign and colorful magnetic tags for the states and territories you’re claiming. As you accumulate states, you order additional tags. You can choose and vary how the states are arranged.

Only RUSA-calendared events (whether ACP or RM sanctioned or not) and RUSA Permanents count. Rides must be 200k or longer. All states through which an event passes count. For example, Boston-Montreal-Boston visited four states (and a province); the Shenandoah 1200 visits five states.

We would like to thank Dan Driscoll and Ken Knutson, who, like Newton and Leibniz, came up with similar ideas independently. Ken has enthusiastically agreed to administer the award. The design of the plaque and tags posed a challenge. A big thanks to RUSA Member #9 Pierce Gafgen for consulting on the design and for fabricating the award plaque and tags.

A number of members already have a good start on racking up states – keen to ride new events and meet new people - even without this award as a motivation. Maybe a new goal for you?

**RUSA Cup** – Recognizes completing all the types of RUSA events, and reaching 5000 km in total, within 24 months. The RUSA Cup is similar to the ACP Randonneur 5000 award, which requires riding all the types of BRM events plus PBP. For the RUSA Cup, all events must be on the RUSA calendar (whether ACP or Randonneurs Mondiaux sanctioned, or not). The award is retroactive.

You must complete a 200k, 300k, 400k, 600k, and 1000k brevet, a 1200k-or-longer grand randonnée, a RUSA team event (Flèche, Arrow, or Dart), and a Populaire. Permanents and foreign events (such as PBP) don’t count. You have 24 months from the start of the first counting event.

For example, suppose you rode a Super-Randonneur series and 1200k your first year, a 1000k, a Populaire, and a Flèche the second. You’d then only need 840 km in other events during that period to reach the 5000 km level. The RUSA Cup is similar to the ACP Randonneur 5000 award, which requires riding all the types of BRM events, plus PBP. Unlike the Randonneur 5000 award, the RUSA Cup can be achieved without traveling out of the United States

Thanks to inveterate randonneur William Olsen, whose personal Super-Duper Randonneur award inspired this one, and Greg Olmstead, who made an earlier, similar proposal. Greg has graciously agreed to administer this award.

- John Lee Ellis, RUSA Medals & Awards Chair

## New R-12 Award Recipients Announced

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

Events that count toward the R-12 Award are:

- Any event on the RUSA calendar of 200k or longer

- Foreign ACP-sanctioned brevets and team events (Flèches), Paris-Brest-Paris, and RM-sanctioned events of 1200k or longer
- RUSA permanents – RUSA permanents of 200k or longer

The applicant must be a RUSA member during each of the twelve months. RUSA congratulates the latest honorees, listed below.

Date	Name [number of awards]	City, State
10/9/2011	John Preston [3]	Plantation, FL
10/10/2011	Michael R Sturgill [5]	Phoenix, AZ
10/12/2011	Phil Cohen	Augusta, GA
10/12/2011	William G Howard	Lincolnton, GA
10/13/2011	Jerry Austin [5]	Arlington, TX
10/13/2011	Michele Brougher [2]	St Louis Park, MN
10/14/2011	Greg Courtney [3]	Ames, IA
10/16/2011	John H Fusselman	Austin, TX

Date	Name [number of awards]	City, State
10/17/2011	Michael A Hogan	Raleigh, NC
10/17/2011	Michael C Wali	Mount Airy, MD
10/18/2011	John Guzik	Sunnyvale, CA
10/24/2011	Chris Mento [5]	Glen Burnie, MD
10/25/2011	William Reagan	Egg Harbor City, NJ
10/25/2011	Dave Sweeney	Middletown, MD
10/26/2011	Mark Vinette [5]	Bethesda, MD
10/28/2011	Debbie Breaud [2]	Arlington, TX





## American Randonneur

Date	Name [number of awards]	City, State	Date	Name [number of awards]	City, State
10/31/2011	Susan Pogue [2]	Burleson, TX	12/15/2011	Craig Mathews [4]	The Woodlands, TX
11/1/2011	Mike McGuire	Santa Rosa, CA	12/16/2011	John Droese [3]	Sherman, TX
11/1/2011	Jeremy Shlachter	Fort Worth, TX	12/17/2011	Chad W Freeze	San Angelo, TX
11/3/2011	Glenn Mounkes	Davis, CA	12/18/2011	David Harper [4]	Seattle, WA
11/4/2011	Willard Goss [3]	Issaquah, WA	12/20/2011	Ward Beebe [5]	Oak Harbor, WA
11/5/2011	John L Hickman	Nashville, TN	12/20/2011	Peter Hoff [4]	Boulder, CO
11/6/2011	Richard Stum [3]	Mt Pleasant, UT	12/21/2011	Sol Ameen	Mount Shasta, CA
11/6/2011	Stuart Keith Sutton [3]	Virginia Beach, VA	12/22/2011	David Dunlap [2]	Houston, TX
11/8/2011	Veronica Beagan	Anchorage, AK	12/22/2011	Bryan K Nelson	Millersville, MD
11/9/2011	George C Moore [3]	Arlington, VA	12/22/2011	Daniel Oldale [2]	Arnold, MD
11/11/2011	Debra Banks	Sacramento, CA	12/23/2011	Charles Lotte	West Hills, CA
11/12/2011	Joshua Crixell	Temple, TX	12/23/2011	Pendulum JoAn Weaver	Gainesville, FL
11/14/2011	Scott Connelly	Florence, SC	12/26/2011	Chip Adams [4]	Severna Park, MD
11/17/2011	Miles Stoneman [2]	Marion, IL	12/26/2011	Ken Emerson [2]	San Jose, CA
11/19/2011	Thomas R Russell [4]	Alamo, CA	12/27/2011	Ken Mattina	Portland, OR
11/21/2011	Theresa A Furnari [2]	Baltimore, MD	12/28/2011	Steven Elliott [2]	San Diego, CA
11/21/2011	Kimber Guzik	Sunnyvale, CA	12/28/2011	Ken Johnson	Sacramento, CA
11/21/2011	Earl Janssen	Severna Park, MD	12/28/2011	Keith Sherrick [2]	Winter Garden, FL
11/21/2011	Tim Newhall	Tallahassee, FL	12/30/2011	Russell D Cummings [2]	Prescott Valley, AZ
11/25/2011	W Thomas Reeder [6]	Alexandria, VA	12/31/2011	Alan R Blanchette [2]	North Brunswick, NJ
11/29/2011	Richard Grant McCaw [3]	San Jose, CA	12/31/2011	Patrick A Donovan [4]	Orange Park, FL
11/29/2011	Clint Provenza [3]	Millersville, MD	1/2/2012	John Morris [3]	Durham, NC
12/1/2011	Kenneth D.W. Jessett [3]	Houston, TX	1/2/2012	Paul G Shapiro [3]	Princeton Junction, NJ
12/3/2011	Tom Bardauskas [3]	Florence, SC	1/3/2012	Nicholas Bull [6]	Arlington, VA
12/4/2011	Stephen Hazelton [2]	Garland, TX	1/4/2012	Tim Lucas [2]	Wilson, NC
12/5/2011	Bob Bingham [2]	Graham, NC	1/5/2012	William A Lindsay	El Cerrito, CA
12/7/2011	Alec Burney	Annapolis, MD	1/6/2012	Werner Huss	West Palm Beach, FL
12/7/2011	Patrice Courtier	Walnut Creek, CA	1/6/2012	Mark Stone [2]	Greenville, SC
12/7/2011	Spencer Klaassen [6]	Saint Joseph, MO	1/7/2012	Carl S Kidd, Jr [2]	Boynton Beach, FL
12/7/2011	Alex Plumb [2]	Alameda, CA	1/8/2012	Carol Bell [5]	Baltimore, MD
12/7/2011	Ned Williams	Columbus, OH	1/8/2012	Crista Borrás [2]	Rockville, MD
12/8/2011	Darell Dickey	Davis, CA	1/8/2012	John C Chapman	Lauderhill, FL
12/9/2011	Kerin Huber [2]	Pasadena, CA	1/8/2012	William Larson [2]	Davis, CA
12/9/2011	Jesse Marsh	San Francisco, CA	1/8/2012	Mark Thomas [5]	Redmond, WA
12/10/2011	Becky Berka [3]	Dublin, CA	1/9/2012	Dean Furbish [5]	Raleigh, NC
12/11/2011	Makoto Miwa	Commerce Township, MI	1/10/2012	Toshiyuki Nemoto [2]	Loveland, OH
12/12/2011	Paul H Donaldson [3]	Richmond, VA	1/11/2012	Gary Gottlieb [7]	Aledo, TX
12/12/2011	Charlie Fenske	Arlington, TX	1/11/2012	Scott A Smith	Lacey, WA
12/12/2011	Charlie Fenske [2]	Arlington, TX	1/13/2012	John Lee Ellis [6]	Lafayette, CO
12/12/2011	R Mark Kaufman [2]	Lancaster, PA	1/13/2012	Bill Winderweedle	Sugar Land, TX
12/12/2011	Willy Nevin [6]	Pacifica, CA	1/14/2012	Jeff Bauer [3]	Nashville, TN
12/13/2011	Ed Shepherd	San Diego, CA	1/14/2012	Mel Cutler	Los Angeles, CA
12/13/2011	Leslie Sutton [3]	Boulder, CO	1/14/2012	William Fischer [3]	Elmira, NY
12/14/2011	Neil Fleming [2]	Atlanta, GA	1/14/2012	Jonathan Levitt [3]	Bronx, NY
12/15/2011	H Edward Boltz	Hartsville, SC	1/15/2012	Rob Hawks [3]	Richmond, CA



## American Randonneur

### P-12 Award

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

Events that count toward the P-12 Award are:

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

The P-12 counts a series of months in which one or more sub-200k rides were completed. Therefore, a given month can only be used towards one P-12 award and one may earn only one P-12 award during a twelve-month period.

The applicant must be a RUSA member during each of the twelve months. Rides of 200k or more cannot be substituted for shorter ones.

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

Date	Name [number of awards]	City, State
10/13/2011	Jerry Austin [3]	Arlington, TX
10/25/2011	Tom Durkin	Portland, OR
10/31/2011	Dan Driscoll [3]	Arlington, TX
11/2/2011	O. John Olmstead	Rocky Mount, NC
11/3/2011	Gary Gottlieb	Aledo, TX

11/4/2011	Mark Vinette	Bethesda, MD
11/7/2011	Erin Laine (F)	New Orleans, LA
11/8/2011	Shan Perera	Seattle, WA
11/27/2011	Naomi Scarce (F)	Valley View, PA
11/27/2011	Paul D Scarce	Valley View, PA
12/5/2011	Thomas R Russell	Alamo, CA
12/6/2011	Joe Kratovil	Hillsborough, NJ
12/10/2011	Dean Furbish [2]	Raleigh, NC
12/10/2011	Steven T Graves	Gretna, LA
12/12/2011	Paul H Donaldson	Richmond, VA
12/12/2011	Gabi Nevin (F)	Pacifica, CA
12/12/2011	Willy Nevin	Pacifica, CA
12/13/2011	Janis Ayers (F)	Durham, NC
12/13/2011	Bobbe Foliart (F)	Alamo, CA
12/20/2011	Ward Beebe	Oak Harbor, WA
12/21/2011	Chad W Freeze	San Angelo, TX
12/22/2011	Jennie Banta (F)	Midland, TX
12/31/2011	Gloria Munson (F) [2]	Grand Prairie, TX
1/1/2012	Janet Bull (F)	Arlington, VA
1/1/2012	Nicholas Bull	Arlington, VA
1/2/2012	Amy C Pieper (F)	Renton, WA
1/2/2012	Paul G Shapiro	Princeton Junction, NJ
1/3/2012	Christine Newman (F)	Skillman, NJ
1/4/2012	Duane Wright	Seattle, WA
1/4/2012	Nora Wright (F)	Seattle, WA
1/5/2012	Daniel Pfaff	Springfield, MO
1/6/2012	Ron Alexander	Overland Park, KS
1/12/2012	James W Doggett	Springfield, MO
1/13/2012	Alan R Blanchette	North Brunswick, NJ

### Mondial Award

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

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



Mondial award

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

The qualifying distance for this award is based on all events on RUSA's calendar (ACP brevets and flèches, RUSA brevets, populaires, arrows and darts), RUSA permanents, and 1200k events held in the United States after 1998. Foreign events (including PBP) are not counted.

RUSA congratulates the riders who have earned the Mondial Award.

Date	Name	City, State
11/5/2011	Charlie Fenske	Arlington, TX
11/5/2011	Jim Solanick	Lake Worth, FL
12/21/2011	Robert Brudvik	Edmonds, WA





## American Randonneur

# Ultra Randonneur Award

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

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.



Ultra Randonneur award

RUSA congratulates the new recipients of the Ultra Randonneur Award.

Date	Name [number of awards]	City, State
12/3/2011	Sharon Stevens (F) [3]	Richardson, TX
12/12/2011	Charlie Fenske	Arlington, TX
12/19/2011	Dana A Pacino (F) [2]	Aledo, TX
1/1/2012	Jeff Sammons	Brentwood, TN

# American Randonneur Challenge

**American Randonneur Challenge (ARC)** is a special award given by Randonneurs USA to any cyclist who successfully completes (in the same season) two or more Randonneur Mondiaux 1200-kilometer or longer grand randonnées held in the United States. The ARC award can be earned only by riding the event as a 1200k; riders entered to do it as a 1000k + 200k may not claim the award. RUSA congratulates the riders who earned and applied for the ARC award in 2011:



American Randonneur Challenge award

Date	Name	City, State	Events
1/7/2011	John Lee Ellis	Lafayette, CO	Shenandoah 1200 / Last Chance
9/1/2011	Ian Shopland	Olympia, WA	Texas Rando Stampede 1200/Colorado High Country 1200
9/2/2011	John Preston	Plantation, FL	Texas Rando Stampede 1200/The Big Wild Ride
9/12/2011	Michael Fox	Cedar Falls, IA	Shenandoah 1200/Colorado High Country 1200
9/20/2011	William Olsen	Califon, NJ	Texas Rando Stampede 1200/Colorado High Country 1200/ The Big Wild Ride/Taste of Carolina
9/28/2011	Donald Jagel	Germansville, PA	Texas Rando Stampede 1200/Taste of Carolina
9/30/2011	W David Thompson	New Smyrna Beach, FL	Texas Rando Stampede 1200/Shenandoah 1200
12/5/2011	Tim Lucas	Wilson, NC	Texas Rando Stampede 1200/Taste of Carolina
12/19/2011	Geof Simons	Cary, NC	Texas Rando Stampede 1200/Taste of Carolina





## American Randonneur

# Coast to Coast 1200k Award 2011



The Coast-to-Coast 1200k award is earned by RUSA members who have successfully completed four different Randonneurs Mondiaux 1200k-or-longer randonnées held in the United States. The qualifying events includes any four of the following:

- Boston-Montreal-Boston
- Gold Rush Randonnée
- Last Chance 1200
- Cascade 1200
- Bonifay Cycling Challenge
- Shenandoah 1200
- Endless Mountains 1240
- Big Wild Ride (Alaska)
- Colorado High Country
- Texas Rando Stampede
- Taste of Carolina

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

RUSA congratulates the new recipients of the Coast to Coast 1200k Award in 2011.

<b>Date</b>	<b>Name</b>	<b>City, State</b>	<b>Events</b>
2/15/11	John Lee Ellis	Lafayette, CO	2005 Last Chance 2006 Boston-Montreal-Boston 2008 Cascade 1200 2010 Shenandoah 1200
5/17/2011	Ian Shopland	Olympia, WA	2009 Gold Rush Randonnee 2009 Last Chance 2010 Cascade 1200 2011 Texas Rando Stampede 1200
7/31/2011	Michael Fox	Cedar Falls, IA	2006 Boston-Montreal-Boston 2008 Cascade 1200 2011 Shenandoah 1200 2011 Colorado High Country 1200
8/29/2011	John Preston	Plantation, FL	2009 Shenandoah 1200 2010 Cascade 1200 2011 Texas Rando Stampede 1200 2011 The Big Wild Ride
9/11/2011	Vincent Muoneke	Federal Way, WA	2008 Last Chance 2009 Endless Mountains 1240 2010 Cascade 1200 2011 Colorado High Country 1200
10/6/2011	Vickie Tyer (F)	Grandview, TX	2009 Shenandoah 1200 2009 Last Chance 2010 Cascade 1200 2011 Texas Rando Stampede 1200
11/6/2011	Richard Stum	Mt Pleasant, UT	2008 Last Chance 2009 Gold Rush Randonnee 2010 Cascade 1200 2011 Colorado High Country 1200







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## Damon Peacock's Paris-Brest-Paris 2011 DVD

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## American Randonneur



John Lee Ellis with his green De Rosa.

# What We Ride: The Green De Rosa

By John Lee Ellis

**M**y trusty green De Rosa just returned from having fun on PBP 2011. (I had a good time, too.) Some years ago, my local bike shop, Bicycles South in Charlotte – knowing the long rides I did – steered me to De Rosa as a performant, nice-handling, quick bike but one that you didn't have to stay on top of on the big descents and gnarly curves. And

comfortable enough for an entire day's riding ... day after day. In other words, the Italian stage racing bike philosophy of the 80's.

Its first outing was a summer evening training ride with zippy local cyclists. It seemed to float over the pavement, to leap ahead, and respond to the merest thought in terms of handling. It was a lyrical experience, only slightly mitigated by a massive thunderstorm that later swept through.

*(continued onto next page)*







## American Randonneur

**Components** - It's a 1985 Columbus SL frame which I bought in 1989, put on display in the livingroom, built up in 1991 for RAAM ... and used alongside my Kestrel SC. It was a repo (but unused) frame the US distributor had in reserve. What a happenstantial purchase! I added a hodgepodge of Shimano Ultegra brake and shift components, Campy Chorus cranks and aero seatpost, and a Selle Italia Turbo-Matic saddle. It's essentially the same today.

**Gearing** - The nominal setup has been 42x53 chainrings and 13-24T 7sp freewheel (yes, not freehub). Seven-speed freewheels have become scarcer, and I've moved to a 13-26T. For tougher stints such as the Shenandoah or Cascade, I go to a 39T small chainring. (Not needed for the Colorado High Country, by the way.) This was originally a 6sp freewheel bike, but was stretched (a virtue of steel) to "modernize" it to seven speeds. Looking on the bright side, I'm still saving grams and grams without the three or four extra cogs of current systems, ha, ha.

**Lighting** - I use battery systems. That has seemed simpler, lighter, less expensive, and fortunately ever more potent. This has evolved to mounting Cateye EL-530's on the undersides of the handlebar drops, secured by electrical tape. It keeps them out of the way of the handlebar bag, and at a good height, not too high, not too low, in terms of shadows and coverage.

**Baggage** - I like to have enough room to accommodate the wide range of temps on a Colorado day, for which the Jannd big seatpost bag is ideal for shedding layers. That plus an aerobar bag handcrafted by former randonneurs and BMB veterans Ed Fisher and Linda Bousquet.

**PBP and Other 1200k's** - When packing for PBP, I remove the aerobar and mount a cheerful, modestly-sized red handlebar bag picked up at a French bike shop just before PBP 1999. The seat and stem setup is a compromise that means I don't have to reconfigure for aerobar vs. non-aerobar riding. They're comfortable either way. Or maybe I'm more flexible than I think.

For 1200k's, I add a fanny pack strapped atop the Jannd pack. That's the difference between 1200k's and shorter (up to 1000k) events. Adding the space blanket and rainproof mitten shells makes the difference.

When asked, I tell folks that the best bike for randonneuring is a bike you're comfortable on. That is certainly true of the green De Rosa. It suits my style - not quite minimalist but on the lean side, rando-wise - and it functions as well as it ever did. I just continue trying to live up to its potential.

*John Lee Ellis (RUSA 153) is the RUSA RBA for Colorado and the RUSA RBA board liason.*

# eArticles and eBooks By John Hughes

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**Available now: [www.RoadBikeRider.com/all-Coach John Hughes](http://www.RoadBikeRider.com/all-Coach John Hughes)**





# Two is One, One is None. Finishing is Everything.

By Miles Stoneman



**Miles Stoneman**

I glanced at my watch. 08:30. My oldest daughter should have been half way through her first class at the Community College.

“Why aren’t you in class?” I inquired.

“My alarm didn’t go off.” She admitted.

“Both of them?”

“Don’t be silly. I use my phone as my alarm,” She said. “And I don’t have another one. Who needs two alarms?”

I imagined her quick smile, spreading across her face, causing a cute dimple in her left cheek, and I smiled, too, and shook my head.

“Apparently you do. You know the rule - two is one, one is none.”

Of course, that is the basic preparation rule. My preparation rule goes beyond the basic rule.



“Bicycle, bicycle; I want to ride my bicycle; I want to ride my bike...”

Bicycle Race, the 1978 classic by the rock band “Queen,” began playing on my phone, alerting me to an incoming call.

“Hello?”

“Hey, Dad, it’s Jenny.”

If it’s necessary, get one. If it’s important, get two. If it’s crucial, get three. Be prepared.

Successful randonneuring is as much about preparing for the ride, as it is about enduring the ride – perhaps more so as the distances increase. According to that wise person who writes bumper stickers, “Life Happens.” Be prepared. Two is one, one is none.

Just as “girls are made of sugar and spice and everything nice”, life is made of non-linear events. (I know, not very poetic.) Those people who are unprepared for a non-linear event will be the ones outside, “where there is weeping and gnashing of teeth.” If necessity is the mother of invention, non-linearity is the father of preparation.

Unfortunately, most people are afflicted with a malady called “normalcy-bias.” They assume that because it has never happened (or has never happened to them), then it isn’t likely to happen at all (at least not to them). Fight normalcy-bias. The consistently successful randonneur will play “what if it should happen?” and try to be prepared.

Or, you can just trust your luck. Thomas Jefferson said, “I’m a great believer in luck, and the harder I work, the more I have of it.” He could just have easily have said that the more prepared he was, the more luck he had.

I don’t trust luck. I trust my EDC (every day carry) preparations. Admittedly, I carry too much stuff. How much stuff is enough? In the Randonneurs USA Member Handbook, Bill Bryant offers lists of stuff to carry (based on his own randonneuring experience). See the list at right.

In my experience, this is an adequate starting list. (And as you can see, this list was made in the previous century. Spare bulbs? Phone card? LED’s and cell phones for us today. Oh for the good old days.) But suppose you gathered and carried all this stuff? Just how much would it weigh?

Clothing	960 gm
Tools	980 gm
Night Riding	500 gm
Miscellaneous	360 gm
(Your results may vary).	

This basic list of “necessary stuff” would weigh about 6 pounds. Some riders are already beginning to calculate the “weight penalty.”

*(continued onto next page)*





## American Randonneur

*Penalty:* consequence or disadvantage attached to any action, condition, etc. (Webster's Dictionary)

I recently participated in an internet discussion where one author declared the "penalty" of using studded tires in the winter was a speed loss of 2-3 mph. Up until that moment, I had always considered the loss of speed as a fair trade for the advantage of safe riding on icy roads during the winter months. A fair trade, not a penalty. The weight of your EDC may be a fair trade for a finished brevet, leading to a Super Randonneur Award or an R-12 Award (or both).

In fact, while Bill's list is probably an adequate EDC, I carry more. I have three taillights on my bike; one isn't used regularly but represents a spare. (How much can a light with 2 AAA batteries weigh?)

I carry two CO2 cartridges as well as a pump. (What if the pump fails?) And I carry a patch kit along with those two tubes in my bag. (Multiple flats anyone?) Instead of one headlight, I have two and carry a third. It is small – not adequate for regular night riding – but it will keep me safe and legal in case of catastrophic failure. (Think one light fails, then I crash my bike, destroying the other one. Far-fetched? Maybe you're suffering from normalcy-bias.)

If you're new to randonneuring this year, consider using Bill's basic list as a good starting point for your EDC items. However, if you are a more experienced randonneur and you've never needed some of these items, therefore no longer carry all of them; just remember the words of Dirty Harry, "Do you feel lucky, punk? Well, do you?"

Fight normalcy-bias. If it could happen – it might happen. If it does happen, will you be ready?

If you think you will need one – bring one. If you bring one – bring two; in case the first one fails. If you can't finish the ride without one – bring three.

Penalty – shmenalty.

Be prepared. Two is one, one is none. Finishing is everything.

*Miles Stoneman (RUSA 5169) is the RUSA RBA for the Little Egypt Randonneurs (Marion, IL).*

### RUSA Member Bill Bryant's suggested list of must-take rando items

Clothing	Tools	Night Riding	Miscellaneous
Arm warmers	Two spare tubes	Reflective ankle bands	Money
Wind vest	Tire tools	Reflective sash or vest	Credit/ATM card
Knee/leg warmers	Emergency spoke	Spare headlight bulbs	Phone card
Light balaclava	Multi-tool	Spare batteries	Health insurance card
Gloves	Zip-ties	Helmet lamp	Driver's license/ passport
Sunglasses	Electrical tape		Ibuprofen
Rain gear	Chain tool		Sunscreen
	Chain links		Butt cream
	Rear gear cable		Antacid
	Spoke wrench		House/car key
	Small knife w/ pliers & tweezers		Energy bars
	Spare fender bolt		
	Chain oil and rag		
	Pump		

(Reference: RUSA handbook, 2003)







# From the Back of the Pack: Arab Spring, Rando Fall?

By Dr. Codfish

Post-PBP discussions are often nostalgic, and filled with fabulous vignettes of the experience that inspire anciens and anciennes to go back again, or entice novices to consider the challenge.

It was with a surprise then that I noted the general discussion at our annual fall meeting of Seattle International Randonneurs turned not so much to PBP as to coming events.

There was a lively discussion about how best to recruit new members to our quirky sport. The subsequent chat on our club Google group discussion list was animated indeed, and raised many questions, many different opinions, and even a few facts. As a result, we decided to try to put on a monthly populaire to boost ridership.

As simple as that initiative sounds, anyone who has been around this sport for more than five minutes knows that this does not happen just because it seemed like a good idea at the time. Fortunately, a few of 'the usual suspects' raised their hands and volunteered to coordinate the first few of these rides.

Why a populaire once a month? Our thinking was that for many urban cyclists and commuters, a 100K route might seem 'big' but not crazy big. We also chose the populaire because it does not require riders to be members of RUSA, SIR, or to pay a ride fee.

It incorporates just enough rando-specific jargon, rules, and procedure to allow some exposure, but not so much that it would overwhelm new riders. These rides also count toward the P-12 award

and we thought that would be incentive to get current RUSA members to come out and ride with the newbies. We thought this could also be a good introduction for those rando widows and widowers who hear about it but who shy away from the longer rides.

We decided that we would begin by keeping this series of rides close to major population centers. We wanted to avoid having the problem of just getting to the ride be a deal breaker. And given that we were launching this goofy idea in winter, less travel just seemed to be a sensible approach. We also noticed that over the last few years, our urban populaire

had been very popular with younger riders, a demographic that we feel is underrepresented in our club membership.

In order to make it a little easier on volunteers we have been using existing 100k permanent routes, and we have focused on rides that have a pleasant venue at the finish

where riders can get a coffee or beverage of choice, and a donut or lunch. This allows for some post ride chat which is appreciated by riders new to the sport.

We also cooked up a one-page post-ride questionnaire that we ask new riders to complete. So far all have been willing and the responses have been generally positive. They appear to be interested in riding more populaire, and they express interest in riding longer events. I don't think we have had any of the new riders join RUSA or SIR yet, but the spring series is just around the corner and we will begin making that fact known with the next few populaire.

***"If you're not doing something specifically to grow the sport in your area, give it some thought: More riders are good for cycling and good for randonneuring."***

— Dr. Codfish

We got off to a rocky, or should I say slippery start. The date we set for the inaugural monthly populaire in November dawned cold and icy. We postponed the start for an hour to let the ice melt. With a coffee shop nearby, most of the riders drifted back to the start an hour later. No one fell, no one was hurt, and everyone (except a tandem couple with a trashed tire) finished within the time limit. Out of a total of 35 riders, 7 were new to randonneuring. One of our intrepid permanent

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## American Randonneur

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Coordinators, Narayan, volunteered to help organize the November ride, and it would not have happened without his efforts.

December was a different story. Unseasonably warm and sunny weather helped generate great turnout. Again, long time member Amy stepped up to organize the December offering. There were a total of 45(!) riders, and all finished, including all 10 of the new riders.

Our stalwart Winter Training Series coordinators, Ralph and Carol have volunteered to modify a couple standard routes to make them eligible as permanents for January and February. March will be our usual spring populaire kickoff ride. We're still looking for volunteers for the remaining months of the year but I am confident that people will step up.

It is a little too soon to be making claims – we've only run the first two monthly Populaires to date – but there is a little raw data for you data geeks to munch on:

- Two events held so far (November and December)
- Both well attended 35, and 45 riders respectively
- Both had new riders attending, and finishing the event 7, and 10 respectively. All of the new riders polled said they were interested in riding more populaires and longer randonneur events.
- Our club website, word of mouth, and announcements through other clubs have been the most common way that riders have learned of the populaires

We are not sure that this will become a permanent fixture on the SIR calendar, but we'll do it for a year and evaluate the results. If you're not doing something specifically to grow the sport in your area, give it some thought: More riders are good for cycling and good for randonneuring. I think it was Gandhi who said, "Be the change you wish to see in the world."

*Yr Pal, Dr Codfish, ... aka Paul Johnson, RUSA #1168, lives and rides in the Pacific Northwest*



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# Le Mille du Sud 2011: <<Un Cola, SVP>>

Above: Guy Bouillot riding on the second day.

By Hugh Kimball

It is two days after Le Mille du Sud, and I am returning by bike to Sisteron. I am still tired from the 1000k, but I have only 120k. The bike is now rigged for touring with two heavy panniers. I follow the route of Le Mille du Sud as I leave Carcès. I am thankful that we did not have the wind that I have today – a headwind of at least 30mph – which would have made a demanding ride extremely difficult.

I get to the first hill summit and a car passes and pulls over. It is André and Ghislaine Daniel, and I am glad to see them. They ask if I'm OK, if I'm warm enough, if I have food (I always carry food). I have said good-bye to them at least two times before, and here they are again! People in Carcès have been so wonderful. I know I will miss them, as I head off by myself.

As it turned out, I rode alone on Le Mille du Sud only during the first day. The start was 7 a.m., and I quickly found myself in the second group of about 6 to 8 riders. By the first control (Forcalquier, 92.5k), there were three of us. I left the control with Peter Riffart, but, about 20k out, Peter pulled ahead, and I was on

my own. For the rest of the day, riders passed me; I would hang on for a while and then be alone again. I stayed close, though, by keeping my stops short: in the first 197k I was off the bike for only 12 minutes.

When I got to Malaucène (197k), I took a short but well-deserved break at the public water basin. The water was cool, fresh off the slopes of Mont Ventoux. I took off my helmet and stuck my whole head in the water. A short time later, Manuel Johnen zipped by. I shouted at him to get a drink, but to no avail. He was moving too quickly. A while later, I met Manuel again and rode with him through Cairanne – or was it Sainte-Cécile-les-Vignes? After Mondragon (242k), where he stopped at a grocery store, I did not see him again until the finish.

I had made hotel reservations in Le Pouzin (372k) and Briançon (705k). This ride was entirely unsupported, as reflected by the 5 euro entry fee. There were no arrows as in PBP, and no organized food or shelter. You had to plan ahead. Very Rando. But it was France, and the food was superb. Ride organizer, Sophie Matter, put together a fabulous cue

*(continued onto next page)*







## American Randonneur

sheet, which included the site of the turn, the direction to go towards (which road sign to follow), the next road, and the elevation. And, if you had wanted, you could have downloaded pictures of every turn that Sophie had taken.

The third control was Saint-Martin-d'Ardeche, where I stopped at a small, very nice grocery store. I got my card stamped (all businesses in France have stamps!) and bought a liter of orange juice, which I drank on the spot. I made my way through the Gorges d'Ardeche, some of which I did not see because it was getting dark.

Ten kilometers before Aubenas (328.5k), the Italians caught me. We quickly parted, though, when I continued on, and they stayed at a hotel there. On the descent into Le Pouzin, I stopped to put on a wool jersey and wind breaker. A rider went by, and I was on the bike again, trying to catch him. It was Guy Bouillot, and he probably let me catch him, as he is very fast on descents. He did not have a room for that night, so we shared mine. We were together the rest of the ride.

After just four hours of sleep, Guy and I were on our bikes again at 5 a.m. This was the second – and most challenging – day. We left the rolling hills and headed into the Alps. We climbed many

small passes (Col des Guillens, Col du Portail, Col de Vache, Col des Roustants, Col de Palluel, Col de la Saulce, Col Saint-Sébastien, and Col Accarias) as well as the higher Col du Festre and Col d'Ornon. At the Col du Festre was a control I treated myself to a Coke, something I drink only on long rides.

A woman there was every interested in my titanium bike. It seems most riders in Europe use carbon fiber bikes. But I did not talk to her much, as we wanted to keep rolling. In Mens (580.5k) we stopped for another Coke. On the way to Briançon, work on a tunnel closed the road from 10 p.m. to 6 a.m., and we were not going to get by in time; so Guy used his cell phone to cancel my hotel reservation in Briançon. We descended the steep 2000 feet into Le Bourg-d'Oisans and stayed instead at the Overland Hotel. We got there at 9:30 p.m. and left at 4 a.m. the next morning. The tunnel closure had given us more sleep, but, as we started our third day, we had 360 km to go. The first order of business was the Col du Lautaret, and, after a long but not-too-steep descent, we were in Briançon (705k) at 8:30 a.m. The hot coffee and petit déjeuner was most welcome after the cool descent.

After Briançon our descent continued, punctuated though by a

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Pont d'Arc in the Gorges d'Ardeche







## American Randonneur

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climb over Col de Maure, to get to Digne-les-Bains (850k), and a few more hills before Saint-André-les-Alpes (889k). With only a little more than 100k remaining, it seemed that we were almost there. After an hour of waiting for a thunder shower to move on, we rolled – but straight into the storm. The storm brought down rocks and gravel onto the road in the Gorges de Verdon. I was thankful for my generator hub and good light. I was soaked but still warm in my wool. The going to Ampus (966k) was hilly, and I heard Guy say, “J’aime Sophie!” From Ampus it was a nice run to the finish in Carcès (1002k), where we arrived just before 1 a.m. I traded jerseys with Guy and Peter, which left me with very nice souvenirs but no SIR jerseys. Note to self: next time bring more SIR jerseys.



Guy Bouillot descending the Col du Festre.

A number of riders had more adventures than one would like. Gilles Esselin and Pascal Bride were descending about 26k from the finish when Pascal hit a wild boar! Guilles helped Pascal out of the ditch and got his bike out of a tree. They finished, in spite of Pascal’s broken collar bone and severe bruises. And there was Bernard Péguin, whose front wheel broke on the second day. He was able to get a new wheel but lost his generator hub. So Bernard rode that last night in the thunder storm with a helmet light.

Fortunately, I had neither a breakdown nor a crash. I will remember Le Mille du Sud as a very beautiful ride in gorges, across picturesque French countryside, and through spectacular mountains. Moreover, the people I met were special. Sophie informs me that about 80% of next year’s 1000k will be on new roads. If you want a challenging, beautiful ride do the Le Mille du Sud in September 2012!

*Hugh Kimball, RUSA #4914, completed PBP before the Le Mille du Sud in 2011.*



Guy Bouillot on the Mille du Sud.





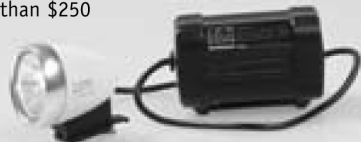
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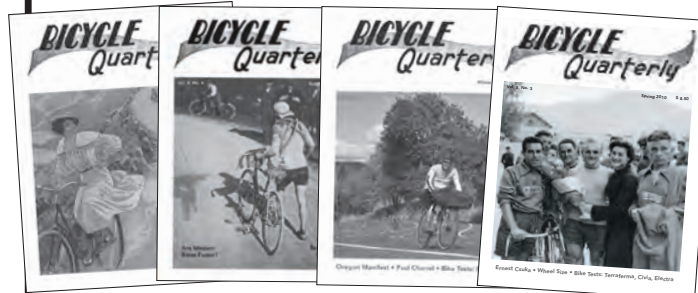
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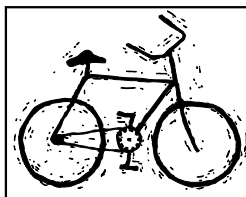
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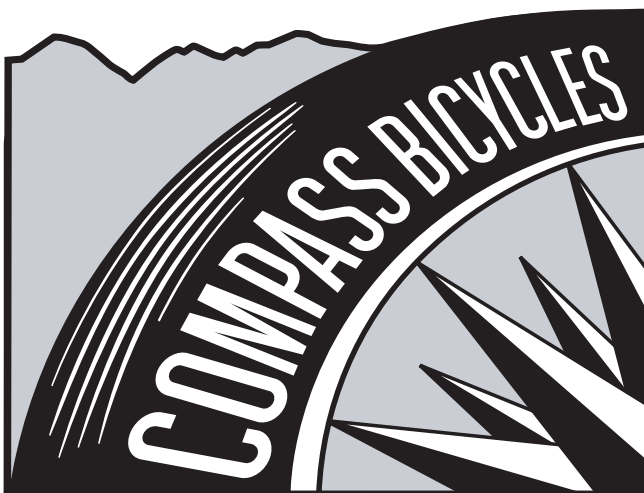
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## Cyclos Montagnards R80/R70/R60 Honorees

By Mark Vande Kamp

Since the Cyclos Montagnards R80/R70/R60 program started two years ago, 36 randonneurs have achieved this honor. They should be proud of their achievements, and the Cyclos Montagnards hope that they resulted from wonderful rides.

The Cyclos Montagnards began in early 2009 when a few Seattle International Randonneurs (SIR) members were talking about Paul Charrel, a French bicycle constructor and randonneur who set himself the goal of riding from Lyon to the top of Mt. Ventoux and back in 24 hours. Although he never succeeded in his quest (despite six attempts!), we were inspired by his effort. We liked the idea of adopting challenges that could be stated simply but would stretch our limits.

That summer, three of us decided to attempt our own 24-hour challenge ride (see *American Randonneur* Summer 2011 v14:2), and we also imagined a series of awards based on the existing brevet time limits, similar to RUSA's Charly Miller society, but available for all brevets

and not only PBP. Our goal was to bring together randonneurs who could inspire each other in the way that we had been inspired by Paul Charrel and other randonneurs of the past. Goals like these are best achieved through teamwork, and they can bring out the best in randonneuring.

Completing a full brevet series required for the Super Randonneur Award (200, 300, 400, 600k) is a significant achievement in itself. Completing each of these four brevets in 80%, 70% or 60% of the time allowed provides an added challenge as randonneurs increase their fitness and experience.

That is how these honors work. Riders who complete each of the four brevets in 80 percent of the time limit are eligible for the R80, while the R70 and R60 represent finishing times less than 70 percent and 60 percent, respectively. Riders can use brevet results from two consecutive years. (More information about the rules and recognition are available at <http://cyclosmontagnards.org/R80Rules.html>). Once you have qualified for the honors, you submit your results, and your name is listed on the Cyclos Montagnards web site.

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## American Randonneur

The 36 randonneuses and randonneurs who have qualified in the last two years represent the “big tent” of randonneuring. Some are experienced riders who also qualified for the many distance awards available from RUSA. Others are new riders. Some come from a racing background, others from touring or commuting. Some ride all the time, others only enter a few events every year.

If they have one thing in common, it is that they enjoy a challenge. In fact, many of them already are planning to use the experience and confidence they have gained to move to the next level. For example, some R80 riders have a goal of qualifying for the R70, while others hope to qualify again at their current level with a new set of brevets.

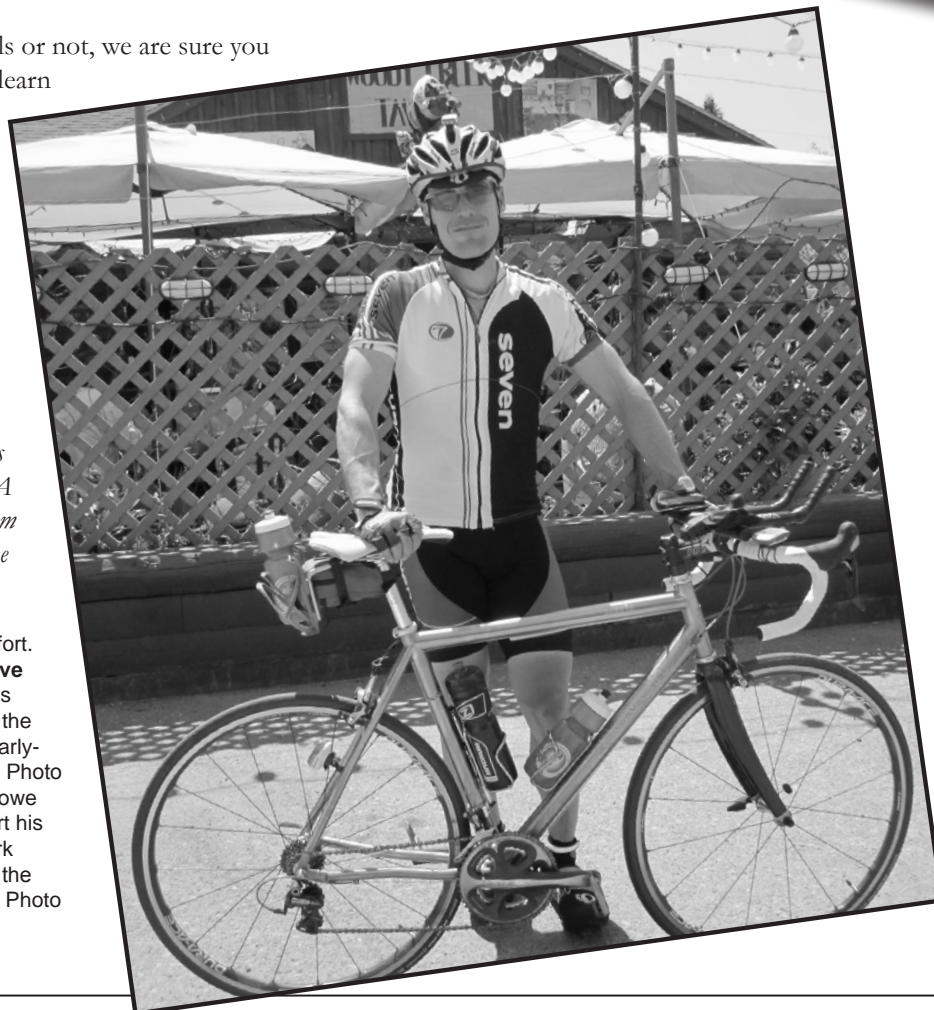
We suspect that many more RUSA readers are eligible, and we encourage you to submit your name for recognition. We also encourage randonneurs to use the R80/R70/R60 awards to add goals and challenges to their brevets in 2012. In the end, it’s all about the ride and not about the result.

Whether you achieve the time goals or not, we are sure you will have memorable experiences, learn something about yourselves, and inspire other riders with your efforts.

– *Mark Vande Kamp, founding member of the Cyclos Montagnards, enjoys living and riding in the Pacific Northwest*

*Editor's note: The C-M Honors are independently administered by the Cyclos Montagnards and are not official RUSA awards. RUSA recognizes one minimum pace for domestic brevets – that set by the Randonneurs Mondiaux.*

**At left:** Russell Fairles on his R60 effort. Photo Courtesy Russell Fairles. **Above right:** Robert Higdon (left) and friends trained together for PBP 2011, using the R80 and Flèche Challenge to build early-season fitness. Seen here in Seattle. Photo by John Whitenack. **At right:** Mark Lowe used an early-season R-60 to support his 2011 Colorado Triple Crown run. Mark at Woody Creek Tavern, the finish of the 2011 Denver-Aspen Double Century. Photo courtesy Mark Lowe.





# K-Hounds Bite Back!!

By Dan Driscoll (with John Lee Ellis)

Since 2006, when the K-Hounds came upon the rando scene, American Randonneur has reported on various aspects of K-Hounding. This year, while honoring all the 2011 K-Hounds, we'll have a special focus. What will it be?

**Some K-Hound History** – In 2007 Edward Robinson interviewed the first two official RUSA members to bust the 10,000 km barrier: Brannon Oats from Texas and Eric Vigoren from Washington State. The next year, Mike Dayton celebrated the 10 new 2007 K-Hounds. All but one was a Lone Star Randonneur (LSR) and half of these new K-Hounds were women.

In 2009, K-Hound Val Phelps covered the 8 new 2008 K-Hounds, and congratulated the 8 returning K-Hounds from the previous year. All but one of these 16 K-Hounds was a LSR and over 43% were women. In 2010, Mark Thomas, already a K-Hound himself, profiled two exceptional K-Hounds – Gray Gottlieb and Vincent Muoneke, both riding more than 20,000 km in 2009. 2009 had 16 K-Hounds, with over 31% of them being women. In 2011, the story was about how this K-Hound virus had spread to other parts of the nation: 2010 saw 29 K-Hounds, more than ever before. There were also more “Dog and a Half’s,” “Double Dogs” and even a couple



Kerin Huber finished her K-hound run on Dec. 29th, 2011.

“Triple Dog Dare Ya’s.” (Yes, that would be 15,000, 20,000, and 30,000 km, respectively.)

In 2010 eight women represented over 31% of the K-Hounds and for the first time ever a woman from a Klub other than LSR earned a trip to the Dog House. Lyn Gill from Seattle was the first non-Texan woman to become a K-Hound. Can you guess where this year’s K-Hound article is going?

**Our Focus This Year!** – Seemed like it was time to focus on women’s prominent – and overachieving – place among the K-Hounds.

Women represent about 13% of RUSA’s actively riding membership, but over 30% of the K-Hound awards. This is what you might call a statistical anomaly. What could be behind it? Certainly in no small part the gritty determination of RUSA randonneuses.

**Some 2011 Stats** – For 2011 we have 35 K-Hounds - up 20% from last year. Nine were women, about 26%. Let’s start this 2011 recap by giving credit to all of the new Never-Before-Done-This-Kinda-Thing K-Hounds: Ward Beebe (WA), Grover Everett (IL), Stephen Hazelton (TX), Kerin Huber (CA), Ken Johnson (CA), Spencer Klaassen (MO), Joe Kratovil (NJ), Tim Lucas (NC), Maile Neel (MD), Ogden Olmstead (NC), Bill Olsen (NJ), John Pogue (TX), Susan Pogue (TX), Bryan Rierson (NC), Bob Riggs (TX), Thomas Russell (CA), and Catherine Shenk (CO). Of these 17 new K-Hounds, 4 of them (23%) are women. Kerin was the first Female K-Hound from California, Maile the first from DC, and Catherine the first from Colorado.

**Eleventh Hour** – In December we were contacted by Kerin, Maile, and Catherine. All had heard about the Crazy K-Hounds and were contemplating whether to use their last bit of holiday vacation and make the push to the kennel. Catherine ended her season with back-to-back 200k permanents on December 10th and 11th. Maile cut it a little closer ending her season on Christmas eve with a 161 km permanent called “She’ll Be Coming ‘Round the Mountain.” The real nailbiter was Kerin who slid in under the wire on December 29th with a 100k permanent called “Long Beach for Coffee.” Kerin had ridden 10 of the last 14 days including five 200k’s. It was fun to watch each of them go for it and get it done.

For the second time in the K-Hound history books, a Wife – Husband team has made the K-Hound Kut. Susan and John Pogue did most of their riding on a tandem, but Susan still needed K’s. By day Susan was a housewife with a job, but she also had another job: aspiring K-Hound. She enlisted help from almost every member of her local rando club, many taking turns to make this a fun goal

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that join friends together for a common cause. Dana Pacino and Gary Gottlieb were the first wife-husband team to earn K-Hound status together.

**Repeat Hounds!** With 55 randos earning a total of 108 K-Hounds, this means a few repeat offenders. In fact 23 different riders have earned 75 of the 108 K-Hound Awards – that is, fewer than 50% of the K-Hounds have earned 70% of the awards. To date RUSA K-Hounds have ridden 1,426,163 kilometers of over 10,000 km years of riding. Ten individual riders have earned a pair of K-Hound Awards, 3 of them women (33%): Debbie Breaud, Shellene Foster, and Dana Pacino; the males being Kelly Deboer, John Lee Ellis, Jeff Elmer, Charlie Fenske, Dean Furbish, Joel Lawrence and Daniel Schaaf.



Repeat K-hounds Dan Driscoll, Pam Wright, Vickie Tyer and Sharon Stevens.

Three Rando studs have earned K-Hound status three times: Vincent Muoneke, Mark Metcalfe and Pat Horchoff. Seven randos have earned K-Hound Status 4 times, 3 of these are women (42%): Brenda Barnell, Robin Phelps and Vickie Tyer; the males are Mark Thomas, Geoff Swarts, Val Phelps and Gary Gottlieb. Only 4 Hounds have earned The K-Hound Award 5 years in a row: two of those are women (50%): Sharon Stevens and Pam Wright, with Sharon riding over 15,000 kilometers the last 3 years in a row. The male five-timers are Jerry Austin and Dan Driscoll.

These female K-Hounds may look casual, but between the three of them they have 14 K-Hound Awards. The mantels above their fireplaces had to be reinforced. As if riding over 10,000 kilometers a year was not enough, they planned their local rando Christmas party at a rented skating rink, and practiced every week for months before hand. Vickie's wrist is still recovering from an attempted skating spiral ... as she plans her 1200k's for 2012. Yep, hardcore randos, but as you can see they sure know how to have a good time, too.

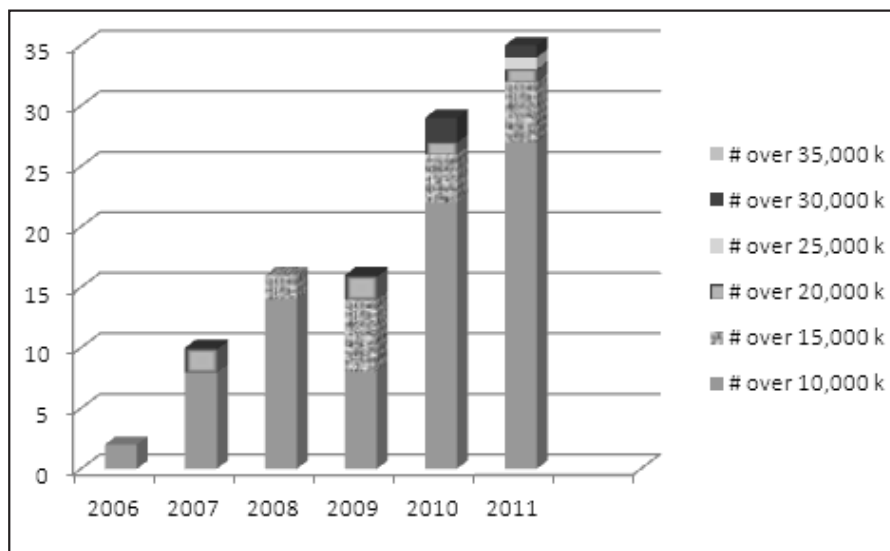
Some credit goes to the Crazy Klubs that facilitate and promote such bizarre behavior, with Lone Star Randonneurs, Seattle International Randonneurs, and North Carolina as last year's Meccas. New potential hot spots are starting to emerge with two K-Hounds from Colorado, two from New Jersey, and three from California. We also had our first ever K-Hound from IL, MO, and MD. Make your State or Klub proud by becoming its first K-hound.

One thing most any successful K-Hound will tell you, is this goal is made much easier by planning it right

from the first of the year. The K-Hound goal can be thought of as a 200k a week for a year, or even easier as a two 100k's a week, although most use a combination of different distances to wag through the doggie door. Several K-Hounds have earned their pedigree while never riding anything longer than a 200k.

**Note from JLE:** As usual, Dan has supplied the spice, inspiration, and content; I supplied the spellcheck. Dan's program has been an inspiration to K-Hound riders across RUSA. It's evident through the escalating accomplishment through the years. A big thanks to Dan for his everpresent inspiration to big-km riders, and a humongous congratulations to the K-Hounds! The K-Hound Award will again be available to all who dare, through Dan at the end of 2012. Set your goal now!

*"Editor's note: The LSR K-Hound awards are independently administered by Lone Star Randonneurs and are not official RUSA awards."*



K-Hounds abounded this year.







# Ventoux: Mad Men of the Mountain

By Paul Rozelle

As soon as I learned of le Club des Cinglés du Mont-Ventoux, I wanted to be part of it. Mont Ventoux – le Géant de Provence – is a beacon to cyclists, who come to test themselves on a peak that dominates Provence and that has hosted 18 Tour de France stages, including some memorable



Paul on his second ascent of Ventoux from Malaucène.

victories (Armstrong giving way to Pantani) and tragedies (Tom Simpson collapsing and dying 1 km from the top).

Not satisfied with ascending Mont Ventoux just once, "the crazies of Mont Ventoux" are those who climb, and descend, the mountain by each of the three paved summit roads in a single day. That's a 136 kilometer ride that climbs, and descends, 4,443 meters. If that's not enough, there's la Bicinglette – "twice as crazy" – which is earned by doing each of the paved routes twice.

Want more? There is le Galérien – "the galley slaves of Mont Ventoux" – who climb the three paved routes plus a fourth, unpaved forest road. That yields almost 20,000 feet of climbing over 116 miles. Now we're talking, I thought.

**Registration.** Registration forms are found at the Club's website, [www.clubcinglesventoux.org](http://www.clubcinglesventoux.org), and can be mailed to the organizer, Christian Pic, with the 20€ pay-

ment. You can also pay for and pick up the route card at Ventoux Bikes in Malaucène ([www.ventoux-bikes.fr](http://www.ventoux-bikes.fr)), which is what I did. Either way, the day of your ride is scheduled in advance. You must also pre-select the "club" that you are attempting to join, and you will be held to your choice. For example, you cannot choose le Galérien and quit after the three paved routes and think that you'll still be un cinglé. You must complete the project you start. Along with the route card, you'll receive a frame plate for your bicycle. There's also an instruction sheet in French on the rules, all of which are available in English on the Club's website.

**The route card.** Your route card is similar to a brevet card. You'll get stamps in each of the three towns at the base of the mountain -- Bédoin, Malaucène, and Sault -- which are open controls: you may obtain the stamp at any business. At the summit, there's a punch clock for validating the card. (Hint: Do the first punch with the card shoved all the way to one side and then move it slightly the other way for each subsequent punch, so your times are neat and visible.) The back of the card has spaces for you to write in your time of arrival at each control. All of the businesses I used for controls were familiar with les Cinglés and recognized the card. "Avez-vous le tampon?" -- "Do you have the stamp?" -- while producing the card will get you quick service and a "Courage!" from each business proprietor. You can obtain your first stamp the night before if you are starting early in the morning, before shops open.

**Training and preparation.** I had about 5,000 miles for the year before tackling Mont Ventoux. Not much of that was long riding. I did a full brevet series, a 12-hour race, and two club centuries. The balance of my riding was commuting and 30-60 mile rides. Living and riding in Florida, none of my cycling was over hilly terrain. My "hill training" was riding ridiculously big gears into strong headwinds along the beach. I spent a lot of my cycling season focused on getting stronger and faster. I wanted my body in as good a shape as possible to absorb what I knew would be a tremendous amount of abuse. Intervals and core strengthening paid great dividends on the mountain. I did almost all of my riding on the same bicycle I would use for Ventoux (and PBP, three days later).

**The climbs.** Although you can ride the climbs in any order, I recommend doing the hardest route, Bédoin, first while you're fresh. The Bédoin ascent begins in earnest when it leaves St. Esteve, turns left, and heads straight up through a huge cedar forest. For the next 10 km, there is not a single flat spot and the grade never drops below 9%. Fortunately, the grade never exceeds 11% and the relatively uniform pitch lets you find a meditative rhythm. Distract yourself further by reading the graffiti covering the road from previous Tours.

You get about 100 meters of "rest" as you exit the cedars at Chalet Reynard. Stop for a snack, the restroom, and to refill





## American Randonneur

bottles, because the summit is still 1,800 feet above you, it's totally exposed, and there are no services until you get there. The grade moderates to 8%, but again, there is no relief from it. The final push to the summit is very steep, but it's thankfully a short pitch.

I recommend an early start to avoid the heat of the day. Time your climb to see the sunrise from the summit. I started at 4:20am and saw no other cyclists and only two autos on the Bédoin ascent.

From the summit, descend to Malaucène. The descent is stunning -- the views on this side of the mountain are more dramatic than on the Bédoin side -- but keep your eyes on the road: on a bicycle with a freewheel, you could hit 60mph without realizing it and guardrails are rare.

The climb from Malaucène is easier than Bédoin, but only because there are a few stair-step and flat sections to break up the steep pitches. There is a chalet on the left close to tree line to refresh and refuel. I had two cafés au lait there and wrote postcards. The push to the summit from Malaucène seemed more difficult than from Bédoin, but that could have been due to already having one hors catégorie climb in my legs. After clearing the last few steep meters, take in the views and chat with the locals, who will greet you with amazement on learning that this is not your first visit to the summit this day.

Descending to Sault is initially the same as the Bédoin route until you bear left at Chalet Reynard on the D164. In August, you'll smell the lavender fields before you see them. Prepare for more climbing, though, because Sault is on a hill. Get your control stamp and a good meal, either at the farmer's market in the park on the right, or at any of the delightful cafés close by.

The Sault climb is the easiest, with numerous gentle sections providing rest and an opportunity to take in the gorgeous scenery. By now, it's mid-day and the other routes will be crowded with riders but you'll likely have the less-popular Sault route all to yourself. You'll rejoin the Bédoin route at Chalet Reynard. Whereas the last 1,800 feet seemed a relief after climbing through the cedars from Bédoin, the same section of road will now present a formidable challenge. You're not fresh anymore and the sightseeing you might have been doing on the quiet Sault route is over.

I was on this pitch in the mid-afternoon and the road was filled with cyclists of every imaginable ability, age, shape, and size. There were serious-looking roadies trying for a personal best time alongside tourists in tank tops who had little cycling experience but were grinding out the climb on rental mountain bikes. Photographers set up in especially scenic spots to snap your photo for a memento commemorating your ride.

At the summit, amidst the celebration, don't forget to punch your card for the final time. And remember that you're not done yet: you still have almost 5,000 feet of descending to do, so don't lose focus! Congratulations! You are now "certifiable." Mail your completed route card and a summit photo of yourself with your bicycle to M. Pic, organizer of le club, and in a few weeks you'll receive your homologated card and frame-able certificate of completion.



Paul Rozelle's finisher's certificate from the Mont Ventoux Galerien No. 374.

If you'd like to join me as un Galérien, you'll need to do the forest road somewhere in the mix. I saved it for last, figuring that if I managed the paved climbs, I'd find some way to climb it.

The forest road begins 9 km from Bédoin, where you turn to the left just before the guardrail and begin your trek into the woods. The first kilometer or two has some degraded pavement, but after that it's all dirt and gravel. Conditions are everything, so if it's been very wet

(or very dry) recently, consider that in selecting tires and gearing for this route. My fixed-gear bicycle, with a 48x19 gear, was not the wisest choice. I had to walk a bit when I could no longer keep the rear wheel from spinning out with every pedal stroke.

There are occasional paths that intersect the forest road, but stay on the main one. You'll come to a signed junction high on the mountain at which you'll bear left, toward Malaucène. After some more climbing and a rather long flat stretch -- you're crossing into another watershed -- you'll intersect the Malaucène route, which you'll climb to the summit. To become a Galérien, you are not required to descend the forest road. With a mountain bike, it would be tremendous fun. Lacking the proper tool for the job, I descended to Bédoin and finished 17:45 after I began.

**Bicycle set-up.** Your randonneuring bicycle is appropriate for joining les Cinglés. A low gear that allows you to remain seated while climbing a 6-mile-long, 9% pitch will come in handy. I saw many bicycles on the mountain that had a low gear of 1:1, or even lower. The unpaved forest road would have been rideable on my

*(continued onto next page)*





## American Randonneur

23mm tires if I had a lower gear. Many riders would prefer wider tires to absorb bumps, navigate ruts, and track better through the loose stone.

**Provisions.** You can travel very light on Mont Ventoux. Each town has a variety of restaurants, cafés, and bars. There are bike shops in each town, too. There are ski lodges serving refreshment (Chalet Reynard serves a full menu) on all three routes. Fruit vendors and a small gift shop at the summit offer additional opportunities to resupply, too, so you're never more than a few miles from food or water. I carried two, 16-oz. bottles and kept them topped off. On a very hot day, I'd want a third bottle to make the push from Chalet Reynard to the summit. I ate sit-down meals in each town on my ride. Businesses know you're there to ride and not linger at a meal, so service was efficient. If you like energy bars, gels, sports drinks, or other specialty items, bring them with you. The bike shops sell those things, but not the brands that you're used to seeing.

**Road conditions.** Probably because it shows up on le Tour frequently, the road from Bédoin has flawless pavement: not a crack or pothole or bit of gravel, anywhere. The road from Malaucène is similarly outstanding. On the Sault route, however, you may encounter a few cracks and loose gravel, so take that descent easy. On a nice day, the road will be clogged with cyclists and autos. Cyclists dominate and drivers consistently yielded. Also, remember that

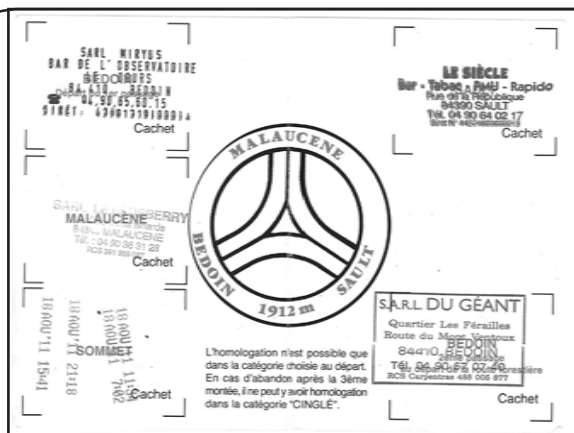
this is a very rural area. Mind the wildlife. I saw loose sheep on the Bédoin route and wild boar on the fire road.

**Weather and clothing.** Mont Ventoux -- literally, "the windy mountain" -- competes with Mt. Washington in New Hampshire for having the worst weather in the world. I lucked into perfect weather. It was warm enough at the pre-dawn start for short sleeves. I added a light jacket to avoid getting chilled on the descents. I had a relatively calm day: the summit winds topped out at "only" 40mph. It got up to 90F on a cloudless day. The upper 1,800 feet of the mountain offers no respite from the searing sun, so pack sunscreen. Despite the glorious daytime weather, on my last ascent the temperature dropped suddenly, the wind picked up, and it began to rain. Remember that mountains make their own weather and be prepared.

**Getting there.** I drove from Paris, about 400 miles, which cost a fortune and took forever. On the plus side, I did not have to worry about bicycle transport and had ultimate flexibility in my schedule. There is a train to Avignon, and one can take buses at least as far as Carpentras, about 15 km from Bédoin. If I had it to do again, I'd take the train to Avignon and rent a car there. My wife enjoyed the use of the car to sightsee in the countryside on the day I did the climbs.

**Staying there.** There are many inns and hotels of varying quality and price in the Valcluse, the area of Provence where Mont Ventoux is located. We stayed in a lovely B&B, Hôtel la Garance, in Saint Columbe, a very small town up the mountain from Bédoin. The local food (and wine!) is outstanding. American tourists are a minority in the Valcluse, but the prevalence of vacationing British meant that most businesses had someone with enough English language skills that my high school French was rarely tested.

**Ventoux:** A PBP appetizer. Mont Ventoux merits a trip to France in its own right. Or, put les Cinglés on your to-do list for 2015, when you return for the 18th Paris-Brest-Paris. I climbed Ventoux on Thursday and rode PBP in the 84-hour group on Monday morning. Doing the two together forced me to approach both with good preparation and to ride a reasonable, sustainable pace. See you in Provence!



### Bédoin to Summit

Distance 21 km  
Elev. 1,610m  
Depart: 0420  
Arrive: 0702  
Descent to Malaucène: 0702-0735  
Breakfast: 0735-0805

### Malaucène to Summit

Distance 21 km  
Elev. 1,570m  
Depart: 0805  
Arrive: 1134  
Descent to Sault: 1134-1215  
Lunch: 1215-1331

### Sault to Summit

Distance 26 km  
Elev. 1,180m  
Depart: 1331  
Arrive: 1541  
Descent to Bédoin: 1541-1610  
Second Lunch: 1610-1735

### Bédoin to summit by the forest road

Distance 26 km  
Elev. 1,610m  
Depart: 1735  
Arrive: 2118  
Second descent to Bédoin: 2118-2205

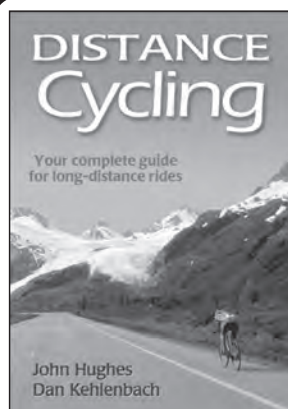
HORAIRE (obligatoire)		JOURNÉE MEMORABLE DU 18 JUILLET 2011 Mme. Mile. M. Paul G. Rozelle
DEPART	ARRIVEE	
1 <sup>er</sup> passage	Sommet	
2 <sup>ème</sup> passage	Sommet	
3 <sup>ème</sup> passage	Sommet	
4 <sup>ème</sup> passage	Sommet	
ARRIVEE	Sommet	
* Rayer les mentions inutiles ** Préciser par Route Forestière		





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Epic, scenic routes  
await randos at  
this year's 1200Ks



Another PBP has come and gone and some have already begun to plan a return to France for the 18th Paris-Brest-Paris in August 2015. If you're looking to experience a great Grand Randonnée, however, you don't need to wait that long. Fortunately, there are many excellent domestic 1200Ks being held in 2012. Here is a preview of those upcoming rides:

### Shenandoah 1200K

**Date:** June 7-10, 2012

**Website:** <http://www.romabrevet.org/>

**Location:** Start/finish in Leesburg VA, with riding in Maryland, Pennsylvania, West Virginia, and North Carolina.

**Terrain:** Hilly! Varies between rolling Shenandoah Valley terrain, to short and steep hills in the foothills, to extended climbs up to and on the Blue Ridge Parkway.

**Scenery/Points of Interest:** The Shenandoah 1200K features stunning scenery. Points of interest include Gettysburg National Battlefield in Pennsylvania, Antietam National Battlefield in Maryland, and the Blue Ridge Parkway.

**Climbing:** 50,000+ feet

**Accommodations:** Overnight accommodations are included in the entry fee in Harrisonburg, VA (college dorms), Deerfield, VA (volunteer fire department), and Mount Airy NC (hotel). Two drop bags (Harrisonburg/Deerfield and Mt Airy) are included in the entry fee.

**Food:** Overnight controls feature made-to-order breakfasts, hot dogs, and hamburgers prepared by fantastic volunteers.

**What one rider says:** "The Shenandoah 1200K is a beautiful ride. The hills, the history of the area, the jaw-dropping rural vistas and the hospitality of the volunteers makes this one ride for everybody's "to-do" list. I really enjoyed the small, intimate feel of the Shenandoah 1200K I did in 2009. Compared to the awesome spectacle of Paris-Brest-Paris, this is a great "just-get-out-and-ride" 1200. It's a low-key event with a big challenge courtesy of the climbing, but the reward is a huge grin and the knowledge you've conquered one of the most beautiful and toughest 1200Ks around."

### Cascade 1200K

**Date:** June 23-27, 2012

**Website:** <http://seattlerando.org/C1200/>

**Location:** Start/finish in Monroe, WA and ride through and on the Eastern side of the Cascades.

**Terrain:** Flats, steep, short hills, and extended mountain climbs.

**Scenery/Points of Interest:** Washington's terrain and geology is immense and immensely diverse. The C1200 visits massive mudflows, volcanoes, basalt columns, high mountains, deep river valleys, forests, and prairies.

**Climbing:** 40,000 feet

**Accommodations:** Sleeping accommodations provided at all overnight controls (two nights in school gyms; one in a hotel). In the past, one drop bag has been included in the entry fee and is transported between the three overnight controls.

**Food:** Dinners in the past have featured lasagna, chili, and pasta. Meat and cheese sandwiches, PBJ, and a wide selection of chips, cookies, fruit, and drinks are provided at staffed controls.

**What one rider says:** "A great way to tour the state of Washington. See the varied terrain within the state of Washington with riders from all over the world. Scenery that includes snow-capped mountains, alpine forests, high desert country as well as colorful deep canyons."

### Colorado High Country 1200K

**Date:** July 9-12, 2012

**Website:** [rmccrides.com/brevet-chc-main.htm](http://rmccrides.com/brevet-chc-main.htm)

**Location:** Start / finish in Louisville, CO. A bow-tie route into the northern Colorado Rockies and the Wyoming Snowy Range.

**Terrain:** Lightly rolling terrain to mountain passes. Three climbs over 10,000 feet and three more over 9,000 feet, mostly over quiet roads through thinly-populated countryside. The CHC 1200K has a minimum elevation of 5,100 feet and tops out at 10,700 feet!

**Scenery/Points of Interest:** Epic mountain vistas, passes, canyons, and wildflowers. Wildlife sightings last year included moose, elk, deer, and bald eagles.

**Climbing:** 28,000 feet

**Accommodations:** Overnight accommodations in shared hotel rooms are included in the entry fee. One drop bag is included in the entry fee and your bag will be transported to three overnight controls (Saratoga, WY, Steamboat Springs, CO, and Walden, CO).

**Food:** Provided at the overnight controls (dinner and breakfast).

*(continued onto next page)*



**What one rider says:** “Striking scenery and challenging (though not steep) climbs away from the more populated resort corridors. The stage orientation makes it a survivable, enjoyable, and memorable way to savor a 1200K through the Rocky Mountains.”

### **Taste of Carolina 1200K**

**Date:** August 29 to September 2, 2012

**Website:** <http://tc1200.bicycleforlife.org/>

**Location:** Start / finish in Greensboro, NC. The route loops northwest through the mountains to West Jefferson before returning to the start at 400K. Riders then travel southeast through the piedmont and the coastal plains to Laurinburg and Sunset Beach before returning to Greensboro.

**Terrain:** Lots of variation from rolling hills to mountains to coastal plains.

**Scenery / Points of Interest:** Enjoy beautiful mountain views including Pilot Mountain and Hanging Rock followed by rural eastern NC and beaches.

**Climbing:** 30,000 ft.

**Accommodations:** Block of reserved rooms at the start/finish/400K point. Some common rooms for rest and clean-up will be available during the ride, but riders are encouraged to make individual arrangements. Two drop bags included in entry fee; access at miles 375, 474, and 572.

**Food:** Excellent pre-ride cookout. Plenty of rider fare (cookies, Ensure, PowerAde, drinks, etc.) at staffed controls. Convenience store or fast food at other controls.

**What one rider says:** “Imagine a plate full of tasty rolling hills with a bunch of mountains and a side of coastal flats. You’ve got a Taste of Carolina biking. The inaugural 2011 ride included a first course, 20+ hour, 400K that toured the rolling NC piedmont and mountains before returning to the host hotel. The highlight of the day was the climb up NC 89 from Low Gap (no joke) which morphed to a steep, white-knuckle descent during the twilight return.

After a short nap we were served another 200K of moderate to heavy rollers which passed the eastern edge of the Uwharrie Mountains before flattening to a fast 100k cruise to the beach.

The third course was presented with a beautiful coastal sunrise and a full day of flat riding until we approached the sand hills along with severe thunderstorms and tornado warnings. Dessert on the final day was a mix of sun, clouds, soaking rain, and steep rolling hills and was eventually washed down with 4 inches of rain in the final 15 miles. An epic and challenging ride to say the least.”

### **Last Chance 1200K**

**Date:** September 12-15, 2012

**Website:** [rmccrides.com/lastchance.htm](http://rmccrides.com/lastchance.htm)

**Location:** Start / finish in Louisville, CO and ride a mostly out-and-back route from the foot of the Front Range through the rolling hills and high plains of Eastern Colorado and Western Kansas.

**Terrain:** Generally open, expansive terrain, mainly rolling, with the climbing coming in 50- and 100-foot rollers. While there is no mountainous terrain, the exposed nature of the route can make it a personal challenge against the elements.

**Scenery/Points of Interest:** On the Last Chance, you’ll find some of the most consistently expansive landscapes among 1200Ks. The at-times sparse scenery has its own evocative beauty. Eastern Colorado is especially off the beaten trail, the small towns harkening back to pioneer days. One of the annual highlights of the Last Chance is that the rolling terrain plus the predominance of wind encourage riding together and the camaraderie this brings.

**Climbing:** 19,000 feet

**Accommodations:** Overnight sleeping accommodations in shared hotel rooms for the first and second overnights are included in entry fee. Many riders reserve hotel rooms in Byers, CO, at the 1000K point, for the third overnight. Two drop bags are included in the entry fee and are available to riders at the overnight controls.

**Food:** Food and drink are provided at the overnight controls and at some of the staffed controls. Due to the sparsely populated terrain, riders are encouraged to consult the “rider info” page for where services are located along the route and store opening times.

**What one rider says:** “If the stunning, massive, open vistas of the high plains don’t lure you to the Last Chance, the camaraderie among the riders should. Contrary to popular misconception, the terrain in this part of the country is far from flat: those rollers add up! The folks you’ll meet in the ranching towns along US36 are some of the most friendly and courteous people in the world.”

#### **Not enough options?**

Check out this year’s 1200K offerings from around the world at the website for les Randonneurs Mondiaux <http://lesrandonneursmondiaux.org/calendar.htm>. If you’re in Uzbekistan in October, be sure to send us a postcard from Tashkent-Samarkand-Tashkent!





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In October, 2011, twenty-nine years after they created the sport of ultra cycling by creating and then competing in the Great American Bike Race from Santa Monica to New York City, the founding fathers competed in Furnace Creek 508. Racing as four-man team "Great American Toad," and with an average age of 59.25, they placed 2nd overall in the four-rider division with a time of 30 hours, 10 minutes, and 3 seconds. Pictured (L-R): Lon Haldeman, Michael Shermer, 508 Race Director Chris Kostman, John Marino, and John Howard. It was an honor to host these legends of sport, along with the rest of the 217 competitors, in "The Toughest 48 Hours in Sport." We hope you will join us this year!

**2012 Race Date: October 6-8**

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# Spring is here – so let's avoid the fall!

By Mike Dayton

If you're a randonneur, pat yourself on the back. You can count yourself among the finest cyclists on the road, with bike-handling skills sharply honed from hours upon hours in the saddle. You're able to log thousands of incident-free kilometers each year.

That said, accidents happen, and bike-on-bike collisions are what you're most likely to see. Thankfully, most crashes are not too serious. Cyclists are usually able to brush themselves off, check the roundness of their wheels, and roll on to a successful completion.

The majority of falls I've seen have occurred during group riding, when riders tuck in, one behind the other, to take advantage of the draft. Mishaps often unfold in predictable scenarios.

The biggest misstep of group riding is the wheel touch. We all know to avoid overlapping wheels. If you've done any extended riding, you know why. When two cyclists touch wheels, the following cyclist almost invariably goes down, often collecting any riders that have the misfortune of being on his or her wheel.

The simple solution is to avoid overlapping wheels, even momentarily. Here's where miscues are likely to occur:

- **On the uphill slope after a short descent.** You are at risk of overtaking the front rider because of the advantage the draft offers following a rapid downhill. As the front rider begins to slow on the ascent, you'll quickly run up on him or her.
- **When the front rider drops a chain.** We've all seen this – a rider heading uphill shifts into a smaller chainring and drops a chain. That quickly scrubs off much of their speed, creating the potential for a rear-end collision.
- **When riding into a headwind.** The problem with riding into a headwind is that any slowdown in pedaling by the front rider is amplified. If the front rider momentarily coasts or unexpectedly drops his or her output, their speed will come down more rapidly than normal, and they'll be back to you before you know it.
- **When a front rider stands.** When a front rider stands, he or she may move their bike back toward you. Some riders have the bad habit of thrusting their bike backwards by several inches when they stand. If you're not paying attention, that move can take you down.

In the interest of keeping our rides crash-free, I offer a few pointers for avoiding the trouble spots.







## American Randonneur

- **Be predictable.** If you're on the front, avoid sudden accelerations, hold a straight line and call out holes and other road obstacles so that other riders can react and adjust in an orderly fashion. Signal any movements that might catch other riders by surprise. For instance, let following riders know when you are rotating off the front. Call out upcoming turns and stops, especially when you're with riders who do not know the course.
- **Anticipate.** John Hughes, the author of the book *Distance Cycling*, says anticipating what is about to unfold in front of you is one key to avoiding wheel overlap. "Staring at the rider's back is very dangerous – I always position myself to look around the rider," he says.
- **Know your fellow rider.** You've likely ridden with your buddies for thousands of miles. Over time you've learned each rider's habits – for instance, he or she slows appreciably on the uphill. That knowledge should allow you to anticipate known quirks and avoid the situations where you'll unexpectedly close the gap. When you're riding with new faces, it's advisable to allow a bit more distance and watch for any idiosyncrasies in riding style.
- **Add distance.** Sometimes it makes sense to leave a buffer. For instance, it's tempting to tuck in more tightly when drafting into a headwind. But if you're unsure about the front rider's habits, leave extra room or ride slightly off center of the front rider. That allows you to alter your speed or line if necessary.
- **Watch for mechanicals.** When riding solo, a flat tire or a broken spoke may be a minor nuisance. In group or paceline riding,

they have the potential to escalate into something more serious as the rider with the mechanical slows quickly or makes an erratic move. Be alert when you hear the telltale sound of a flat tire and get ready for any sudden movement or quick stop. The metallic scraping of a dropped chain, especially on a climb, is an immediate red flag. You should be ready to swing wide of the problem bike and alert other riders.

I've developed my own strategies for dealing with the inevitable. In those instances when I overlap the lead rider's rear wheel, I maneuver wide, just outside the heart of the draft. That allows me to avoid contact should the front rider suddenly shift position. It also scrubs off any excess speed. I then fall back in line as my speed begins to match that of the front rider.

In downhill situations I take off speed by a feathering my brakes. I avoid sudden braking in a paceline. It can be dangerous and cause a domino effect behind me. Observant readers will note I did not mention the particular hazard created by dogs. Our canine pursuers are worthy of an entire article, so I'll save that subject for another day.

Here's to the new season, and the safe and successful navigation of all your brevets in 2012. *Mike Dayton, RUSA 1609, is a prolific randonneur based in Raleigh, NC.*





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## American Randonneur

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**April 21, 2012**

First held in 2010 and now a Southern California “bucket list” event, the Mount Laguna Bicycle Classic features up to 101 miles with over 10,000 feet of climbing and three different ascents of San Diego County’s Mount Laguna! You will climb San Diego’s highest point via Sunrise Hwy from the north, via the fabled and car-free Kitchen Creek from the south-east, and via the little-known and truly epic Pine Creek drainage from the west. There are just three stop signs and **NO** traffic lights on this incredible route which starts and finishes just 44 miles east of San Diego in Pine Valley, CA! 75- and 45-mile routes are offered, too.

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

