

AMERICAN RANDONNEUR



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COVER—Bryan Kilgore descends into
Kings Canyon, Sequoia-Kings Canyon
National Park, CA.

PHOTO ERIC LARSEN

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President's Message

Back to Basics ...

And What Might Those Be?

Spring is when many of us are building towards our peak rides. It's the process of adding distance, mixing in some intensity ... and visualizing wonderful weather on the big event.

A new rider here in Colorado signed up for a spring 200km not long ago, and then added the 300km and 400km. That alone was promising. She'd done a lot of century events, she told us, and wanted to grow by joining us in our sport. Its non-competitive nature was an attraction. And she welcomed any advice. Of course we all jump at the chance to give advice.

I had to think: what's the best advice to give someone who's not (yet) immersed in RUSA's cornucopia of rides and goals: everything from perms and populaires to grand randonnées, from the P-12 to the Coast-to-Coast or ACP R-5000?

First off, century events are a good launching point into randonneuring. You're already into an endurance distance. And it's a distance most riders have to train for and have to persist to finish.

What's different?

On most brevets, as we know, you will have a smaller field of riders and limited support (no volunteers every ten miles cheering and handing out snacks and hydration). You and your fellow riders will be supplying your own hoopla on the route (which we randonneurs are good at doing).

Also, despite our credo of camaraderie, a friend of mine tells new randos she has persuaded to try a brevet: be prepared for some solitude, for riding some segments alone. The positive: immerse yourself in the distance and the moments of solitude. It's part of the sport!

Since our new potential rando is interested in longer distances, the



"Spring Training" in Arizona, PBP'07 jersey.

—PHOTO JOHN LEE ELLIS

200km is a good event not merely to finish—a century rider should be able to knock out a 200km without too much discomfort—but is also a good opportunity to practice longer-event skills. What might those be?

I would say: (1) being efficient at stops, although you have plenty of time, and are not facing sleep deprivation, (2) knowing where you are on the route, even though you may be riding with folks who've ridden this route dozens of times and know the way, (3) figuring out where you can next get nutrition and hydration, (4) finishing strong, not on fumes, (5) riding within yourself and riding your own ride—a universal maxim, to be sure.

Additionally, the longer the distance, the more the event is mental. You can start practicing a bit of mental toughness on the 200km.

It is a wonderful and complicated bundle to master. For example, "efficiency at stops" may mean exercising your powers of persuasion to get your riding pals moving again ... or moving on without them. The 200km is the time to try this out, not the 400km at 1:00am.

These required skills add depth to randonneuring and give that much more meaning to every mile we ride.

Why this example?

I thought this was a good thought process to share—what to tell an aspiring potential rando. In spring, you may see more folks trying out brevets.

And because just as spring is a time to build our training, it can be a time to rebuild our sense of why we are in this sport, and the building blocks required to succeed.

I always fret about the challenges I have set myself up for, however benign. It is these maxims that guide me in my training and prep. I suspect you feel the same way. Some wisdom to share with newcomers?

What's Coming Up?

There is a lot to look forward to: a PBP jersey (for those going to PBP); perhaps a K-Hound jersey; and a generous sampling of Brevet Weeks (four that I know of—the most ever) for that extra challenge.

Hope you have plenty to ramp up for in the coming season.

—John Lee Ellis
RUSA President
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From the Editor

It's another PBP year and many of us are dreaming about *the big ride*.

It is not really a stretch to say that randonneurs are the kind of people who dream big and then take up challenges to fulfill those dreams. A case in point: Dan Shadoan, winner of the 2018 American Randonneur of the Year Award, believed that American cyclists would be interested in randoneuring and has provided critical support for riders and RUSA for many, many years. Thank you, Dan.

This issue offers two stories of riders attempting Super 600 rides. Eric Larsen's Sequoia and King's Canyon National Park 600 takes riders into beautiful and remote mountainous areas. Eric describes the fun of designing such a route as well as riding it. Dan Driscoll and friends rode John Lee Ellis's Colorado Front Range Super 600 taking advantage of the new rule providing sixty hours for such events. This rule allowed Dan and friends to break the distance up into three 200km days...more sleep and more fun.

George Swain reviews the autobiography of ultradistance swimmer Diana Nyad, another athlete with big dreams. Mike Dayton offers a ride report about his first 600km since being hit by a motorist three years ago. With encouragement from friends and calling up the spirit of wrestler Andre the Giant, Mike found that "if you ride towards the faith, you will find it." Bob Dye describes a new kind of challenge—"everesting"—which is essentially to do repeats on one hill until you have climbed the distance to the top of Mt. Everest, roughly 29,000'. A shout-out as well to 2018's K-Hounds, a group that by definition enjoys a good challenge.

There are days, however, when even the most enthusiastic randonneur might wonder why she or he is getting up early to spend another day on the bike. David Buzzee, in Part I of a four-



Janice and feline "Rando" staying warm inside while the snow piles up outside.

—PHOTO JAYNE BROWN

part series of short articles offers the idea that we would be well served to adopt the attitude that this may be last best day we will ever have and to make the most of it. Mary Gersema thoughtfully explains that the 'Secret Society of Randonneuring' expands the limits of the possible. And if you still wonder about your willingness to sit on a small seat for hours, or even days, you have only to read Chris Newman's column to be reminded that, for some of us, it's all about the bike.

Returning to PBP dreams and plans, Paul Johnson and Oliver Severino address PBP aspirants specifically. Oliver writes about a Japanese anime series in which several young women become distance riders and more than one aspire to ride PBP! And very practically, Paul provides tips for packing and traveling to PBP with

your bike. There is a lot of information circulating right now on how to do PBP, but I would like to remind readers that Paul has been providing PBP advice in the last few issues of *AR*.

Finally, a special thanks to Lynne Fitzsimmons (with assistance from Greg Olmstead), for providing the Awards' lists, the Events' list, the RBA list, and the New Members' list. If you enjoy seeing your name in print in *AR*, you have Lynne to thank for that.

Wishing you a safe season full of fun and adventure, whatever your cycling goals.

—Janice Chernehoff
Editor, *American Randonneur*
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Sequoia-Kings Canyon Super 600

BY ERIC LARSEN

I've long enjoyed maps: world maps, atlases, globes, road maps, trail maps, and more. Maps tell stories of political boundaries, isolated enclaves and populated places. Maps are for explorers, showing roads, trails, rivers, towns, peaks and valleys, remote places and dense development. From maps, new vistas are found: raging rivers and cascading waterfalls, verdant forests and high deserts, majestic mountains and miraculous canyons. I see it marked on paper; I wonder what's out there and then go!

A few years ago, I had been looking at routes into Sequoia & Kings Canyon National Park (SEKI), a park I had not visited. There are interesting-looking highways and back roads that go way back into the Sierra Mountains and then simply end. These roads go up canyons visible from satellite photos

as long, deep cuts through the thick granite slabs of the Sierra Mountains, protruding high above the dry brown earth in the Central Valley floor. One road, called Mineral King, branches off from the Generals Highway at Three Rivers, goes up a river gorge into the mountains as high as it can until it ends

at trail heads. I wondered what was there: Mineral King, Silver City, Eagle Lake. It must be amazing!

Then I learned about the new ACP Super Randonnée (SR600), Sophie Matter's special designation for permanent routes that are 600km in distance and have at least 10,000 meters of climbing. A good route does not simply meet the minimum specifications; it's not enough to simply draw a line 'from here to there' and meet the distance and elevation requirements and think you're good. A good route has continuity, it tells a story, has interesting features—a particular road, mountain, series of villages, etc.—and for randonneuring it should have enough services for self-sufficiency.

After a failed spring attempt, Bryan Kilgore and I had an opportunity to ride again early in September. We got down to Fresno the night before, had dinner at the casino downtown and slept anxiously at La Quinta. We got to our start at the Fresno train station at 4:00am, took our photo and were under way, leaving town on Belmont Ave, a straight shot toward the King River and our first climb as the sun rose, lighting up the oak laden Sierra foothills in a golden hue—only a little bump on our route but a major climb over the ridge to Squaw Valley on typical brevets. We watered up at the school in Duncan while teachers



Sub-alpine meadows nearing the top of Mineral King.

—PHOTO ERIC LARSEN



waited at their doors and kids rushed in on their first day back, before our long climb up the pine shrouded Todd Eymann Rd.

We made it up over the ridge, followed by a descent to Hume Lake on a pot-holed road; dodging cracks and holes, it made for a challenging and fast descent. We rounded the lake and then climbed a few miles up to the ridge with our first stellar views into Kings Canyon; it was an awe-inspiring sight and the start of a thrilling nine-mile 3,000' descent between the walls of Kings Canyon. It is a fabulous road with good pavement and fantastic sweeping curves and switchbacks. We followed the King River all the way up to Roads End, up the canyon, as rapids bounded down the rock ravine, pouring white foam between boulders into deep blue-green pools.

The 12.5-mile, 3,700' return climb out of Kings Canyon was longer than the descent, but the views are spectacular, and late in the day the temperatures had cooled. I was relieved to finally reach the junction where we had come in from Hume Lake, only to find I had another three miles and an additional 1,000' to climb. At last I made it over to Grants Grove where Bryan was waiting. There is a camp store here where you can get pizza and

burgers, but all I wanted was yoghurt, chips and a Coke.

Bryan and I were getting cold as evening set, so we both put on most of our layers and started down the 35-mile, 6,700' descent on the other side of the mountain: CA-245 through Pinehurst, then a minor road called Dry Creek to the valley floor. CA-245 was a fun, curving, winding descent that felt like swing dancing followed by a left onto Dry Creek to continue our descent back into the Central Valley to Exeter for our photo control at the Post Office. We found the liquor store around the corner—the last service open in Exeter—for some chips, cola and ice cream, then headed back up the road toward our hotel at Three Rivers where we had mailed our drop bags ahead of our ride; we ate, showered and slept.

We were on the road before 6:00am to start the Mineral King climb at dawn. I unloaded my rear pannier and extra clothes at the fire station and began the long, steep winding climb. The road repeatedly pitches up steeply then levels off for a short rest. It was designed for the mules that pulled loads up to the prospectors' mines—the level areas are really just where it's less steep, 6% rather than 18%! The old weathered asphalt exposed the larger rocks in the cement mix and the road is pocked

Bryan Kilgore rides on wet pavement after a thunder storm on the Generals Highway.

—PHOTO ERIC LARSEN

with potholes. Stands of green forest on the opposite slopes are mixed with chaparral scrub and bigger pines, firs or cedar, followed by sequoia at the higher elevations.

As the morning wore on and the sun rose, hundreds of little flies emerged from the scrub, especially where it was shaded in the corners of the switch-backs. Sometimes there were so many flies that I gave up swiping at them, imagining 'this is what it must be like to be a horse.' I kept my mouth closed to avoid sucking them in with my deep breaths as I climbed the 7% to 14% grades: 7,000' in twenty-three miles, sweating and pushing up the steep road.

At last I reached the cedar groves near Silver City, and about two-thirds of the way up, we were finally relieved of the flies. The forest was lovely, cool and shaded. Cabins abound, many built in the 40's in anticipation of Walt Disney's grand ski resort, the plan for which was quashed by environmentalists who protested the four-lane highway that was to be built and which would certainly have trashed the area;

the county, still sore about the lost revenue, refuses to this day to repair the aging road leading up to the park, so ironically the road improves after passing the “county road ends” sign!

I filled my bottle at a spigot and continued my climb in the woods, past a campground and on. Finally we came to the flat where Silver City Resort is located: once a mining town, now a backpackers’, campers’, and climbers’ paradise, I stopped at the lodge for coffee before the last push up to Mineral King. I climbed a stretch of decomposed granite, returning to pavement after a half of a mile or so, and reached the sub-alpine paradise of Mineral King surrounded with fabulous 14,000’ peaks still towering above. I took my picture, made a quick visit to the Honeymoon Cabin next to the creek, then turned to descend back to Silver City.

Faster than I am, Bryan was waiting inside the restaurant. It was 11:00am and we were making good time, so I ordered potatoes, pancakes, bacon and eggs, and they do it right! We were in great moods: very happy for having completed the really big-feature climb of the ride, satiated with a great breakfast, enjoying the friendly folks at Silver City, and the beauty of the climb.



Eric Larsen has a backpackers' breakfast at Silver City Lodge on the way back down from Mineral King.

—PHOTO BRYAN KILGORE



Beginning the ascent of Mineral King—the winding road is ‘all up’ on this 7000’ climb!

—PHOTO ERIC LARSEN

The descent on the single-lane road was fun, if a little slow. We watched our line dodging potholes and cautiously approaching blind corners for fear of meeting trucks pulling horse trailers a bit too quickly up to camp. At one point we stopped to let our rims cool. And at another when Bryan thought I had dropped something, I went into a gravelly corner and popped off the bike as it flipped in a great cloud of dust! We laughed and continued down.

We finally made it to the hot valley bottom, filled up on water and ice at the store, readying for our last major climb of 6,000’ over twenty-one miles back up into Sequoia National Park. The forty-six switchbacks up the Generals Highway make for quite a view and would be a super fun descent in the other direction, but that would not be for this ride—we would climb the long haul. The pavement was good and the tourists were courteous, cheering us on and giving thumbs up. We made our way up into the Big Trees, and for the first time we saw the really giant sequoias.

As we got closer to Lodgepole, Ka-Boom! Massive thunder shook the area as a huge dark grey thunderhead sat over the east side of the mountain.





Entering Silver City through the Sequoias.

The King River rages through Kings Canyon (below).

—PHOTOS ERIC LARSEN

Hoping to stay on the leeward side of it, I quickly took my photo, grabbed some chips and a cola at Lodgepole, and put on layers as large drops began pelting us. We got on the road quickly —Ka-BOOM! I had only brought some

lightweight protective gear; conditions change quickly in these mountains, and I would need to take shelter if it got serious.

We didn't get rained on, but as we continued, the pavement was wet, so clearly it had rained before we got there. We had a few more 1,000' climbs up to 7,600', then 7,500' down into Fresno over the course of the next thirty-six miles. We took most of the descent at forty mph on the perfectly sloped, marvelously groomed and banked highway!

At last we reached the bottom and hammered out the ten, flat, straight miles of Belmont, keeping an eye out for restaurants that might be good options to return to after the finish, which would be just after 11:00pm. We were thrilled to take our picture, and to find out that the IHOP next to our motel was open until midnight. We busted over there to order food to-go, check-in, shower, eat and sleep! 🚲



Descending into Kings Canyon.

—PHOTO ERIC LARSEN

Full route can be viewed here:

ridewithgps.com/routes/22263520

Full photoset can be viewed here:

flic.kr/s/aHsm4Ntipt

Post script: I have returned to ride the route a second time in late May, and while the route is spectacular all of the time, I found riding conditions superb in the spring. Summer months of late June and July are simply too hot. September is also nice.

A Cartoon About Randonneuring?

BY OLIVER SEVERINO

If you have heard of Japanese animation or “anime” at all, you probably think it’s strictly something for little kids who think ninjas sneak around in bright orange jumpsuits or that enough martial arts training will give you the power to blow up a planet.

The truth is actually very different. Anime in Japan is just like regular TV in the United States. Certainly there are shows intended for the younger audiences but a large percentage targets older viewers and shows run the gamut from standard action, romance, and science fiction, to risqué fare, and then

all the way to thought-provoking epics worthy of major filmmaking awards. In fact, the highest-grossing Japanese film ever was an anime that burst onto the scene two years ago weaving spectacular art direction and an engrossing tale of young love, time travel and natural disaster into a recipe

that won numerous international awards and saw Hollywood buy up the rights to adapt it for Westerners.

But we’re cyclists, so what does this have to do with us? Well, sport is a genre that anime addresses and cycling is popular enough in Japan to inspire shows specifically about it. You’re probably thinking, “Oh, I’m sure the shows are all about racing and just show muscled-up guys trying to out-sweat each other. Nothing remotely related to randonneuring. Pass.”

What if I told you there is a show where the characters form a team aiming to do a fleche and several of the characters dream of doing Paris-Brest-Paris one day? Have I piqued your interest yet?





Along the course, perfect strangers hand out refreshments to riders.

PBP as seen through anime.

Just such a show, entitled “Long Riders!” debuted on Japanese TV in 2016. The name alone should give you an idea that this show wasn’t about casual riders riding Dutch bikes down the block to get the groceries. Instead, the story revolves around Ami Kurata, a college freshman who is a bit of a klutz – in stark contrast to her athletic best friend Aoi (pronounced Ah-oy). On her first day of college, Ami sees a girl leaving school on a folding bike and becomes interested in cycling as a way to maybe reinvent herself. Aoi, who is a regular bike commuter, offers to help her shop for her first ride.

As Aoi introduces her to the world of cycling, we see Ami go through all the usual beginner issues, starting with the initial sticker shock at how much bikes and their associated paraphernalia can cost. When she finally gets a bike, her excitement over their first weekend ride together makes Ami commit the all-too-common mistake of not eating a good breakfast, and she ends up bonking. Aoi explains the phenomenon to her and they are saved by two passing veteran cyclists named Hinako and Yayoi (pronounced YAH-yoy) who give Ami an energy gel.

Our heroines discuss their dream of joining Paris-Brest-Paris.

The two turn out to be sophomores at the same college as Ami and Aoi, and the four end up becoming fast friends. As they go on more rides together Ami gets schooled by her friends and other cyclists on the basics like shifting gears, the differences between various types of bikes, how to fix a flat, dealing with saddle soreness and cramps, and so on. All of this information is presented as part of the story and does not get too technical so serves as a good introduction to cycling for the uninitiated.

With more experience Ami becomes enamored with the idea of riding farther and farther—a feeling that should be familiar to randonneurs. Hinako plays on this and introduces

her to the concept of brevets and fleches. The thought of being part of a team of riders on a fleche enralls Ami to the point that it becomes her goal to one day do one with her new friends. Soon the four are joined by Hinako’s friend Saki who is a total cycling fanatic that spends all her free days from college riding to various parts of Japan. The five of them then form a team called Fortuna—named after the Roman goddess associated with the wheel of fortune. Ami’s first century becomes their first major event riding together.

After the event, all of them go on a bike tour and while staying at an inn Ami learns that Saki’s dream is to one day do PBP: a goal shared by Hinako



The Paris-Brest-Paris... just once, I'd like to try it.



and Yayoi. This is just one of the many things that causes her to realize that cycling has introduced her to a wider world and makes her thankful for discovering the sport.

Told through beautiful animation over twelve episodes, we see the entertaining and endearing story of Ami developing from a complete novice to someone going on ever more challenging rides with Team Fortuna. For the veteran rider, there's plenty of entertainment value to be had as long as you're willing to dismiss preconceptions that animation is just for kids. Aside from being entertaining, the show is also a great vehicle for possibly introducing loved ones to the sport—especially if they happen to be interested in anime.

You can watch “Long Riders!”

(in English) because there is an official subtitled release in the U.S. on Blu-ray that contains the whole series and is readily available from retailers like Amazon. If you prefer to watch online, there are also official sites like Crunchyroll and HiDive that stream anime, although if you search YouTube, you can find it (unofficially) there. If you end up liking the series though, I highly recommend you purchase the Blu-ray. Not only will you be supporting more series like this one being released in the US officially, but you will be getting the highest quality version since the production company improved the animation for the Blu-ray release after the show aired on TV.

What hasn't gotten an official English-language release is the

A glorious reward after a long night ride.

long-running comic book that the TV show was based on. Ami's adventures continue on after the events of the show's last episode but for those I'm afraid you will have to learn Japanese.

However, as a bonus, if you're one of those techies like me who ride on Zwift you can actually get a copy of Team Fortuna's kit for your avatar simply by using the code GOLONGRIDERS. Many Japanese Zwifters like to rock the Fortuna outfit but if you see an American wearing it, chances are it will be me, so feel free to give a “Ride On” or send a message! In real life I often wear a variety of anime-inspired jerseys, so if you're ever in the southwest at a century or brevet and see some nerd with that kind of kit on, again feel free to say hi and then I'll try to wheeze out a response. Take care fellow long rider! 🚲

Long Riders! was produced by Studio Actas and released in the United States by Sentai Filmworks. No promotional consideration was given for this article.

Aside from being entertaining, the show is also a great vehicle for possibly introducing loved ones to the sport—especially if they happen to be interested in anime.

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2018 K-Hound News

BY DAN DRISCOLL



2018 K-Hound Awardees

RUSA would like to congratulate all 2018 K-Hounds. We would particularly like to spotlight the new klub members. It takes tenacity and perseverance to ride 10,000 kilometers of RUSA events in a calendar year since most riders must ride year round in whatever conditions Mother Nature provides. Eight of the forty-five (18%) 2018 K-Hounds are First Timers. Here's to our new generation of K-Hounders: Paul Foley, Susan Gryder, David McDonald, Doug McLerran, Bill Russell, Christopher Slocum, Richard Stum, and Joseph Todd. The east coast produced the most K-Hounds this year: 14 altogether, with 5 in New Jersey, 4 in Maryland, 2 in North Carolina, and 1 each in Virginia, Connecticut and Massachusetts. Texas delivered 9 and from California, eight. If you'd like to view some K-Hound shenanigans, there is a "K-Hound" Facebook page.

In 2018 160 RUSA members earned a 5,000km Distance Award; 27.5% of those riders went on to earn a K-Hound Award.

The K-Hound Award goes to riders who accumulate at least 10,000km



David McDonald

during a calendar year. The set of qualifying rides can include PBP, other foreign randonnées.

2018 Ultra K-Hound Award

The Ultra K-Hound Klub welcomes Mr. Vincent Muoneke, one of RUSA's top "King of K's." Vincent, or Vinny as his friends call him, has collected K's in places where most of us would not even dream of riding: India, Tasmania, and even Israel! Vinny joins fellow SIR Ultra K-Hound riding pals Mark Thomas and Geoff Swarts, as well as quite a few of Vinny's Texas komrades in the Ultra K-Hound Klub. 🚲



Top to bottom: Paul Foley, Joseph Todd, Susan Gryder, and the trio of Gil Lebron, Bill Olsen and Chris Slocum.

Richard Stum



Vinny Muoneke



Doug McLerran

Training Opportunities in Northern Virginia, Summer 2019

BY HAMID AKBARIAN, NORTHERN VA RBA

Our events in Northern Virginia will prepare riders for PBP as well as other Grand Randonnées. I have completed over 25 1200km+ events in the U.S. and around the world, and I am going to PBP for the fourth time this year. I hope that my experiences can help others achieve their randonneuring goals.

In addition to having a full ACP series this year, we are hosting a 1000km starting June 20 from Leesburg, VA. The route is designed as three days of 400km/300km/300km with close to 36,000' of climbing, which is very close to the amount of climbing on PBP. Riders who finish this event should have a pretty good idea as to how they will perform on PBP. The 1000km route takes riders to some of

the most beautiful roads in PA, WV, MD and VA, allowing riders to cover four states in one ride. Additionally, we are offering “Last Chance PBP Training” events on August 3 (300km) and August 4 (200km) from Harrisonburg, VA. You will find all the details about our events at our website <http://www.cyclingforever.com/home.html>. 🚲



The Secret Society of Randonneuring

BY MARY GERSEMA

It is 3:30am. My tandem partner and I quietly maneuver our eight-foot tandem out of the hotel room, and Ed muscles it into the elevator, hoisting the front half of the bike into an upper corner since it is too long to naturally fit the space.

Our cycling cleats tap purposefully on the floor as we exit through the hotel lobby. The night shift staff do not bat an eye, barely glancing our way. Once in the parking lot, we pause to mount the bike and silently enter the pre-dawn darkness.

Nobody knows we are out here. No one has a clue about the big miles and intimidating ups and downs laid

out for us over the coming hours. Our membership in the Secret Society of Randonneuring is alive and well this day.

We pedal away from city lights into the countryside. Views are limited in the darkness, but night sounds and smells surround us. A car periodically swooshes by. An occasional rooster crows, alerting us of dawn's imminent

arrival. The odor of farmland permeates the air—the smell of money, as we used to say growing up.

Morning is refreshingly cool. I savor it, knowing that the heat of the day will follow soon enough. Ed comments on the arrival of first light. I look east and see the deep pink burn of dawn, but we turn west just as the sun positions to beam over the hills. If not for our affiliation with the Secret Society of Randonneuring, we could pause for the full thrill of what surely will be a brilliant sun-rise.

The morning continues to brighten, and the warmth of day arrives. Warm rides exhaust and invigorate. Shaded climbing is delightful reprieve from toasty exposed segments. The sound of rushing water stokes a desire to stop and soak the toes and splash the face, but we dare not. The Secret Society of Randonneuring will not tolerate a loss of time for such antics.

At various points, we stop to have our brevet cards signed. Occasionally people ask us where we started and where we're going—more out of politeness than real interest, it seems. Our answers leave them nonplused. We refuel and eat unusual quantities of gas station food. Unusual for us, anyway, except when we are renewing our Secret Society of Randonneuring credentials.

After sunset, we stop at yet another convenience store. The woman working asks what we're up to, and we give her the basic details. "I could never



Day 2, DC Randonneurs 600K 2018.

—PHOTO ED FELKER

Riding into sunrise on the DC Randonneurs 600K.

—PHOTO MARY GERSEMA

do that,” she says in awe. I assure her that she can. If I can do it, anyone can do it, and I believe that.

We pedal to our overnight stop and pause for a few hours before launching again for Day 2. The second day passes uneventfully except for occasional rain and the pressure of making the controls. The time windows close around us during the first forty-five miles, which boast 100 feet of climbing per mile.

I need a couple of extra pick-me-ups this second day because the climbing, the first day’s heat, and short sleep have sapped my energy. Gradually I’m revived, and we keep pressing toward our final stop. After two days of steady riding, we finish and return home to start the work week.

The Secret Society of Randonneuring hides in plain sight, our weary eyes and insatiable hunger the only clues to our membership. When the rides are done, we don our business suit disguises and return to our jobs and other responsibilities. Randonneuring hovers in the background, while the work week overrides our lives.

We put in our time at the office, and when the work week ends, we



commute home to panic pack and ready for rides that start and end in darkness—or sunset, if we’re lucky. Weekdays are spent recovering from weekend efforts, rehydrating, stretching, and trying to log sleep to be as prepared as possible for the next ride. We keep a low profile, except at the grocery store, where we can’t stop buying ice cream.

I recall the woman in the convenience store who asserted she could not do our ride. I say she could. She just doesn’t know the trick to it yet. Membership in the Secret Society of Randonneuring is available to anyone who can confidently ride a bike. The trick is discovering it. There are other tricks, too, but knowing that the Secret Society of Randonneuring exists is the very first step because it is there that possibility is born.

Fifteen years ago I discovered the Secret Society of Randonneuring through a friend of a friend. Intrigued, I began spending my weekends with this group. Time passed. A century shifted from a goal to a training ride. Conceivable distances grew longer. I learned how to plan unsupported rides. The limits of the possible expanded.

While small in numbers, the Secret Society of Randonneuring is very active. We pedal back roads and illuminate the night with our lights and reflective gear. We nip into convenience stores and pass through towns at any and all hours. Sometimes the locals heckle us, but mostly they leave us alone.

The Secret Society of Randonneuring doesn’t bestow much recognition for our efforts and doesn’t operate with a lot of fanfare. Rather, every pedal stroke that takes you deeper into a long ride teaches that the body and mind are stronger than you dared consider. This truth percolates through the body and mind, and lingers long after the ride is done.

We are the Secret Society of Randonneuring. I invite you to join us this year. 🚲



Secret Society of Randonneuring group photo before the Coulee Challenge 1200K.

—PHOTO ED FELKER

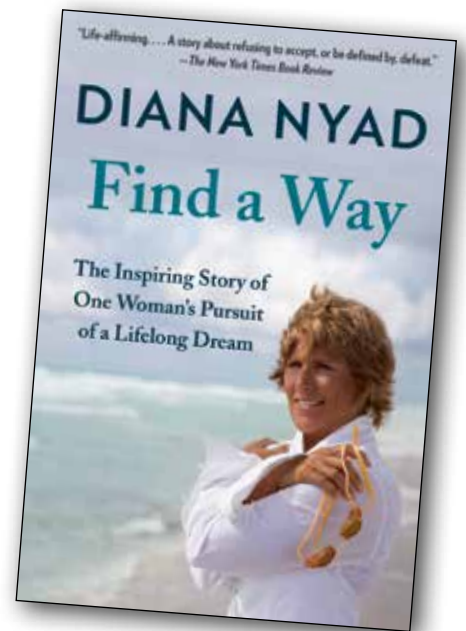
The name Diana Nyad is likely familiar to you if you were a sentient being in this country during the 1970s. Ultramarathon swimmer turned sports announcer, Nyad was a regular on ABC's *Wide World of Sports* and her successful attempt to swim around Manhattan Island at a time when most people would not voluntarily stick a toe into the Hudson River was awe-inspiring, to say the least. Nyad's most remarkable accomplishment, however, takes place more than thirty years later when she sets out to achieve her long-standing goal to swim in open water over one hundred miles from Cuba to Florida.

Perhaps, like me, you followed Nyad's herculean efforts as she sought to become the first person to swim from Cuba to Florida without the use of a shark cage. Along with countless others, I was on the edge of my seat as this older athlete defied expectations and showed the world what true grit and determination look like. I even wore an Xtreme Dream t-shirt to show my support for her efforts. If you somehow missed the excitement, fear not, because Nyad's memoir, *Find a Way*, captures the pathos and urgency of the

swim and is well worth reading even if you know how the story turns out.

Why do ultradistance endurance athletes put themselves through such suffering . . . voluntarily? Are we fighting inner demons or compensating for personal tragedy? Are we running away from something or towards something? While Nyad does not ultimately take a firm position on these questions, she spends considerable space in this memoir recounting the sexual (and other) trauma she encountered as a young woman at the hands of both her father and her swimming coach and it's clear that she sees these events as formative to her character and to the person she has become. The poster she had hanging on her door as a child that read, "A diamond is a lump of coal that stuck with it," seems to have been a mantra throughout her life no matter the traumas she experienced growing up.

We learn from Nyad's experience that success in open water swimming is not the result of training and determination alone. As with randonneuring,



luck and chance play a significant role. Despite years of preparation, she is thwarted in several of her attempts at the Cuba swim by natural forces beyond her control. Sudden storms and dangerous sea life factor heavily in this story, but what is most remarkable is Nyad's ability to return, knowing full well how terrible it might be on subsequent attempts. For instance, after dusk on the first night of her third attempt, she swims into what she later discovers is a box jellyfish, one of the world's most venomous and deadly aquatic life forms. With her heart rate plunging, her face seemingly on fire, and experiencing a full-blown asthma attack, she takes a break for 20-30 minutes before returning TO THE VERY SAME WATER to continue her swim. While she is ultimately unsuccessful on this attempt, Nyad learns that she must return with greater protection the next time and so engages one of the world's foremost experts on box jellyfish to join her team to develop a defensive strategy.

According to Nyad, it's not the weather, the dangerous wildlife, or even the distance that provides the greatest challenge, but rather self-doubt. She writes that, "You can't stop the doubts once you consent to let them seep into your tired, weakened brain." She insists that relentless forward

Find a Way

BY DIANA NYAD

Vintage , 2016, 320 pages

The Other Shore (film)

BY TIMOTHY WHEELER

2013, 1hr, 40 min.

motion is critical to success. We also learn that while the accomplishments are Nyad's alone, collaboration with a team of people was critical. She admits that she would never have been able to reach Florida without the help of her crew of thirty-five that included boat captains, coaches, medical personnel, trainers, shark divers, kayakers, friends and more!

The film "The Other Shore," made by Nyad's beloved nephew, is very engaging and informative. Shot mainly in a *cinema vérité* style interspersed with periodic interviews with the principals, we are treated to some remarkable footage and get to know Diana and several members of her team quite well. The filmmaker achieves a high degree of intimacy, but unfortunately, the same attention is not paid to each of her attempts and in fact, the film sort of fizzles out at the end, with her final attempt appended almost as an afterthought. A better editor would have made different choices. Much of

the backstory and many of the details that make her memoir so gripping are omitted so I would recommend the film as a supplement to the book rather than a replacement.

Perhaps, like a few members of my family, you may question the point of spending so much money and so many hours chasing a goal that could be seen as selfish or at least unhelpful to others. This same sentiment was heard recently in these parts when Alex Honnold scaled El Capitan without ropes and Colin O'Brady completed his solo crossing of Antarctica. Why should we care? Think of the suffering this money could have eased! What narcissists! While I am sympathetic to the argument that efforts such as Nyad's, Honnold's and O'Brady's reflect a remarkable level of privilege, at least, and perhaps resources as well, I also feel that it's hard to quantify the greater social benefits when people test the limits of human endurance and skill. These feats inspire, not simply because

some of us may want to undertake similar challenges, but also because we can extrapolate from these stories as we set out to achieve more modest, yet similarly fearsome goals. Tales such as Nyad's additionally serve as models for how we might lead our lives. As she tells us, "When you reach the other shore, the pride of not giving up is fuel for your life out of the water."

You may ask yourself, while reading *Find a Way* or watching "The Other Shore," what is my personal white whale? What keeps me up at night? What scares me? What interests me, but seems just out of my reach? Riding your bicycle through the night? Completing a *flèche*? Finishing Paris-Brest-Paris? A book like *Find a Way* reminds us that no matter how large our ambitions or how many times we fail, there is no limit to what we can achieve if we put our minds to it. This is a message that all randonneurs, whatever our level of experience or achievement, should appreciate. 🚲



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An Everesting Adventure

BY BOB DYE, RUSA #6438

I had never heard that word before. Last May, a co-worker said he'd be helping out on an Everesting attempt one weekend during that month. Curious, I went to Google, which linked me to the Everesting website. "Everesting" means completing a single ride with 29,029' of climbing, the height of Mt. Everest. That certainly seemed beyond my capability. But...the seed was planted.

The website is seductive. There are just a few simple rules: one ride, no sleeping, no walking, and the whole ride on the same climb: pick any hill, anywhere. You have to do repeats, over and over again. The grade, time and distance don't matter, just total ascent.

Climbing was never my thing. I pretty much ignored the ascent field on

my GPS. Mileage I understood, but not vertical gain. Intrigued, I found myself scouting local hills just to see how many repeats it would take for this crazy endeavor. I'd calculate the mileage and estimate the time. Every hill worked out to require over two hundred miles and twenty-four hours. Ouch and no thank you.

Gradually, a nagging question emerged. What if I spent the entire summer hill training and found just the right climb? Was it possible? I tested myself with a 63-mile, 10,000-foot climb comprising twenty-two repeats. A 23rd would have been impossible. It took all I had and left me doubtful. I told no one what I was considering.

The climbing continued all summer. My weekday morning rides were as hilly as I could make them. I did more 10,000-foot rides and spent the time speculating and strategizing. Pounds melted away. Slowly a plan emerged. Only then did I tell people what I was thinking. That was the point of no return.

October seemed far enough away for plenty of training. There was a full



Contemplating my hill, it doesn't look like 350 feet up from here.

63 repeats, 18 to go.

—PHOTOS TIM CARRY



moon toward the end of the month so that was the weekend I circled. I took yoga, thinking it might help counteract soreness and stiffness. I was riding more than ever and it felt like most of it was uphill. Four hilly 200km rides topped off my conditioning. My bike got a new lightweight saddle with carbon rails and super light skinny racing tires with latex tubes. Off came the frame pump, bell, a bottle cage and saddle bag. I switched back to my light road bike pedals and shoes. All of this really just provided a psychological advantage, but why not?

Finding the right hill was a challenge. Not too steep or shallow, not too long or short. Safe and smooth for the nocturnal descents and, of course, with minimal traffic. After much rumination, New York's Harriman State Park was the choice. Its undulating Seven Lakes Drive is a local cycling hot spot. Being almost in my backyard made it feel like home court. Despite the hundreds of cyclists who ride there, I could complete its first Everesting.

A week before the chosen date, the weather forecasts looked miserable. A nasty Nor'easter was expected. The following weekends were not an option and winter was getting too close. The day before my planned start I awoke disappointed and distressed to see an even worsening forecast. Like Mike Tyson said, "Everybody has a plan until they get punched in the face." However, I had a revelation. I could beat the storm if I started immediately! Either I play hooky from work or wait until spring—an easy decision to make.

I sent an update email to friends I had invited to join me. This would be a solo ride now. The morning was spent grocery shopping and packing my car with food, tools, spare bike parts and all my cycling apparel. My wife supplied the PB&Js, my cycling super food. The car would be my base camp at the bottom of the climb.

After a big lunch, I started pedaling—1.3 miles at about a 5% grade, then



The proof!

—PHOTO ROBERT DYE

back down. With each repeat of about 360' elevation, I'd need eighty-one round trips to make it up Everest. It started beautifully until I flatted at mile fifteen. So much for the super light skinny racing tires. Eventually the sun and temperature dropped. Even riding the brakes, the downhill wind chill stung. At two-hour intervals, I sat in the car, heat blasting, adding another layer of clothing each time.

A giant moon peeked over the horizon. I spent the night tracking its path across the sky, watching my shadow shrink, then grow. It was a bit sad when the moon finally disappeared beyond the opposite horizon. When birds started chirping it meant daylight was imminent. Sunrise from a bike saddle is my idea of religion.

I brought earbuds in case of boredom but was never tempted to use them. Nor was sleep ever a desire. Instead there was a zen-like mindfulness and sense of fulfillment. The repetition reduced the world to the road and my bike. I went somewhere deep in my head and believed in myself

more than I ever had before. It was tough but I felt tougher.

Somewhere around 25,000', I knew only a mechanical failure could stop me. Worst case, I'd go home to get my daughter's Walmart mountain bike to finish. After almost twenty-five hours, 222 miles and a loss of 4.5 pounds, I finished lap 81: theoretically 29,300' above my Saab wagon base camp. The challenge had been met, the storm avoided. All that was left was linking my Strava page to Everesting.cc for a place in its Hall of Fame.

On a randonneuring ride there's stimulation. There's conversation, scenery, navigation, and maybe some competition. This challenge was something completely different. There was the climb, the distance, the dark, the weather, the boredom, the sleep deprivation. Do I recommend it? That's for each person to decide for themselves. It certainly did add another dimension to my cycling. Literally. 🚴

Up and Away

By now your PBP plan is coming into sharp focus. You probably have your lodgings and travel secured, and your fitness is developing with no big clouds on the horizon.

One frequent question at this stage is how to travel to France with the bike. Remember those kids riding their bikes into the sky, escaping with ET in the handlebar basket? Obviously, it's not going to be that easy, but if you do this right, you should arrive at the start line with fresher legs and a bike ready for the big ride.

My experience with this part of the adventure is dated, so I reached out to a few riders who have travelled extensively and internationally with their bikes. This is a compilation of their thoughtful suggestions.

Before you and your bike take wing, there are certain preparations that will pay dividends and a few you want to avoid. Don't make any last-minute changes to your bike other than perhaps new tires. The new chain, cog set, cables, and derailleurs should all be installed well in advance of your departure: think 500 to 1,000 kilometers for wear-in.

Something I heard more than once (and it aligns with my own practice): make a list of items easily forgotten in packing, and make sure they are all in the box. I live in a rural area, so for me there is always a "trip" (usually in the dark of night) before any brevet. One way to make sure that everything gets in the box is to double check your list.

I mean actually check twice. I make two columns on that checklist. Check each item off when you are rounding things up and putting them in the big pile. Then, make the final check off once they are in the box. I left my preferred chamois cream home the first time I went to PBP and had to settle for an off-brand substitute. That came back to bite me, so to speak, late in the ride. DO NOT leave small items loose in your bike box. Seat post bolts, cable retainers, tools, etc., should all be kept in clear Ziploc bags, taped to the inside of the box. Labeling the contents might help TSA inspectors feel more comfortable about not opening these bags during inspection.

Pack early. What happens if you can't get that pedal off, or you break your crank arm or derailleur? Will you have time to get a replacement? You probably won't be doing much meaningful riding in the last week before you depart, so one recommendation was to have the bike in the box one week before departure.

If you have never put your bike in a box before, consider doing a test packing/unpacking before you leave. You will likely learn something that will help this go better the next time, particularly if you need to do some disassembly, as with an S&S coupled

bike. Take some photos during the packing process so you can remember how everything fits in the box. Remember, you may be brain weary when you are assembling or disassembling/packing your bike in France.

What goes in the box?

► The bike, obviously, and whatever else fits in, but there is a delicate balance between overweight charges and packing the kitchen sink.

► All the tools you used to take the bike apart. One experienced traveler said that he preferred having a 3-way Allen wrench or mini-torque tool rather than relying on the multi-tool he carries on the bike. Think about using a quick link so that you can disassemble your chain for packing, thus avoiding a tangled chain on the other end. If you do this, then remember to pack a tool to open the quick link if needed, and bring an extra link. In fact, a quick link and several extra links are standard emergency equipment for any long ride on my bike.

► Duct tape, a few zip ties, and some spare clear plastic Ziploc bags won't take up much space and can make a big difference when the unexpected comes along on the ride.

► Some cheap latex gloves or hand cleaner so it is easy to clean up in France. Also include some clean rags or paper towels. It's bad form to use hotel towels to clean your greasy hands and bike.

Airline choice usually comes down to the best rates, but airline policies also might influence the decision. Check fees regarding extra luggage,



including full-sized bikes. Expect to pay up to \$200 each way for travel with a full-sized bike box. Coupled bikes can fit in luggage that may require no additional charge, but some airlines now charge up to \$100 for a second checked bag. Therefore, pack carefully and know the luggage policies before you buy those tickets. Beyond that, try to get everything you can into the box without exceeding the weight limit.

One thing I heard over and over was to try to get a direct flight. If that isn't possible, try to reduce the number of connecting flights. If you must use a connection heading to Paris, this may be the one exception where a longer layover (2 hours or more) is in your favor. Booking software will allow you to select layovers as short as 1 hour and 15 minutes, but that might not be long enough for the baggage to get transferred to your connecting flight. You want to get to Paris, but life will be much better if your bike arrives with you. The less it gets handled, the better the chances. There is enough stress in this part of the adventure without being left at the luggage carousel sans bike.

When to go? Arriving in France three days before the ride gives you more options for late bike arrival or for solving transport or assembly-induced problems. If you can sleep on the plane, that's ideal. When you arrive, stay up throughout the next day and go to bed

after dark. You should sleep like a rock. One caveat here: once you are on the plane, DON'T pop a couple of Ambien, put on your noise cancelling headphones, and sleep the entire trip. You need to get up and walk around or flex your leg muscles in the seat to avoid developing blood clots in your legs. Wear compression socks or, better yet, compression calf skins (more effective and cooler looking than geezer socks). Deep Vein Thrombosis (DVT) is a very real possibility for highly trained athletes during long periods of inactivity. A DVT can be a ride killer, and it can be a life-threatening ailment. Google it, and you will see what I mean.

Once you have landed, then what? Paris is the "enlightened" city, so public transportation abounds. It is possible to get from the airport to your hotel using various modes of public transport, but remember: Paris has been enlightened for centuries, and the Paris Metro is over one hundred years old and is the second busiest metro system in Europe. As such, many of the stations were designed before people travelled with big bulky boxes weighing fifty pounds. The Metro is ideal for commuting and excellent for touring the city, but for schlepping a back pack, a travel bag, and a bike in a box? I'm afraid not. Just getting on the Metro is an achievement, but remember: once you climb those stairs back up to street

level, you still must get you, your bike, and all your gear to your hotel. And if you are not staying in Paris, you will then need to travel to your destination via the RER surface rail system (more commuters). Sound like fun after a long plane flight?

Most of the experienced riders recommended a taxi or car service from the airport to your hotel. Yes, this is way more expensive than the combination of the Metro and the RER, but it is much faster and undeniably less stressful. Keep in mind, you will have just departed from a crowded and ridiculously long flight, you will be half asleep, you may be a little stiff in the hind quarters, and, depending upon when you arrive, you may be competing for space with three million city commuters. Welcome to Paris.

Once you are on the ground, two phone apps come highly recommended for the first-time bike traveler by long-time bike travelers. Maps.me is a free navigation app that does not use your international data but relies upon the GPS chip in your phone. By contrast, Google Maps, for example, hungrily uses data. To use Maps.me, you will need to download the particular maps you need for your destination before you leave, e.g., map of Paris and maps of western France. Download these at home using your own good wi-fi. A second useful phone app is What's App, a free text message application that is widely used in Europe. It requires access to wi-fi to receive and send texts, but it is otherwise free and doesn't require a phone connection. Conveniently, it uses all of your contacts just like normal text messages.

Finally, something to remember which could easily be forgotten in the stress of travel: bring a sense of adventure and openness. That's the most useful thing to ensure a wonderful experience. And in an effort to arrive in the best of health, taper your training early and get lots of sleep to have your immune system optimized before you fly. 🚲

A Fourth of July Blast! A Super...Super Six... All Done in Daylight!

BY DAN DRISCOLL

What's a Super Randonnee 600, you ask? It's a 600km permanent with a minimum of 10,000 meters of climbing or about the same amount as with PBP or many other hilly 1,200km events, but in half the distance. Often, in an effort to obtain that much climbing in 600 kilometers, some of the climbs are steep. Yes, it's a climb fest.

I had previously completed two Super 600's, both difficult but doable. With the old fifty-hour time limit, these rides did not allow for much sleep, but both were SUPER FUN, done in "Party

Style" with a group mostly sticking together to make the experience enjoyable and memorable. My first was Luke Heller's Southern Appalachian SR 600 with a party of nine. The second

was Bill Beck's Big Savage SR 604km with a group of four.

Game Changer Alert: recently The ACP extended the time limit from fifty to sixty hours. Now the ride could be done as three 200kms, with two sleep stops, rather than just one. I wanted to try the three-day approach, and I was lucky enough to get that opportunity and join Paul Foley and Vernon Smith in Colorado for another round of fun and friendship.

We agreed on the three-day, 200 kilometers a day format, and we also agreed to a date as close to the Summer Solstice as possible for maximum daylight. Paul suggested John Lee Ellis's Colorado Front Range Super Randonnee. I was nervous about



Amazing Views! L-R Paul Foley, Dan Driscoll and Vernon Smith.

—PHOTO PAUL FOLEY

Hamming it up at one of the many specified photo controls.

—PHOTO VERNON SMITH





Several relaxed sit down meals!
Awesome breakfast with a view of
Echo Lake, at the base of Mt. Evans.

— PHOTO VERNON SMITH

Patriotic display of The American Flag.
L-R John Lee Ellis (route owner),
Vernon Smith & Paul Foley.

— PHOTO DAN DRISCOLL

the altitude coming from a place just 500' above sea level, but Paul has a way of calming one's nerves. He also worked out logistics; the route is an out-and-back so we were able to use the same hotel twice.

I was hoping for a repeat of the grand combination of camaraderie and challenge, and I was not disappointed. The whole experience exceeded my hopes. Similar to how Frank Lloyd Wright worked his architectural masterpiece 'Fallingwater' in Mill Run PA into the topography of the existing

landscape, John Lee Ellis crafted this route perfectly on lightly traveled roads with amazing scenery. I rode extensively in Colorado in my younger years, and even on some of these roads, but I had forgotten how much I enjoyed the beauty.

I won't say the ride was easy, as I had a couple of "out-of-gas moments," but with two nights of good sleep, a sit-down recovery meal each day and the entire ride in the daylight.... We were all thrilled with how we chose to spend our Fourth of July weekend. 🚲



Life is Good!
L-R Paul Foley and Dan Driscoll.

— PHOTO VERNON SMITH



2018 American Randonneur Award

DAN SHADOAN

BY DEB BANKS



Dan, ever the organizer.
—PHOTO DEB FORD

Dan Shadoan, recently retired as RBA of Davis, CA, was the president of the Davis Bike Club (DBC) long before RUSA was constituted. In fact, under the umbrella of International Randonneurs, riders affiliated with DBC participated in Paris-Brest-Paris (PBP) as early as 1979. In 1990, Dan helped to start the Davis brevet series that continues to this day. In 1991, he organized a 1000km in addition to the series, creating multiple opportunities for riders to qualify and be ready for PBP.

Dan successfully finished PBP three times: 1991, 1995, and 1999.

In 1995, Davis sent the most riders (over 100) to PBP and was awarded a trophy from Audax Club Parisian for doing so. In addition, the DBC was presented a second trophy for bringing the most women to PBP and a third

from the Mayor of Paris for bringing visitors to the event. Riders who qualified through the DBC did better than the U.S. average, which added another feather to the DBC cap. Dan's tireless mentoring, support, and behind-the-scenes work had a significant impact on these PBP results.

Dan also had a hand in the birth of RUSA. Dan and the DBC sponsored Bill Bryant to travel to Boston for the initial meetings that launched RUSA.

Davis then became the “patron club” of RUSA, helping to seed its beginnings with DBC funds. Without Dan's support, RUSA would not be where it is today, the largest randonneuring organization outside of France.

Finally, under Dan's guiding hand the Gold Rush Randonnée (GRR) was created. With support from others, it had been decided that it was time for the Western United States to have a 1200km. The GRR, the second grand randonnée to be developed in the U.S. (behind Boston-Montreal-Boston), has been run successfully every four years since 2001. Dan has been at the helm of the event five times.

The DBC has much to celebrate as a club, but the leadership of Dan Shadoan and Ann Lincoln (his smarter half!) have been crucial in establishing randonneuring in Northern California, and he has also had a nationwide impact on our sport. As an accomplished rider, a mentor to countless randonneurs for decades, a person who had the vision to help create the organization we now call RUSA, and a guy who got



Dan speaks to Gold Rush Randonnee riders.

—PHOTO DEB FORD



RUSA #14 and #15 volunteering at California Central Coast 1200k in 2014.

— PHOTO JOHN LEE ELLIS

Below, Dan works the computers during a Gold Rush Randonnee ride.

— PHOTO DEB FORD

up at 4:00am to bring donuts and coffee to the start of all of the events he hosted, Dan Shadoan is this year's well-deserved recipient of the American Randonneur Award. 🚲



American Randonneur

CALL FOR SUBMISSIONS

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

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

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

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

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

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

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

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

Submission deadlines:

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

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



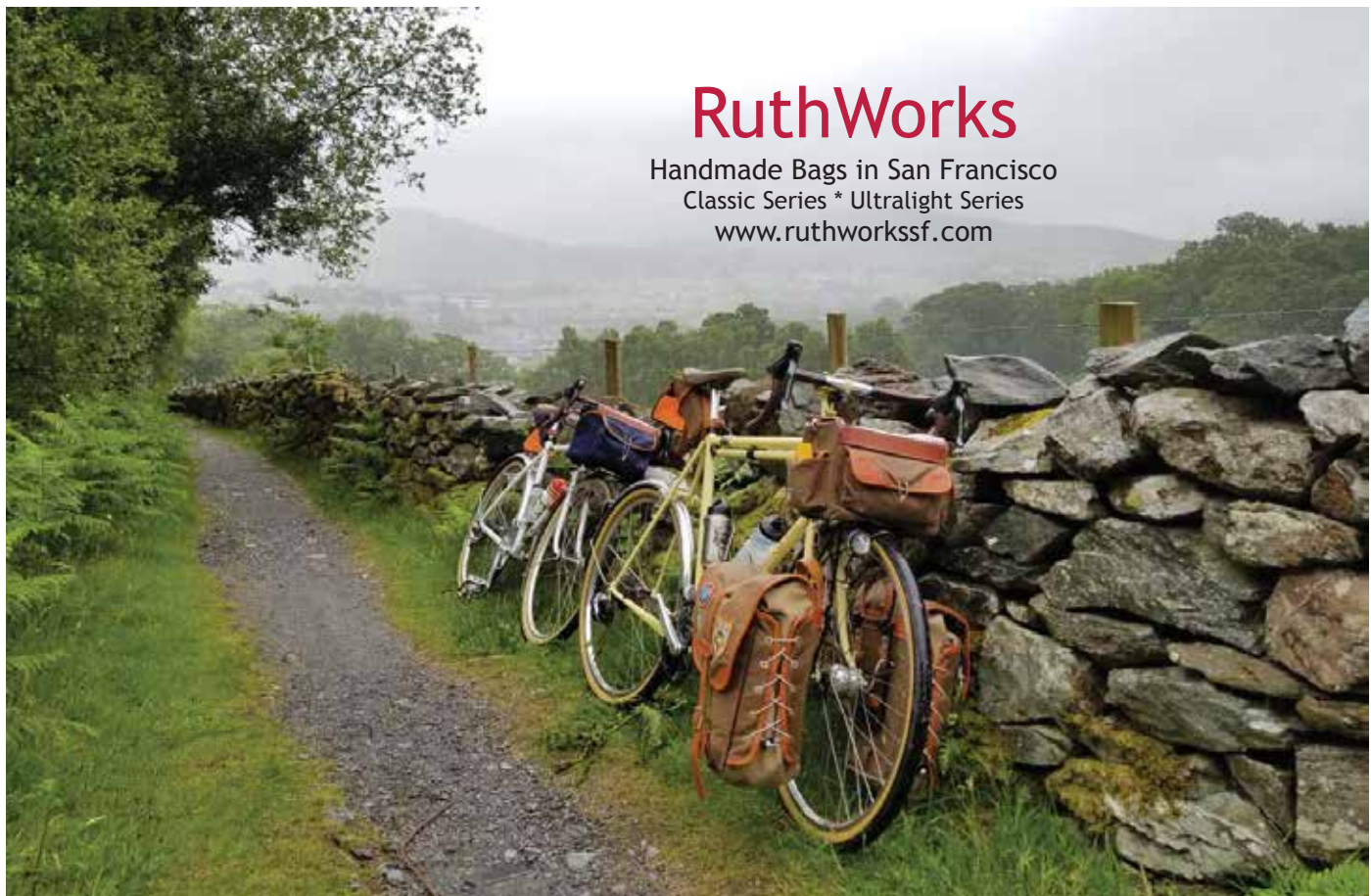
New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
13043	Miller, Aimee E	Anchorage	AK	13029	McGowan, David	San Diego	CA	13033	Fay, Ted	Evanston	IL
13031	Callsen, Laura Lynn	Wasilla	AK	12960	Raymond, Ben D	San Diego	CA	12937	Baumgartner, William M	Ottawa	IL
13075	Picou, Bobby	Helena	AL	13085	Bricker, D	San Francisco	CA	12906	Warren, Isaac T	Indianapolis	IN
12935	Thornton, Jeremy P	Helena	AL	13000	Bryce, Michael	San Francisco	CA	13076	Miyamoto, Atsushi	Tokyo	JPN
13091	Bierley, Jason D	Hoover	AL	12922	Linser, Eric	San Francisco	CA	12894	Muro, Susan	Olathe	KS
13072	Riddel, David Anthony	Jerrabomberra	AUS	12977	Stefuk, Emily A	San Francisco	CA	13088	Hollis, Chris P	Nicholasville	KY
13062	Goodison, Bob	Sorrento	BC	12992	Kobayashi, Hiroko	San Gabriel	CA	12924	Spitzer, Jason	Annapolis	MD
12984	Spangler, Jon M	Alameda	CA	12915	Cubiss, Christopher	San Jose	CA	13063	Stinson, Mark	Columbia	MD
13014	Nelson, Gary	Anderson	CA	12955	Huang, Sheng C	San Jose	CA	12953	Hayden, Matthew J	Davidsonville	MD
12945	Keathley, Kimmy A	Bakersfield	CA	12975	McCutcheon, David Paul	San Jose	CA	13020	Russell, Cathy	Millersville	MD
12964	McCulloh, Andrew	Belmont	CA	13052	Peterson, Dennis M	San Jose	CA	12903	Beron, Andrew William	Pasadena	MD
13004	Signor, David B	Ben Lomond	CA	13018	Dehnert, Judith	Santa Rosa	CA	13049	Hess, Suzi L	Canton	MI
12930	Judd, Andrew	Berkeley	CA	13064	Rothrock, Robin	Santa Rosa	CA	12936	Plesco, Annaliese	Harrison Township	MI
12917	Lee, Christopher	Berkeley	CA	13053	Verbiscar-Brown, Peter P	Santa Rosa	CA	13026	McGee, Clinton Wes	Kalamazoo	MI
12920	Llerena, Augusto	Berkeley	CA	12902	Rudney, Sherilyn M	Simi Valley	CA	12896	Tatara, Jay	Kalamazoo	MI
12911	Mukerji, Arjun	Berkeley	CA	12923	Varankou, Eugene	Simi Valley	CA	12893	Proctor, Jennifer L	Ypsilanti	MI
12940	Vogel, Robert	Berkeley	CA	13016	Smithers, Stacy P	Studio City	CA	12892	Valdez, Aaron J	Ypsilanti	MI
12907	Longwood, Sean C	Carmichael	CA	12983	Elmschig, Nicholas John	Tiburon	CA	12934	Dzimian, Paul	Eden Prairie	MN
12921	Stanley, Jeremy M	Cazadero	CA	12901	Stein, Willie Halsey	Trinidad	CA	13007	Ankofski, Kate	Minneapolis	MN
12997	Kuwahara, Henry	Chatsworth	CA	12938	Lynn, Roger D	Turlock	CA	13054	Tan, Justin	Minneapolis	MN
13009	Orr, Dan	Coronado	CA	13087	Aliga, Darren Andre	Vallejo	CA	13019	Groth, Trisha	Saint Paul	MN
12928	Wilson, Nicholas Brush	El Cerrito	CA	13047	Henderson, Brook	Woodland Hills	CA	12933	Console-Soican, Cyrus	Kansas City	MO
12914	Roan, June	Fresno	CA	12929	Alarcon, Elena	Boulder	CO	12967	Ivancic, Mike C	Kansas City	MO
13035	Ramirez, Tino	Glendale	CA	13090	Nejezchleb, Henrik	Boulder	CO	13036	Parker, Jim	Kansas City	MO
12898	Unholz, Rob	Grass Valley	CA	12962	Fischer, Joseph	Cromwell	CT	12905	Hardin, Paul D N	Springfield	MO
12994	Wallis, David H	Hermosa Beach	CA	12956	Griffith, Scott E	Old Greenwich	CT	12909	Polking, Amanda	Springfield	MO
12988	Kashiwabara, Yuki	Irvine	CA	13083	Marrinan, Neil	Old Lyme	CT	12947	Smalley, Janna	Springfield	MO
13041	Dunscombe, Thomas L	Kensington	CA	12895	DuBord, Kim	Vernon	CT	13027	Holt, Aaron T	Durham	NC
13089	Williams, Jeff Glen	Livermore	CA	12986	Martin, Andrew	Dunnellon	FL	13028	Holt, Elizabeth A	Durham	NC
13021	Hendricks, Athena	Los Altos	CA	13013	DeRos, Anthony	Fort Myers	FL	12946	Nemeth, Nicolaus Michael	Garner	NC
12991	Nabor, Noel V	Los Angeles	CA	13012	Sujana, Tina	Fort Myers	FL	12987	Buxton, Karen E.M.	Greensboro	NC
13079	Beauchamp, Christopher	Los Gatos	CA	12957	Johnson, Greg	Gainesville	FL	12944	Thornton, Kevin A.	Greensboro	NC
13025	Boren, Stephen Z	Manhattan Beach	CA	12919	Miner, Abigail	Gainesville	FL	13024	Leonard, Zach S	Raleigh	NC
12899	Grayson, David	Menlo Park	CA	12985	Avalos, Micael	Hialeah	FL	13002	Martinez, Jose Joaquin	Willow Spring	NC
13073	Rodriguez, Eduardo	Napa	CA	13069	Robinson, Mark	Jacksonville	FL	13040	Hekman, Mark P	Winston-Salem	NC
12927	Brackbill, Kevin F	Oakland	CA	12916	Price, Bill	Land O Lakes	FL	13030	Rootkin, Robin	Cliffside Park	NJ
13037	Fethe, Eric	Oakland	CA	13092	Aiken, Cole Thomas	Lutz	FL	13061	Fox, Dennis	Mays Landing	NJ
13057	Heredia, Eduardo A	Oakland	CA	13051	Goodman, Caroline	Lutz	FL	12952	Castellano, Steven J	Metuchen	NJ
12913	Ho, Jay J	Oakland	CA	13003	Mcgee, Harvey	Lutz	FL	13068	Southwood, Daryl K	Neptune	NJ
12932	Pon, Lawrence J	Oakland	CA	12900	Short, John S	Orlando	FL	13050	Kralovanec, Jill	Princeton	NJ
12891	Rakhmatulina, Ekaterina	Oakland	CA	13008	Connor, Brendan B	Rockledge	FL	13081	Kennedy, John F	Roselle Park	NJ
12910	Rush, Benjamin M	Oakland	CA	12982	Orthoefer, Joseph David	Tampa	FL	13074	Lorditch, Michael	Summit	NJ
12990	Balme, Ed	Petaluma	CA	13039	Xiao, Charles	Duluth	GA	12943	Ickowski, Ed J	Wayne	NJ
13077	Bogart, Delmont	Petaluma	CA	13065	Petsche Jr, Thomas L	Cedar Rapids	IA	12966	Spindel, N	Reno	NV
12912	Koved, Michael	Piedmont	CA	12999	Muelhaupt, Katy K	Des Moines	IA	12950	Corbett, Sara	Brooklyn	NY
13045	Thompson, Alex	Pleasant Hill	CA	13071	Bowersox, Keith	Chicago	IL	13080	Morabito, Steve	Farmingdale	NY
12939	Kirkwood p, John	Rohnert Park	CA	12980	Munoz, Anthony	Chicago	IL	12965	Plata, Michal A	New York	NY
12970	Prebil, Kelley	San Bruno	CA	12979	Pietrus, Jeana	Chicago	IL	12889	Biggsy, Marc J	Rochester	NY

RUSA#	NAME	CITY	STATE
12998	Wiegand, Michael J	Walton	NY
13017	Hoopingartner, John C	Wadsworth	OH
13078	Ofner, Erich	Lakeshore	ON
13011	Webster, Anika Lyn	Beaverton	OR
13038	Curran, Mark E	Portland	OR
13015	Francesconi, Ryan	Portland	OR
12890	Robins, Adam Garrick	Portland	OR
12976	Olsen, Bob G	Woodburn	OR
12974	Mahler, Will	Lancaster	PA
13067	Aristizabal, Christian E	North Wales	PA
13005	Kowal, Gregory	Philadelphia	PA
12963	Riegel, Peter	Philadelphia	PA
12981	Nord, Marshall J	York	SC
12961	Oneschuk, Marj	Saskatoon	SK
13010	Yatsina, Oksana	Saskatoon	SK
12949	O'Leary, Timothy P	Antioch	TN
12969	Freeman, Allison	Dallas	TX
12993	Petersen, Kenneth	Fulshear	TX
13023	Weaver, Scott C	Galveston	TX
13001	Devany, Bill	Houston	TX

RUSA#	NAME	CITY	STATE
13048	Evans, Andrew	Houston	TX
12925	Mak, Jason	Leander	TX
12958	Wilson, Wade	Lubbock	TX
12918	Conley, Chris	Pearland	TX
12951	Koon, Jason A	Herriman	UT
12989	Rike, Edward	Chesterfield	VA
12971	Nguyen, John M	Reston	VA
12941	Croteau, Rachel	Bellingham	WA
13032	Wiegand, Mary K	Clyde Hill	WA
12972	Carter, Gigi P	Eastsound	WA
12959	Buursma, John	Gig Harbor	WA
13084	Ciccarelli, Stephen M	Issaquah	WA
13086	Fiedler, Albert E	Maple Valley	WA
13082	McGuffin, Michael F	Mercer Island	WA
13034	Brun, Ed	Pasco	WA
13044	Perry, Daniel B	Redmond	WA
12942	Smith, Elizabeth A	Redmond	WA
13066	Meckle, Cole R	Rochester	WA
12973	Alkire, Vince	Seattle	WA
13006	Bailey, Nate	Seattle	WA

RUSA#	NAME	CITY	STATE
12904	Berkey, Garrett	Seattle	WA
12968	Hart, Beau	Seattle	WA
12996	Hinckley, Scot B	Seattle	WA
12931	Jones, Zachary	Seattle	WA
12908	Kowalski, Ian A	Seattle	WA
13042	Payne, William Russell	Seattle	WA
13022	Perera, Lucca	Seattle	WA
13059	Petersen, Charlie W	Seattle	WA
12978	Robinson, Duncan	Seattle	WA
13070	Scannell, Hillary	Seattle	WA
12926	Sheffey IV, John	Seattle	WA
13055	Sirois, Jonathan J	Seattle	WA
13056	Sirois, Lara E	Seattle	WA
12995	Smith, Kevin J	Seattle	WA
12954	Smyth, K	Seattle	WA
12948	White, Matt	Seattle	WA
13046	Sippel, Tim J	Vancouver	WA
13058	Mancheski, David V	Edgerton	WI
13060	De Grave, Alex	Milwaukee	WI
12897	Rettig, Dirk J	Waunakee	WI



Rando(m) Thoughts BY CHRIS NEWMAN

It's All About the Bike

Ok. That title is a bit deceptive. This column isn't so much about the bike as it is about the "bike-adjacent" items that are necessary once you become a serious cyclist. Ok. Most items, apart from the bicycle, are not truly necessary, so maybe this is more about the "aspirational extras" that inhabit my dreams when I think about what would improve my cycling.

I bought my car because while shopping for a station wagon for my wife Eileen, we were shown a model where the back seats folded forward at the flip of two switches. It was so easy!

All I could think about was how easy it would be to slide my bike in without having to remove a wheel or make accommodations for a small cargo area. Sure the car also had great reviews,

would accommodate my dogs, would get up my steep driveway in the snow, yada, yada; however, the bottom line is I bought the car for my bike. But this article isn't about the car but rather about the garage in which the car now dwells.

I joined RUSA in 2005. At that point I had one bike that I rode for my first two seasons after which I decided I needed a bike better suited to long distance riding so I bought another bike. Later I realized I could easily travel with my bike if it folded, so I bought a folding bike. Next came a fixed gear and then a lighter, faster fixie.

When we moved into our house in 2001, we were thrilled to have a shed that we filled with tools, bikes, bike equipment, and power tools. Life was good. But twenty-year-old sheds are not particularly roomy, they are definitely not critter proof, and when a hurricane sends a tree through the roof, they are not waterproof. (When we found out that hurricane Sandy was coming, I moved all my bikes inside but left everything else out there.) We dreamed of a new shed, and perhaps even a garage, but the years passed and inertia and life prevented our upgrading our outdoor storage. When we attempted to get our contractor friend to build us a garage, he informed us we would have to deal

Very local bike shop.

—PHOTO CHRIS NEWMAN





So much better than
a leaky shed!

Weather vane:
Best birthday gift ever!

—PHOTOS CHRIS NEWMAN

with the dreaded township permits ourselves. The mountain of forms involved, written in a language that might have been English, sat in my office for two years at which point I conceded defeat and recycled them.

We visited shed stores and stalked sheds on-line, but Eileen strongly suggested that if we stayed put and she had to spend another winter removing snow from her car and driving the garbage the quarter mile to the street in her new car, we should probably just move to a house with a garage. I helpfully pointed out that her car wouldn't be new forever, but understandably that line of reasoning was doomed to failure.

The situation was becoming dire; needing a plan I contacted a friend who put me in touch with an honest, talented, local contractor. We met with Kevin and shared our garage hopes, and he assured us he could make our dreams come true. I impressed upon him that this was really a bike storage facility where the cars could also be parked. Oh, and a little extra storage space and a small deck from which to watch birds would also be nice. He didn't laugh but came back with plans for what the local zoning board suspected



The situation was becoming dire; needing a plan I contacted a friend who put me in touch with an honest, talented, local contractor.

was actually a small house we could rent out. When you wait seventeen years to erect a garage, you tend to overbuild.

The construction started last March and continued deep into the summer.

This gave me ample opportunity to purchase all the accouterments I would need to outfit the “garage mahal.”

Eileen bought me a bicycle-shaped weather vane handcrafted in Maine. (She also suggested installing a small, electric heater so I could work out there in the cold weather. She gets me. Or she wants me out of the house. Either one is possible....) I replaced the lights on the bike sculpture a friend had made

years ago. I ordered wall units on which to hang bike tools, etc. I bought a new system from which to hang the bikes so I was ready when Kevin gave me the go-ahead to move everything from the storage unit to the garage. I wasted no time in setting up and decorating the garage like my personal bike shop.

Seventeen years is a long time to wait, but it has been worth it. I can work on my bikes without the scary little bugs that inhabited the shed monitoring me. I can load and unload my bike from the car and if it’s raining or snowing, *I don’t get wet!* It has occurred to me that the new bike rack

has more hooks than bikes, and the obvious solution does not involve removing a few hooks.

We had our first and so far only snowstorm in the early fall. It was a wet, heavy snow. It started while we were at work so the cars were parked outside. It came down fast causing blizzard-like conditions. Traffic was paralyzed and an eight-mile trip took two hours during which more snow fell on the cars. The bike rack on my car made complete snow removal difficult. We parked our snow-laden cars in our insulated, warm garage. Hours later we had a small flood that I incredulously swept onto the driveway. This was not at all how I had pictured the first snowstorm in the era of the garage mahal. In spite of this “glitch” I continue to be amazed at how happy the garage makes me. Sometimes, I invent reasons to go outside to visit my bikes. The UPS man just delivered a wireless speaker; I think I’ll go outside and set it up. 🚲

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Financial Statement Summary

Randonneurs USA is in a healthy cash position, meeting our goal of having enough cash on hand from current year membership fees to cover anticipated current year expenses.

Our bank balance includes some dues paid for future years, since many members pay two or three years in

advance. While our accounting is largely on a cash basis, the report below includes two significant accrual items—the insurance premium paid in December for the following 12 months and the Audax Club Parisien/Randonneurs Mondiaux invoice that we received at the end of December.

Our ongoing expenses have increased significantly with the new insurance policy put into place in December. Going forward we will have to review ongoing expenses vs membership fees to see if we need to make any adjustments to one or the other. 

—Dave Thompson

Randonneurs USA Statement of Activity 2018

	<u>Total</u>	
	<u>Jan - Dec 2018</u>	
Revenue		
Advertising Income	3,684	Advertisers in American Randonneur
Brevet Insurance Income	0	Billing RBA's for insurance
Membership Dues	86,037	Dues recognized on a cash basis depends on timing of renewals
RUSA Store Revenue	38,723	Includes Cima Coppi wool jersey group order in January
Total Revenue	128,444	
Cost of Goods Sold		
RUSA Store Inventory Cost	32,217	
RUSA Store Paypal fees	1,082	
RUSA Store Shipping	3,301	
Total Cost of Goods Sold	36,600	The RUSA Store is basically break even
Gross Profit	91,844	
Expenditures		
ACP fees	4,696	Includes medal purchases
Anniversary Medals and Patches	6,590	
Insurance	31,479	Liability and Directors & Officers insurance
Membership Admin	7,281	Handbooks sent to new members & PayPal fees
Newsletter Expenses	37,076	Design, production and postage
Admin, Website & Telecom	1,772	
Sales Tax	439	California and Florida
Total Expenditures	89,332	
Net Operating Revenue	2,512	
Other Revenue		
Commissions	2,706	Rebates from Voler for apparel purchases
Interest Earned	26	
Total Other Revenue	2,732	
Net Revenue	5,244	

Randonneurs USA Statement of Financial Position As of December 31, 2018

	<u>Total</u>	
	<u>As of Dec 31, 2018</u>	
ASSETS		
Bank Accounts	95,219	
Accounts Receivable	0	RBA Insurance Billings
Inventory	13,599	Store Inventory
Prepaid Expenses	36,062	Insurance paid Dec 1 for 12 months
TOTAL ASSETS	144,881	
LIABILITIES AND EQUITY		
Liabilities		
Accounts Payable	4,696	ACP for 2018
Credit Cards	0	
Total Current Liabilities	4,696	
Total Liabilities	4,696	
Equity		
Opening Balance Equity	106,019	
Retained Earnings	28,922	
Net Revenue	5,244	
Total Equity	140,185	
TOTAL LIABILITIES AND EQUITY	144,881	

Musings of the Ancient Randonneur: Part One

BY DAVID BUZZEE RUSA #14

What follows is the first of four short articles in a series by David Buzzee.

I rode to The Jitter Joint for a mid-day cup of Italian roast. Only one bike was parked at the rack beside the shop where the regulars parked. It was a very old Torpado, rusty gold colored, with a slightly bent seat stay and a six-speed cluster. It had fenders, a cyclocomputer, a Brooks saddle, and a newish GPS. Overall, it had the look of a worn but well-cared-for ride.

Inside, I looked for the owner. Sitting alone in the sunshine at one of the small tables near the front windows was a gray-haired man; a helmet and gloves lay on the table. Hmm, I thought, “Older bike, older rider.” I didn’t recognize him but wondered if he might welcome some company for a few minutes.

We introduced ourselves, and he invited me to sit. Soon we discovered that we were both interested in long rides. He did brevets while I was the reigning century leader in the local club and was planning to ride my first 200km brevet. Perhaps he could give me some suggestions? He thought for a moment, then said, “I won’t tell you what to do. Instead, I will tell you things that have happened to me. Perhaps you can take ideas from my experiences to help you. I am just a

bike rider.” A refreshing viewpoint; I encouraged him to tell a story. He thought for a moment, then began.

“While I was riding a permanent last winter, I turned west across the flat Darby plains and felt the sun on my back. Good—a little push from the solar wind was always welcome. Five miles into this second leg, it was clear that the solar wind was providing little push against the prevailing westerly wind. Ah well, perhaps I needed a black jacket for full effect. But push or no push, the sun felt good on my back. In preparation for this 200km, I had taken prednisone with breakfast that morning to reduce inflammation.

“The back had begun to act up several weeks earlier. Usually the discomfort passed with stretching and gentle movements but this seemed different. Very stiff and very slow to loosen up, I had been to the doctor for reassurance. This ride was the first riding test in a month, and the temperature was chilly at the start. As the sun rose, its rays reflected off icy crystals of fog lying in frozen sheets above the meadow. The air was luminous with the diffused beams. The day became brighter with high wispy clouds pinned against a pale blue winter sky. It was a beautiful day, and I was glad to be riding again.



Recovering from PBP 2015 in Venice.

—PHOTO LUCY BUZZEE

“The back is what it is. I will never be younger than I am today and no one can say that the back will ever be better than it is today. But how many days does any one of us have left? Riding may or may not give us more days. I choose to believe that the quality of the remaining days will be better because of riding. If we choose to spend the days with scowls and bitterness, though, why should we try to increase their number? Is it not up to each of us to see, in every day, that the wind is favorable? If today is the best day we will ever have or if it is the worst day, it is what we have today. There may never be a better day so let us take its offering.”

The ancient randonneur said no more. He looked at his cold coffee, rose and dumped the cup in the bin, then walked out. I was unsure how to take his story and apply it to my first brevet. Solar wind? But I knew that there was a lesson for me, and I hoped that the brevet would make the lesson clear. 🚲

***“There may never be a better day
so let us take its offering.”***

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Memberships run from
January through December.

Renew online at:

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



Finding Faith on a 600km

BY MIKE DAYTON

A 600km? That sounded crazy. A 600km would be my longest ride in over two years. In fact, I could count the number of rando rides I'd done during that time on two or three hands.

I'd dropped off the rando map after three riding friends and I were hit by a motorist on a February 2016 permanent. The recovery from that wreck had been a slow go, putting most brevets in the back seat.

Given the length of the break, the thought of a long ride rattled my nerves. However, two of my dearest rando buddies, guessing that was the case, decided to fix things. Mark Thomas and Capn John Ende made it their mission to cure my long-ride deficit, and they decided to do the fix in my own backyard.

Plans for the ride started casually, during a text conversation back in August 2018. Mark first broached the idea of a North Carolina 600km, a measly 600km. Why not? During my riding career I'd successfully completed a couple dozen rides of that distance or longer.

I relaxed and leaned back in the old easy chair. I was flattered that I'd be riding with these two extremely accomplished—and dare I say, debonair—randonneurs. But I soon flew into a sheer panic. A 600km! What the hell was I thinking?

Best-Laid Plans

Okay, I decided. Enough of my namby-pamby waffling. Enough of the hemming and hawing. Enough of the jitters. I could do this thing. It was time to get busy and start training.

To be candid, my only training of late had been leisurely thirty-mile

jaunts on the local greenway. A lack of serious riding had left me flaccid and flabby. And allow me to pull out the other F-word: fat. However, I vowed to get the body back in tip-top shape.

That's when Life, that ficklest of fair-weather friends, foiled my best-laid plans.

First came that week-long cold. I coughed up a grab bag of vibrant colors.

Next came Hurricane Florence. Flo made landfall on the North Carolina coast and dumped massive amounts of rain. Local TV news reporters sounded the alarm and ran round-the-clock coverage. I watched the newscasts with growing interest.



PBP Training: Ditch Nap Edition.

—PHOTO JOHN ENDE

The author (front left) fixes a flat.

—PHOTO JOHN ENDE

“More than 1,000 roads down east are flooded and closed,” the reporters announced. All that rain deep-sixed my training plans. But wait a minute... Our 600km route ran through the affected area. Okay, maybe I wasn’t in shape for the 600km, I reasoned, but maybe the roads weren’t in shape for it, either. Maybe the ride wouldn’t happen after all.

That Pleasure Ride, Please....

As the hurricane damage piled up, so too, paradoxically, did my optimism. I was feeling better and better about the 600km’s diminishing prospects. Surely the route was doomed. No way could you run a pleasure ride through all those closed and flooded roads.

Now, what was this? As the pre-ride start date neared, texts from Mark and Capn began to ping my phone. Mark had been chatting with Tony Goodnight, the ride organizer, and Tony said he would check the route and see if alternative roads could be found.

I gently pooh-poohed Tony’s proposed solution. Roads were closed, I noted, and houses were flooded. How could we ignore that, ethically or practically? How?

How indeed. Mark’s fall-back plan was to keep his airline ticket and visit Capn’s home in the mountains of North Carolina.

Finally, here was a plan I liked: hot meals, engaging conversations with Capn’s lovely wife, lots of TV. Perhaps we would slip out, every now and then, for a short ride on the exceedingly pleasant Blue Ridge Parkway. Then home for more coffee and chit-chat.

I surreptitiously soft-pedaled Plan B in a text or two, but it did not appear to gain steam. Nonetheless, I held onto a thin thread of hope. Then came the bad news: Mark announced



that Tony had shuffled the route here and moved a control there. Bottom line: the ride was on.

Bottom line: my easy way out had disappeared.

I lumbered down to my basement and gave my Coho bike a cold, hard look. Okay, let ‘er roll, come hell or, more likely, high water.

Excuses, Excuses... but which one?

It was time to get busy again. I began an exhaustive study of our alternative route. I noted that we’d pass through the town of Raeford, at mile 118. That was on the way out to our turnaround point in Garland. We’d go right past the Comfort Inn on the way out, and we’d take a sleep stop there on the return leg.

I devised a seemingly perfect bail-out strategy. When we stopped at the Comfort Inn on the way out, I’d beg off from the ride and stop for the night. Under my alternate plan, I could take

a hot shower, grab a bite to eat, then hunker down in my room. I’d patiently wait for the crew as they stopped on the return leg. No one could argue with that proposal, I concluded. Riding back to the finish from there would put a 400km under my belt. And that wouldn’t be too shabby, eh?

With my new escape plan tucked safely away, I loaded the bike in my truck and drove to a motel in Salisbury, our starting point. I arrived a bit before Mark and John and bumped into a rider from Wales named Andy Cox. Andy was doing the 600km as a consolation prize. He’d signed up for a 1200km, he told me, but that ride had to be cancelled because of post-hurricane conditions.

As we chatted in the parking lot, I seized on a glimmer of positive thinking. Perhaps I could conspire with Andy and work out our graceful exit. As it turned out, Andy would prove to be a capable and steady rider.

Capn and Mark soon arrived. We exchanged hellos, booked our rooms, then walked across the street for dinner. I prayed for food poisoning.

Let's Get Physical... And Mental

Our 600km started at 6 a.m. Off we went, with limited fanfare, into the darkness.

The mechanical issues that revealed themselves on my Coho—a pinched rear tube, a loose crank arm—would come and go, dispatched by a few minor repairs. My physical and mental issues, on the other hand, would not be fixed.

I do not remember much about the roads we took. Nor can I recall what the four of us talked about. Instead, I wrestled with one stabbing question: when and where could I throw in the proverbial towel?

I noticed, cheerlessly, that we rolled past the Raeford Comfort Inn on our outbound leg. I had thought we'd stop there on the way out and pick up room keys. I had planned to launch my escape speech there. Instead, we stopped down the road for lunch at a local restaurant.

I realized I'd been robbed of any diplomatic way to stop or turn back.... I slogged through the next few hours, identifying with all the houses stuck in knee-deep water.

We ate another meal at a restaurant near Garland, our halfway point. I fell quiet as we headed back to our sleep stop. We reached our Raeford motel in the wee hours past midnight. Capn ducked out momentarily and returned with egg sandwiches from a nearby Waffle House. I ate two of them before falling into a fitful sleep of 2 ½ hours, followed by a wake-up call at 6:30am and a 7:30am start.

Staying 'Positive'....

On Day Two, I ate breakfast: toast with jelly and a side of glum. No doubt about it: I was whipped—or whupped, as we say here in the South. All that was left was 118 miles. The big day had been yesterday. But in my frazzled state, 118 miles seemed like an eternity.

We rode on familiar roads near the Rockingham Speedway, where I'd been to a couple of NASCAR races. I'd seen drivers call it quits over mechanical issues. Those memories helped me make up my own mind. I would also call it quits over physical issues in Ellerbe, our next controle town.

On our earlier stop in Ellerbe, I'd mentioned that the town was where Andre the Giant, the world-famous wrestler, had retired. If Andre the Giant could retire there, surely I could as well, I reasoned.

Ellerbe was about fifteen miles up the road. I did a little math. By the time we reached that town, I would have about three hundred miles under my belt. Why, that was just about 500km. That's not a recognized distance, but why not? It would serve as a perfectly fine effort for me.

As we neared Ellerbe, I remembered that my loving wife had told me to stay positive while on the bike. I decided I would not just quit: I'd *positively* quit. No moping, no bad mood, just smiles and a brotherly, "Guys, I'm done, good luck on the rest of the ride..."

Satisfied with this scenario, I announced my intentions to Capn as we rolled along.

"I'm going to stop in Ellerbe," I told him.

"Yeah," Capn said, "we're all going to stop."

"No," I countered, "I'm going to stop for good."

I smiled. In a positive way.

As we rolled into the Ellerbe contrôle—hot damn!—I saw Tony's car. I couldn't really see how my bike was going to fit in the back seat. But no matter: I'd make it work, maybe take the wheels off and jam it in there.

(Unbeknownst to me, my riding buddies told Tony to take off anytime he saw me getting close. Never again would I see his car on the route.)

I sent a text to my supportive, and understanding, wife. Here's the text:

*Think I'm going to quit
Beat
A little unsteady
Love you
Can't finish this ride
75 miles to go but I'm done.*

My loving wife was positive and affirming, bless her heart. She said she would be proud of me either way.

Curb your enthusiasm.

—PHOTO TONY GOODNIGHT



Got 'er done.
—PHOTO TONY GOODNIGHT

Now came the hard part. I'd already passed on the word to Capn. As I sat on the curb, nursing an icy soda, I broke the news to everybody else. I sounded pretty positive. You should have heard it.

Andy, the Welsh rider, took the news in stride. No worries, he said, there will be another day. Andy was my new best friend.

Mark tried a different tack. "Why not ride the nineteen miles up to Mt. Gilead on that road you like," Mark said, retrieving a comment I'd made about the road the day before. "Let's see how things are going once we get to Mt. Gilead."

"Look," I said, smiling—positively. "I know what you're doing." Mark didn't fool me. I'd seen him pull this trick on others. He was trying to coax me up the road.

Mark and Capn did something I hadn't counted on. They acted as though my continued participation was a foregone conclusion that I'd already agreed to. "Look," I said. "You're dealing with the New Mike. The Old Mike would never quit. Meet the New Mike who doesn't mind stopping early when he's tired and out of steam." Capn jumped into the conversation. "Glad to see the Old Mike that we know so well," he said.

I felt conflicted. I'd ridden all over the world with these two guys. We'd shared high fives on the finish lines in France, Belgium, England and Australia. We'd helped each other along—damn the bad weather, damn those aching legs. We'd finished every ride—*every* ride—we'd started together.

Truth: I did not want to be the guy who pulled the plug on our long string of successes. I was desperate. I dug deeper than I ever had before. Call me crazy, but I asked myself this question: What would Andre the Giant do?

On the day before I'd mentioned Andre the Giant and his connection to



Ellerbe, but now his spirit was here, in Ellerbe's center ring.

I'd watched Andre the Giant in tag team wrestling matches. I knew that, no matter how tired and weary and beaten Andre might look, he'd climb back into the ring. No way would Andre abandon his teammates. So the Old Mike climbed back on the old bike and finished the nineteen miles up to Mt. Gilead, and the final stretch to the finish. Call me crazy, but lesson learned: sometimes, when things get tough, it takes a little bit of crazy to keep on going.

50 and Counting... and counting... and...

Speaking of tough, that's what the last fifty miles proved to be. I'd never taken a dirt nap before but I took plenty on this ride. I stretched out in every patch of shade that looked inviting.

I did not have an odometer on the Coho, so I obsessively watched my watch. Every five minutes or so added up to a mile. I checked every few minutes

and counted down the remaining miles, one minute after the other.

Capn and Mark took turns tagging along with me in the way, way back, telling me story after story. Those tales took my mind to a sweeter place, a thousand miles away.

I did my best to stay positive. Mile after mile, minute after minute, I got 'er done. We reached the 600km mark and stopped in the small town of Faith for a photo.

I climbed off the Coho, too tired to shed any tears of joy. I looked beaten. I felt beat. But I'd done it, a 600km. I had not abandoned my teammates.

Someone once said, "If you walk towards faith, you will find it." I believe that. I also believe if you ride towards faith, you will find it, too.

I found the faith I needed to tackle the next long ride. With a little help from my friends.

And Andre the Giant. 🚲

RUSA Awards

Galaxy Award

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

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

The qualifying distance for this award is based on all events on RUSA's calendar (ACP brevets and Flèches, RUSA brevets, populaires, arrows and darts), RUSA

permanents, and 1200km events held in the United States after 1999. Foreign events (including PBP) are not counted.

RUSA congratulates the riders who have earned this prestigious award.

NAME	CITY, STATE	APPROVED
Nakai, David	Fallbrook, CA	11/25/18

Ultra K-Hound Award

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

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

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

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

NAME	CLUB	APPROVED
Gottlieb, Gary P	Lone Star Randonneurs	2016
Muoneke, Vincent	Seattle International Randonneurs	2016
Stevens, Sharon (F)	Lone Star Randonneurs	2017
Swarts, Geoff	Seattle International Randonneurs	2017
Thomas, Mark	Seattle International Randonneurs	2017
Tyer, Vickie (F)	Lone Star Randonneurs	2017
Wright, Pamela (F)	Lone Star Randonneurs	2018

Ultra R-12 Award

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

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

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

NAME	CITY, STATE	APPROVED
Berka, Becky (F)	Carmichael, CA	12/18/18
Fischer, William	Elmira, NY	12/6/18
Levitt, Jonathan	Bronx, NY	1/7/19
McCaw, Richard Grant	San Jose, CA	12/28/18
Muoneke, Vincent	Federal Way, WA	10/15/18
Nakai, David	Fallbrook, CA	1/5/19
Shapiro, Paul G	Princeton Junction, NJ	1/7/19
Sutton, Stuart Keith	Virginia Beach, VA	11/11/18

RUSA Awards

R-12 Award Recipients

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

Events that count toward the R- 12 Award are:

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

RUSA congratulates the latest honorees, listed below.

NAME	CITY, STATE	APPROVED
Allen, Robert D [6]	Reynoldsburg, OH	11/29/18
Ameen, Sol [8]	Mount Shasta, CA	10/28/18
Bennett, Edward M [6]	Geneva, FL	12/20/18
Berka, Becky (F) [10]	Carmichael, CA	12/18/18
Bernardo, Marc [3]	West Windsor, NJ	1/8/19
Bigler, Wallace J [7]	Houston, TX	11/28/18
Bingham, Bob [9]	Graham, NC	12/22/18
Boltz, H. Edward [8]	Fulton, NY	12/6/18
Bott, Linda (F) [11]	Ventura, CA	12/1/18
Bradbury, James	San Francisco, CA	12/19/18
Brougher, Michele S (F) [9]	St Louis Park, MN	1/6/19
Buciuc, Razvan	Tenafly, NJ	1/4/19
Bull, Nicholas [13]	Arlington, VA	1/10/19
Cannon, Jeffrey S	Los Angeles, CA	12/28/18
Carsten, Ben	Austin, TX	11/27/18
Dilsaver, John S	Sparta, MO	1/14/19
Dionisio, Arnel	Castro Valley, CA	11/15/18
Dusel, Peter W [8]	Ontario, NY	12/12/18
Duvall, Gardner M [8]	Baltimore, MD	12/9/18
Ellis, John Lee [12]	Lafayette, CO	1/14/19
Evans, K A	Kansas City, MO	12/24/18
Fischer, William [10]	Elmira, NY	12/6/18
Foley, Mary (F) [3]	New Egypt, NJ	11/3/18
Foley, Paul A [5]	Golden, CO	1/18/19
Franzen, J Scott [3]	Wernersville, PA	11/4/18
Furnari, Theresa A (F) [9]	Baltimore, MD	1/20/19
Gottlieb, Gary P [14]	Aledo, TX	1/4/19
Grant, Jamie O [2]	Oakland Park, FL	11/23/18
Griffith, Scott	Black Hawk, CO	1/23/19

Haley, Joshua J [2]	Oviedo, FL	10/20/18
Hartson, David	Sunland, CA	1/3/19
Hazelton, Stephen [8]	Garland, TX	1/9/19
Higley, Phil I	Spring Lake Park, MN	12/17/18
Howell, Jim	Niwot, CO	1/13/19
Huber, Kerin (F) [8]	Pasadena, CA	12/23/18
Huffman, Bert	San Francisco, CA	10/31/18
Jordan, Betty Jean (F) [5]	Monticello, GA	11/12/18
Klaassen, Spencer [13]	Saint Joseph, MO	12/9/18
Kline, Greg [7]	Newport Beach, CA	12/18/18
Laine, Erin (F) [5]	Bridge City, LA	12/18/18
Ledru, Pascal	Boulder, CO	12/20/18
Lemieux, Andrea (F)	Ocala, FL	11/26/18
Lentz, Rick [5]	Vineland, NJ	12/26/18
Levitt, Jonathan [10]	Bronx, NY	1/7/19
Lewis, Bryan L	Rocklin, CA	10/23/18
Mangin, L John	Loveland, CO	12/31/18
Maytorena, Hector Enrique [5]	San Diego, CA	12/16/18
McLerran, Doug	Aurora, IL	12/4/18
Mullet, Kathy (F) [4]	Corvallis, OR	11/18/18
Mullet, Ron [4]	Corvallis, OR	11/18/18
Nicholson, Jack [7]	Arnold, MD	1/3/19
Olsen, Keith [5]	San Diego, CA	11/26/18
Orr, Nathan G	San Jose, CA	11/17/18
Pearch, John [9]	Olympia, WA	1/11/19
Ranson, Emily (F) [3]	Ellicott City, MD	1/9/19
Russell, Nancy (F) [3]	San Rafael, CA	11/15/18
Schenkel, Mark S [4]	Orlando, FL	11/18/18
Schurman, Regina (F)	Lisle, IL	1/10/19
Selby, Ron [4]	Zionsville, IN	1/2/19
Shapiro, Paul G [10]	Princeton Junction, NJ	1/7/19
Shenk, Catherine (F) [11]	Boulder, CO	1/25/19
Stevens, William [3]	Volo, IL	1/14/19
Stinson, E O	San Francisco, CA	12/9/18
Stolz, Sarah (F)	Seattle, WA	10/21/18
Sullivan, Patrick T. [2]	San Diego, CA	11/30/18
Sutton, Stuart Keith [10]	Virginia Beach, VA	12/8/18
Taylor, James C [2]	Cottage Grove, OR	1/18/19
Taylor, Scott A [3]	Austin, TX	1/2/19
Tracy, Todd D	Redwood City, CA	12/18/18
Vanderslice, Bill [4]	Sacramento, CA	12/21/18
Vargas, Luis [8]	Davie, FL	10/27/18
Vincent, John [4]	Rochester, WA	10/29/18
Volkoff, Brian	Rocklin, CA	11/25/18
Walsh, Mick [2]	Seattle, WA	12/19/18
Warren, Corinne Downs (F) [3]	Monument, CO	1/24/19
Zenter, John [7]	Hanover, MD	11/21/18

RUSA Awards

RUSA Coast-to-Coast Award

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

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

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

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

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

APPROVED	NAME	CITY, STATE
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12/20/2018	Bennett, Edward M	Geneva, FL
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EVENTS	
2015 Florida Sunshine 1200	
2016 Colorado High Country 1200	
2016 Cracker Swamp 1200	
2018 Great Lakes Mac 'n Cheese	

APPROVED	NAME	CITY, STATE
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12/6/2018	Fischer, William	Elmira, NY
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EVENTS	
2013 The Big Wild Ride	
2013 Taste of Carolina	
2016 Cascade 1200	
2018 Blue Ridge to Bay	

APPROVED	NAME	CITY, STATE
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12/6/2018	Foley, Paul A [3]	Golden, CO
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EVENTS	
2016 Cracker Swamp 1200	
2018 Blue Ridge to Bay	
2018 Great Lakes Mac 'n Cheese	
2018 Florida Tip toTail 1600	

APPROVED	NAME	CITY, STATE
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12/21/2018	Green, Bill	Nevada City, CA
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EVENTS	
2014 California Central Coast Randonnée	
2017 Gold Rush Randonnee	
2018 Great Lakes Mac 'n Cheese	
2018 Florida Tip toTail 1600	

APPROVED	NAME	CITY, STATE
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12/2/2018	Muoneke, Vincent [3]	Federal Way, WA
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EVENTS	
2014 Natchez Trace 1500	
2017 Taste of Carolina Spring	
2018 Great Lakes Mac 'n Cheese	
2018 Florida Tip toTail 1600	

APPROVED	NAME	CITY, STATE
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12/11/2018	Olsen, William [3]	Califon, NJ
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EVENTS	
2011 Colorado High Country 1200	
2011 The Big Wild Ride	
2011 Taste of Carolina	
2014 Natchez Trace 1500	

APPROVED	NAME	CITY, STATE
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11/30/2018	Slocum, Christopher C.	Toms River, NJ
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EVENTS	
2017 Taste of Carolina Spring	
2017 Taste of Carolina	
2018 Great Lakes Mac 'n Cheese	
2018 Florida Tip toTail 1600	

APPROVED	NAME	CITY, STATE
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11/30/2018	Thomas, Mark [3]	Kirkland, WA
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EVENTS	
2015 Florida Sunshine 1200	
2016 Cracker Swamp 1200	
2017 Taste of Carolina Spring	
2018 Great Lakes Mac 'n Cheese	

APPROVED	NAME	CITY, STATE
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11/30/2018	Thompson, W David [3]	New Smyrna Beach, FL
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EVENTS	
2014 Natchez Trace 1500	
2018 Blue Ridge to Bay	
2018 Great Lakes Mac 'n Cheese	
2018 Florida Tip toTail 1600	

RUSA Awards

RUSA American Explorer Award

The American Explorer Award recognizes the achievements of RUSA members rambling across the United States. The award is earned by riding events that cover at least ten (10) different U.S. states and territories.

This is an ongoing achievement program that recognizes continued exploration of additional states and territories.

Award criteria:

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

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

Recognition

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

NAME	CITY, STATE	STATES ADDED	TOTAL STATES	APPROVED
Boltz, H. Edward	Fulton, NY	23	23	10/28/18
Ellis, John Lee	Lafayette, CO	3	26	1/14/19
Fambles, Millison D	Olympia, WA	16	16	10/16/18
Foley, Paul A	Golden, CO	8	34	11/21/18
Lakwete, Angela (F)	Auburn, AL	10	10	10/29/18
Mayr, Rudi	Lawrenceville, NJ	10	10	11/14/18
Nakai, David	Fallbrook, CA	3	13	1/5/19
Newman, Christine (F)	Skillman, NJ	1	28	12/28/18
Nichols, Eric	Newfields, NH	1	11	11/15/18
Povman, Michael D	Sleepy Hollow, NY	10	10	12/16/18
Schoenfelder, Steven J	Lewisburg, PA	14	14	12/20/18
Schurman, Regina (F)	Lisle, IL	13	13	12/31/18
Stevens, William	Volo, IL	5	15	11/22/18
Taylor, Scott A	Austin, TX	7	19	11/30/18
Trott Jr, Steven Kent	West Point, IN	11	11	12/28/18
Trott, Lydia Ellen (F)	West Point, IN	11	11	12/15/18

RUSA Awards

RUSA Cup Recipients

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

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

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

NAME	CITY, STATE	APPROVED
Acuff, Jan (F) [2]	Seattle, WA	1/15/19
Akbarian, Hamid [2]	Laurel, MD	1/22/19
Bennett, Edward M [3]	Geneva, FL	12/20/18
Donaldson, Paul H	Richmond, VA	11/2/18
Driscoll, Dan [9]	Arlington, TX	10/23/18
Edwards, Joe [2]	Glenwood, IA	11/20/18
Ellis, John Lee [3]	Lafayette, CO	1/13/19
Greene, Nigel [2]	Elkins Park, PA	10/18/18
Gryder, Susan L (F)	Tampa, FL	1/24/19
Kusters, Marion (F)	Apopka, FL	12/1/18
McDonald, David R	Apex, NC	11/29/18
Muoneke, Vincent [7]	Federal Way, WA	11/17/18
Newberry, Jeff [7]	Austin, TX	12/9/18
Nicholson, Jack	Arnold, MD	12/17/18
Phillips, Calista (F) [3]	Frederick, MD	1/15/19
Schenkel, Mark S	Orlando, FL	10/15/18
Stephens, Jefe W	Leesburg, FL	1/6/19

Ultra Randonneur Award

The Ultra Randonneur Award is for RUSA members who have ridden ten (10) Super Randonneur series. The Super Randonneur (SR) series of brevets (200 K, 300 K, 400 K and 600 K in a calendar year) that are used to qualify for the Ultra Randonneur Award need not be in consecutive years, nor is there a time limit on how long it takes to accumulate the ten SR series. Note that it is possible to earn more than one SR series per year, making it possible to earn this award in fewer than ten seasons. Non-US ACP and RM brevets can be used provided that these non-US events account for no more than 50% of the rides counted towards this award.

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

NAME	CITY, STATE	APPROVED
Adams, Chip	Severna Park, MD	11/7/2018
Driscoll, Dan	Arlington, TX	12/6/2018
Gottlieb, Gary P	Aledo, TX	12/17/2018
Kusters, Marion (F)	Apopka, FL	12/20/2018
Mangin, L John	Loveland, CO	12/31/2018
Olsen, Bob	Annandale, NY	10/18/2018
Smith, Gregory H	Richland Center, WI	10/15/2018

RUSA Awards

P-12 Recipients

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

Events that count toward the P-12 Award are:

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

NAME	CITY, STATE	APPROVED
Allen, Robert D [3]	Reynoldsburg, OH	11/29/18
Austin, Jerry [9]	Arlington, TX	12/19/18
Berka, Becky (F) [6]	Carmichael, CA	12/18/18
Bernardo, Marc [3]	West Windsor, NJ	1/19/19
Bingham, Bob [6]	Graham, NC	10/28/18
Brett, Tom	Mountlake Terrace, WA	12/4/18
Brown, Elisabeth (F)	Morrisville, NC	11/20/18
Bryant, Bill [3]	Santa Cruz, CA	1/11/19
Carlson, Drew	Sacramento, CA	12/20/18
Conaway, Kary	George, IA	12/16/18
Cool, Tuesday (F)	Sacramento, CA	12/20/18
Dilsaver, John S	Sparta, MO	1/14/19
Ellis, John Lee [6]	Lafayette, CO	12/14/18

Foley, Mary (F) [3]	New Egypt, NJ	11/3/18
Griffith, Michael A	Guyton, GA	11/15/18
Gritsus, Vadim	Paramus, NJ	1/24/19
Hallinger, Robert W	Lancaster, PA	12/28/18
Hazel, Geoffrey [4]	Bellevue, WA	11/26/18
Johnson, Alan S.	Phoenix, AZ	11/25/18
Keenan, Thomas J	New York, NY	1/11/19
Kervella, Denis E [2]	Austin, TX	12/3/18
Kingsbury III, Paul I [4]	Elmira, NY	12/19/18
Knutson, Ken [6]	Tracy, CA	11/10/18
Lakwete, Angela (F) [3]	Auburn, AL	12/25/18
Lemieux, Andrea (F)	Ocala, FL	11/26/18
Lentz Jr, Herman P [3]	Suffolk, VA	1/10/19
McKee, Richard H. [2]	Hillsborough, NJ	12/23/18
McLerran, Doug	Aurora, IL	1/7/19
Methner, Wayne W [3]	Lake Forest Park, WA	12/12/18
Newman, Christine (F) [8]	Skillman, NJ	12/28/18
Ogilvie, Raymond [6]	North Plains, OR	1/14/19
Olsen, Keith [5]	San Diego, CA	10/19/18
Olsen, William [3]	Califon, NJ	10/27/18
Perera, Shan [8]	Seattle, WA	11/5/18
Readinger, Chris	Alexandria, VA	11/14/18
Reeder, W Thomas [7]	Alexandria, VA	12/17/18
Springsteen, Lois (F) [5]	Santa Cruz, CA	1/10/19
Tamas, Tibor [3]	Fort Worth, TX	11/11/18
Taylor, Scott A [4]	Austin, TX	11/13/18
TeBockhorst, Earl Paul	Broomfield, CO	11/11/18
Vincent, John [4]	Rochester, WA	10/16/18

Ultra P-12 Award

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

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

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

NAME	CITY, STATE	APPROVED
Driscoll, Dan [10]	Arlington, TX	10/7/18

RUSA Awards

2018 K-Hound Awards

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

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

RUSA congratulates our 2018 K-Hound recipients.

NAME	CLUB	DISTANCE
Acuff, Jan (F) [6]	Seattle International Randonneurs	10205
Akbarian, Hamid [3]	Greater Appalachian UltraCycling	15712
Beck, William A [6]	DC Randonneurs	10838
Berka, Becky (F) [6]	San Francisco Randonneurs	15036
Bingham, Bob [4]	Randonneurs USA	10020
Carlson, Drew [5]	San Francisco Randonneurs	10164
Deboer, Kelly [7]	San Diego Randonneurs	21390
Driscoll, Dan [12]	Lone Star Randonneurs	15418
Ellis, John Lee [9]	Rocky Mountain Cycling Club	14611
Foley, Mary (F) [2]	New Jersey Randonneurs	12687
Foley, Paul A	Rocky Mountain Cycling Club	12407
Gottlieb, Gary P [11]	Lone Star Randonneurs	18893
Gryder, Susan L (F)	Central Florida Randonneurs	10597
Hazelton, Stephen [8]	Lone Star Randonneurs	11123
Johnson, Ken [7]	Davis Bike Club	14567
Kanaby, Gary [3]	Lone Star Randonneurs	10172
Kimball, Hugh [7]	Seattle International Randonneurs	12958
Klaassen, Spencer [8]	Audax Kansas City	10576
Lebron, Gil [2]	New Jersey Randonneurs	11547
Lentz Jr, Herman P [2]	Randonneurs USA	12776
Maglieri, Christopher [2]	Eastern Bloc Cycling Club	10250
Maytorena, Hector [3]	San Diego Randonneurs	10018
McDonald, David R	North Carolina Bicycle Club	10126
McLerran, Doug	Randonneurs USA	10228
Muoneke, Vincent [10]	Seattle International Randonneurs	14926
Nakai, David [3]	North County Cycling Club	16410
Newberry, Jeff [5]	Hill Country Randonneurs	12958
Olsen, William [6]	Western Jersey Wheelmen	10207
Pacino, Dana A (F) [9]	Lone Star Randonneurs	16836
Phillips, Calista (F) [4]	DC Randonneurs	11313
Ranson, Emily (F) [2]	DC Randonneurs	10139
Ross, Roy M [5]	San Francisco Randonneurs	11449
Russell, Bill	Randonneurs USA	10045
Shapiro, Paul G [6]	New Jersey Randonneurs	10391
Slocum, Christopher C.	New Jersey Randonneurs	10728
Stroethoff, Karel [4]	Randonneurs USA	10004
Stum, Richard	Salt Lake Randonneurs	10522
Swarts, Geoff [11]	Seattle International Randonneurs	10036
Tamas, Tibor [3]	Lone Star Randonneurs	10788
Thomas, Mark [11]	Seattle International Randonneurs	10699
Thompson, W David [7]	Central Florida Randonneurs	21419
Todd, Joseph H	Audax Atlanta	10394
Tulloh, Robert F [3]	Hill Country Randonneurs	11418
Uz, Metin [2]	San Francisco Randonneurs	10008
Wright, Pamela (F) [12]	Lone Star Randonneurs	10602

RUSA Awards

Mondial Award

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

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

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

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

RUSA congratulates the riders who have earned this prestigious award.

NAME	CITY, STATE	APPROVED
Duvall, Gardner M	Baltimore, MD	11/23/18
Furnari, Theresa A (F)	Baltimore, MD	12/22/18
Holmgren, John E	Oakland, CA	12/2/18
Johnson, Alan S.	Phoenix, AZ	11/22/18
Laine, Erin (F)	Bridge City, LA	10/21/18
Lebron, Gil	Perth Amboy, NJ	11/4/18
Provenza, Clint	Millersville, MD	11/10/18
Russell, Bill	Vineyard Haven, MA	11/4/18
Tamas, Tibor	Fort Worth, TX	11/17/18
Taylor, Scott A	Austin, TX	10/28/18
Vincent, John	Rochester, WA	11/30/18
Young, Michal	Eugene, OR	1/12/19

RUSA American Randonneur Challenge

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

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

NAME	CITY, STATE	APPROVED
Foley, Paul A [3]	Golden, CO	12/6/18
Green, Bill	Nevada City, CA	12/21/18
Ledru, Pascal	Boulder, CO	12/20/18
Mayr, Rudi	Lawrenceville, NJ	11/14/18
Muoneke, Vincent [4]	Federal Way, WA	12/2/18
Russell, Bill	Vineyard Haven, MA	11/29/18
Schoenfelder, Steven J	Lewisburg, PA	12/20/18
Slocum, Christopher C. [2]	Toms River, NJ	11/30/18
Stroethoff, Karel	Missoula, MT	12/30/18
Thompson, W David [5]	New Smyrna Beach, FL	12/4/18

Ultra RUSA Cup Award

Whereas the RUSA Cup award recognizes members who accumulate at least 5,000km during two-year period including all of the RUSA event types, the Ultra RUSA Cup recognizes the attainment of ten (10) RUSA Cups. There is no time limit. [RUSA Cup award details].

To be recognized, the member must have earned and applied for ten RUSA Cups..

NAME	CITY, STATE	APPROVED
Thomas, Mark	Kirkland, WA	4/8/18

RUSA Events

REGION	RBA NAME	RUSA EVENTS
AK: Anchorage	Burnley WILLIS	05/04 (100 km) 07/20 (100 km) 08/03 (100 km) 09/14 (100 km) 09/21 (100 km)
AL: Birmingham	Bruce HERBITTER	01/12 (102 km) 04/20 (100 km) 05/11 (100 km) 08/17 (100 km) 12/07 (100 km)
AZ: Phoenix	Mike STURGILL	01/05 (100 km) 07/13 (120 km)
CA: Davis	Debra BANKS	01/01 (103 km) 02/03 (100 km) 10/26 (100 km) 10/26 (200 km) 10/26 (300 km) 11/16 (100 km) 12/31 (100 km) 12/31 (200 km)
CA: Los Angeles	Greg JONES	10/27 (200 km)
CA: San Diego	David DANOVSKY	01/06 (101 km) 01/19 (101 km) 02/03 (104 km) 02/16 (100 km) 03/03 (100 km) 04/06 (100 km) 05/04 (100 km) 06/01 (100 km) 07/13 (100 km) 08/03 (100 km) 09/07 (100 km) 10/06 (100 km) 10/13 (200 km) 11/03 (100 km) 11/16 (200 km) 12/07 (100 km)
CA: San Francisco	Rob HAWKS	01/13 (117 km) 03/23 (100 km) 08/04 (103 km) 08/04 (112 km) 10/05 (dart populaire) 10/05 (dart) 10/19 (200 km) 11/02 (202 km) 12/07 (205 km)
CA: San Luis Obispo	Vickie BACKMAN	01/19 (122 km) 10/05 (100 km) 10/06 (100 km)
CO: Boulder	John Lee ELLIS	03/17 (108 km) 04/07 (121 km) 09/21 (dart) 11/02 (200 km) 12/07 (200 km)
FL: Central	Paul ROZELLE	06/01 (100 km)
GA: Atlanta	Wayne KING	08/10 (100 km) 09/14 (200 km) 09/28 (200 km) 12/07 (200 km) 12/14 (100 km)
IA: Central	Greg COURTNEY	04/13 (110 km) 04/27 (110 km) 05/18 (110 km)
MA: Boston	Jake KASSEN	03/23 (100 km) 04/20 (100 km) 07/20 (300 km) 08/31 (400 km) 09/14 (200 km) 09/28 (100 km) 09/28 (200 km) 10/19 (200 km)
MA: Westfield	Don PODOLSKI	03/17 (100 km) 10/13 (100 km) 10/13 (170 km)
MD: Capital Region	Gardner DUVALL	01/12 (106 km) 10/12 (dart) 11/09 (200 km) 12/07 (200 km)
MI: Detroit	Tom DUSKY	04/06 (116 km) 08/18 (104 km)
MN: Twin Cities / Rochester	Rob WELSH	04/06 (100 km) 04/13 (100 km) 04/20 (125 km) 05/18 (102 km) 05/25 (100 km) 06/29 (135 km) 07/20 (102 km) 07/28 (100 km) 08/10 (100 km) 08/17 (101 km) 09/21 (123 km) 10/05 (145 km)
MO: Kansas City	Spencer KLAASSEN	01/05 (100 km) 03/16 (103 km) 03/23 (149 km) 04/06 (126 km) 04/13 (130 km) 04/13 (201 km) 05/04 (212 km) 05/04 (300 km) 09/22 (100 km)
MT: Bozeman	Jason KARP	07/04 (100 km)
NC: Raleigh	Alan JOHNSON	09/21 (100 km)
NY: Long Island	Steve YESKO	03/23 (120 km)
OR: Eugene	Michal YOUNG	02/24 (100 km)
OR: Portland	Susan FRANCE	03/16 (100 km) 09/14 (109 km) 11/02 (100 km)
PA: Eastern	Andrew MEAD	01/05 (200 km) 02/02 (200 km) 02/09 (200 km) 10/12 (150 km) 10/12 (200 km) 11/02 (200 km) 12/07 (200 km)
TN: Nashville	Jeff SAMMONS	01/19 (100 km) 02/02 (100 km) 03/02 (100 km) 10/19 (200 km) 11/30 (100 km) 11/30 (200 km)

REGION	RBA NAME	RUSA EVENTS
TX: Austin	Wayne DUNLAP	09/28 (200 km) 10/12 (300 km) 10/19 (dart populaire) 11/02 (400 km) 12/07 (600 km) 12/14 (200 km)
TX: Dallas	Dan DRISCOLL	01/01 (100 km) 02/09 (101 km) 02/16 (100 km) 03/09 (325 km) 03/17 (273 km) 03/30 (217 km) 04/13 (317 km) 05/04 (208 km) 05/11 (162 km) 05/11 (255 km) 05/25 (211 km) 05/25 (308 km) 05/25 (355 km) 06/08 (103 km) 06/15 (210 km) 06/15 (300 km) 06/29 (362 km) 08/31 (362 km) 10/26 (217 km) 10/26 (300 km) 11/09 (400 km) 11/16 (100 km) 11/16 (300 km) 11/30 (100 km) 11/30 (210 km) 12/07 (200 km) 12/14 (114 km) 12/14 (211 km)
TX: Houston	Wallace BIGLER	01/05 (111 km) 01/26 (111 km) 07/20 (207 km) 07/20 (312 km) 08/10 (205 km) 09/28 (400 km) 10/12 (200 km) 11/09 (202 km) 12/14 (201 km)
VA: Tidewater	Keith SUTTON	01/01 (100 km)
WA: Seattle	Theo ROFFE	03/09 (100 km) 09/21 (dart populaire)
WI: Western	Greg SMITH	07/13 (dart populaire) 10/19 (200 km)

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

My goal as a designer and builder is to use my experience as a cyclist and training as a mechanical engineer to translate your vision into a beautiful steel bicycle

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

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

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Built
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Lexington, Kentucky

ACP Events (continued)

Minnesota (MN)	Minnesota Randonneurs	Rob WELSH	MNRando@aol.com	27-Apr-19	4-May-19	11-May-19	11-May-19	18-May-19	8-Jun-19	8-Jun-19	15-Jun-19	22-Jun-19	14-Sep-19		
				18-May-19	8-Jun-19	15-Jun-19	15-Jun-19								
				13-Jul-19	20-Jun-19	27-Jul-19									
				28-Jul-19	3-Aug-19	31-Aug-19									
				21-Sep-19	28-Sep-19	12-Oct-19									
Missouri (MO)	Audax Kansas City	Spencer KLAASSEN	klaassen@ponyexpress.net	1-Jan-19	9-Mar-19	23-Mar-19	30-Mar-19	6-Apr-19	25-May-19	27-Apr-19	29-Jun-19	11-May-19	25-May-19	29-Jun-19	19-Apr-19
				25-May-19	21-Sep-19	22-Sep-19	21-Sep-19								
				1-Jan-19	9-Mar-19	23-Mar-19	30-Mar-19	16-Mar-19	13-Apr-19	27-Apr-19	27-Apr-19	6-Apr-19	13-Apr-19	27-Apr-19	
				19-Jan-19	16-Mar-19	23-Mar-19	30-Mar-19	23-Mar-19	13-Apr-19	27-Apr-19	28-Sep-19	28-Sep-19			
				30-Mar-19	6-Apr-19	13-Apr-19	6-Apr-19	13-Apr-19	27-Apr-19	27-Apr-19					
Montana (MT)	Gallatin Valley Bicycle Club	Jason KARP	belgradbeebcat@msn.com	27-Apr-19	28-Sep-19	28-Sep-19	11-May-19					8-Jun-19	22-Jun-19		
North Carolina (NC)	Asheville International Randonneurs	Luke HELLER	ashvillerrandonneurs@gmail.com	23-Feb-19	11-May-19	19-Jan-19	19-Jan-19	2-Feb-19				16-Mar-19	15-Jun-19	30-Mar-19	29-Jun-19
				5-Jan-19	19-Jan-19							2-Feb-19	23-Feb-19	23-Feb-19	9-Mar-19
				6-Apr-19	21-Sep-19							18-May-19	8-Jun-19	18-May-19	12-Oct-19
Nebraska (NE)	Nebraska Sandhills Randonneurs	Spencer KLAASSEN	klaassen@ponyexpress.net	30-Mar-19								25-May-19	29-Jun-19	8-Jun-19	
New Jersey (NJ)	New Jersey Randonneurs	Paul KRAMER	RB@NJRandonneurs.org	6-Apr-19	27-Apr-19	20-Jul-19	11-May-19	20-Jul-19				8-Jun-19			
New York (NY)	Rochester Cycling Club	Peter DUSEL	pdusel@sprintmail.com	24-Feb-19	31-Mar-19	13-Apr-19	27-Apr-19	18-May-19	25-May-19	17-May-19	7-Jun-19	8-Jun-19	22-Jun-19	8-Jun-19	31-May-19
				20-Apr-19	4-May-19	14-Sep-19									
				12-Oct-19											
				20-Apr-19			4-May-19								
				31-Mar-19			28-Apr-19					11-May-19	1-Jun-19		
Ohio (OH)	Ohio Randonneurs	David RODERICK	davidroderrick1958@gmail.com	23-Mar-19			13-Apr-19					11-May-19	1-Jun-19		3-May-19
Oklahoma (OK)	Oklahoma Randonneurs	Michael SCHMIT	meschmit65@gmail.com	12-Jan-19	2-Mar-19		13-Jan-19	3-Mar-19				8-Jun-19			
Oregon (OR)	South Willamette Randonneurs	Michal YOUNG	rba@will-rando.org	9-Mar-19	30-Mar-19		22-Jun-19					8-Jun-19			
				9-Feb-19	9-Mar-19	6-Apr-19	6-Apr-19	30-Mar-19	20-Apr-19	4-May-19	11-May-19	22-Jun-19	25-May-19	8-Jun-19	
				4-May-19	11-May-19	8-Jun-19									
				7-Sep-19	14-Sep-19	5-Oct-19									
Pennsylvania (PA)	Pennsylvania Randonneurs	Andrew MEAD	admead@gmail.com	16-Mar-19	15-Jun-19	13-Jul-19	30-Mar-19					13-Apr-19	18-May-19		3-May-19
				3-Aug-19	7-Sep-19										
				13-Apr-19			18-May-19								
South Dakota (SD)	Falls Area Randonneurs	Bruce JONES	brucejones@gmail.com	13-Apr-19	15-Sep-19		11-May-19					22-Jun-19			
Tennessee (TN)	Harpeth Bicycle Club	Jeff SAMMONS	jcs_396@yahoo.com	19-Jan-19	2-Feb-19	16-Feb-19	16-Feb-19	16-Mar-19	13-Apr-19	30-Mar-19	13-Apr-19	27-Apr-19	27-Apr-19		
				2-Mar-19	16-Mar-19	30-Mar-19									
				13-Apr-19	27-Apr-19										
Texas (TX)	Hill Country Randonneurs	Wayne DUNAP	wgdunlap@aol.com	5-Jan-19	12-Jan-19	2-Feb-19	2-Feb-19	23-Feb-19				2-Mar-19	23-Mar-19		27-Apr-19
				2-Mar-19											
				1-Jan-19	19-Jan-19	16-Feb-19	19-Jan-19	16-Feb-19	30-Mar-19	9-Mar-19	30-Mar-19	13-Apr-19	25-May-19	29-Jun-19	25-May-19
				9-Mar-19	13-Apr-19	29-Jun-19	28-Sep-19	12-Oct-19		25-May-19	15-Jun-19	14-Sep-19	28-Sep-19	28-Sep-19	
				17-Aug-19	31-Aug-19	2-Sep-19									
				28-Sep-19											
				5-Jan-19	26-Jan-19	23-Feb-19	26-Jan-19	23-Feb-19	15-Jun-19	23-Feb-19	23-Mar-19	4-May-19	4-May-19		19-Apr-19
				23-Mar-19	4-May-19	15-Jun-19									
				26-Jan-19	23-Feb-19										
Utah (UT)	Salt Lake Randonneurs	Richard STUM	richard@eagear.com	16-Mar-19	20-Apr-19	4-May-19	25-May-19	28-Jun-19	20-Jul-19	8-Jun-19	14-Jun-19	28-Jun-19	28-Jun-19		
				11-May-19	25-May-19	8-Jun-19									
				20-Jul-19	10-Aug-19										
Virginia (VA)	Greater Appalachian UltraCycling	Hamid AKBARIAN	info@cyclingforever.com	30-Mar-19	4-Aug-19		13-Apr-19	3-Aug-19				4-May-19	1-Jun-19		20-Jun-19
				23-Mar-19			6-Apr-19					20-Apr-19	25-May-19		
Washington (WA)	Tidewater Bicycle Association	Keith SUTTON	ksuttonmd@cox.net	16-Mar-19	7-Apr-19	4-May-19	30-Mar-19	6-Apr-19	5-May-19	18-May-19	15-Jun-19	10-May-19	1-Jun-19	15-Jun-19	29-Jun-19
				9-Jun-19	28-Jul-19		27-Jul-19					29-Jun-19	29-Jun-19		12-Jul-19
															14-Sep-19
				23-Feb-19	6-Apr-19		23-Mar-19					20-Apr-19	19-May-19		
Wisconsin (WI)	Driftless Randonneurs	Greg SMITH	driftlessrandos@gmail.com	27-Apr-19	4-May-19	11-May-19	11-May-19	4-May-19	11-May-19	18-May-19	1-Jun-19	1-Jun-19	15-Jun-19	21-Jun-19	
				20-Jul-19	5-Oct-19	12-Oct-19	18-May-19	1-Jun-19	20-Jul-19	15-Jun-19	29-Jun-19	29-Jun-19			

RBA Directory

REGION & WEBSITE	RBA NAME & E-MAIL	RBA MAILING ADDRESS	RBA PHONE(S)
AK: Anchorage denalirandonneurs.org/	Burnley WILLIS ipsorando@gmail.com	2919 Breezewood Drive Anchorage AK 99517	907-382-0969
AL: Birmingham mgmbikeclub.org/AlabamaRando	Bruce HERBITTER Fullylugged@yahoo.com	1967 Chancellor Ridge Rd Prattville AL 36066	334-531-3468
AZ: Phoenix azbrevet.com	Mike STURGILL mikesturgill@cox.net	3501 E. Morrow Dr. Phoenix AZ 85050	602-702-2132
AZ: Tucson pactour.com/azbrevetsweek.html	Susan NOTORANGELO Notorangelo@pactour.com	PO Box 303 Sharon WI 53585	262-736-2453 612-804-9970
CA: Davis davisbikeclub.org/ultra-distance-brevets-and-randonneuring	Debra BANKS banksdebra@gmail.com	PO Box 19191 Sacramento CA 95819	720-933-1252
CA: Humboldt humboldttrandonneurs.com/	Eric LARSEN cirenesral@gmail.com	12 Meadow Way Fairfax CA 94930	510-326-5259 510-326-5259
CA: Los Angeles pchrandos.com	Greg JONES gsjco@pacbell.net	4465 Cedarglen Ct Moorpark CA 93021	805-523-2774 805-523-2774 fax
CA: San Diego sdrandos.com	David DANOVSKY ddanovsky@gmail.com	8985 Calliandra Road San Diego CA 92126	410-570-8271 410-570-8271
CA: San Francisco sfrandonneurs.org/	Rob HAWKS rob.hawks@gmail.com	5630 Santa Cruz Ave. Richmond CA 94804	510-619-6509
CA: San Luis Obispo slorandonneur.org/	Vickie BACKMAN slorandonneur@gmail.com	1108 Poppy Ln San Luis Obispo CA 93401	805-550-1181
CA: Santa Cruz santacruzrandonneurs.org	Bill BRYANT bill@bryant-springsteen.net	226 West Avenue Santa Cruz CA 95060	831-425-2939
CA: Santa Rosa santarosarandos.org/	Ryan THOMPSON SaRoRBA@gmail.com	1910 Camino del Prado Santa Rosa CA 95403	707-408-2824 707-408-2824
CO: Boulder rmccrides.com/brevets.htm	John Lee ELLIS jellisx7@gmail.com	3936 Dale Drive Lafayette CO 80026	303-579-5866 303-579-5866
FL: Central floridarandonneurs.com/wordpress	Paul ROZELLE prozelle@gmail.com	1300 Friendly Way St. Petersburg FL 33705	727-498-8048 614-565-3483
FL: Gainesville gainesvillecyclingclub.org/	Jim WILSON brevet@gccffa.org	620 NW 27th Way Gainesville FL 32607	352-373-0023
FL: Southern southfloridarandonneurs.info/	Henrik SCHROEDER henrik_schroeder@yahoo.com	2636 NE 26 Street Lighthouse Point FL 33064	954-784-3735
GA: Atlanta audaxatlanta.com	Wayne KING waking@bellsouth.net	483 Jodeco Court Stockbridge GA 30281	678-908-3745
IA: Central iowarandonneurs.net/	Greg COURTNEY iowarando@gmail.com	1916 Meadowlane Ave Ames IA 50010	515-233-3280 515-450-7901
IL: Chicago glrrando.org/	Michele BROUGHER murgaster@gmail.com	3924 N. Golf Drive Buckeye AZ 85396	952-215-1503
IL: Quad Cities www.qcrando.org/	Michael FOX mikeyfoxman@gmail.com	19474 258th Ave Bettendorf IA 52722	319-266-5230
IN: Indianapolis sites.google.com/site/indianarandonneurs/home	William WATTS wwatts@butler.edu	2650 Kessler Boulevard North Drive Indianapolis IN 46222	317-925-5801

RBA Directory

REGION & WEBSITE	RBA NAME & E-MAIL	RBA MAILING ADDRESS	RBA PHONE(S)
KY: Louisville louisvillebicycleclub.org/	David KING dkrusa3390@gmail.com	3312 Cawein Way Louisville KY 40220	(502)500-735
LA: New Orleans	Patrick HORCHOFF larba1955@aol.com	8909 Ormond Place River Ridge LA 70123	504-738-1352 504-957-1768
MA: Boston nerandonneurs.org/	Jake KASSEN me@jkassen.org	117 Governors Ave Medford MA 2155	617-921-0484
MA: Westfield GreatRiverRide.com	Don PODOLSKI don@newhorizonsbikes.com	55 Franklin St. Westfield MA 1085	413-562-5237 413-562-5237 fax
MD: Capital Region dcrand.org/dcr/	Gardner DUVALL gdrando@gmail.com		410-347-9417 443-540-5711 410-223-4317 fax
MI: Detroit detroitrandonneurs.org/	Tom DUSKY tdusky@gmail.com	10705 Lincoln Dr Huntington Woods MI 48070	248-915-0222
MN: Twin Cities / Rochester MinnesotaRandonneurs.org	Rob WELSH MNRando@aol.com	7907 Upper Hamlet Court Apple Valley MN 55124	612-801-4196 612-801-4196
MO: Kansas City http://www.audaxkc.com/	Spencer KLAASSEN sklaassen@ponyexpress.net	1617 S. 20th St. St. Joseph MO 64507	816-244-9692
MO: St. Louis stlrandonneurs.com/	Dennis SMITH dennis.neil.smith@gmail.com	1167 Kiefer Creek Meadows Ellisville MO 63021	314-606-1470
MT: Bozeman sites.google.com/site/montanarando/Home	Jason KARP belgradebobcat@msn.com	713 Cheery Drive Belgrade MT 59714	406-388-1099 406-599-2897
NC: Asheville air.bikeavl.com/	Luke HELLER ashevillerrandonneurs@gmail.com	15 Baker Place Asheville NC 28806	828-484-6225 828-484-6225
NC: High Point bicycleforlife.org/rusa/index.html	Tony GOODNIGHT bicycleforlife.org/contact-rusa.php	1939 Barringer Rd Salisbury NC 28147	980-224-3747
NC: Raleigh unc.edu/~alanj/	Alan JOHNSON alanmj@mindspring.com	308 Ashe St Morrisville NC 27560	919-467-8457
NE: Omaha nebraskasandhillsrandonneurs.com	Spencer KLAASSEN sklaassen@ponyexpress.net	1617 S. 20th St. St. Joseph MO 64507	816-244-9692
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2019 Tours are Filling Up

"Elite Tour Ridge of the Rockies"

June 15-28

Mexico (El Paso, Texas) to Canada

12 days, 160 miles per day

The Elite Tour is an intense tour intended for serious cyclists who want to challenge themselves with longer daily miles. The tour will start near the Mexican border and follow the Rocky Mountains north along many paved roads while crossing the Continental Divide several times. This Elite Tour is also a qualifying ride for the Race Across America. Full support with many rest stops, lunch and full support are provided each day. Lodging will be in nice motels with local restaurants nearby.

Sold Out

"Ridge of the Rockies Tour" July 6 - 26

Albuquerque, New Mexico to Canada

19 days, 95 miles per day

This Tour is the "Touring Version" of the Elite Tour. The route will begin in Albuquerque, New Mexico and follow the Rocky Mountains north to Kalispell, Montana. Full support with many rest stops, lunch and full support are provided each day. Lodging will be in nice motels with local restaurants nearby.

Sold Out

Cycling Across the Andes in Peru

September 23 to October 11

1,200 KM, 11 Cycling days

This is an epic tour starting near the Brazilian jungle and cycling back toward the deserts along the Pacific Ocean. We will climb 14 passes over 12,000 feet in elevation. Meals will be in local restaurants and we will sleep in hotels along the route. Several non cycling days are planned to visit the ruins at Machu Picchu and the Nazca Lines

Coming in 2020

Desert Camp in Arizona

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

Week #1 February 22 – February 29

Tour of the Historic Hotels 50 miles per day

Week #2 February 29 – March 7

First Century Week 60-100 miles per day.

Week #3 March 7 - 14

Chiricahua Challenge 75-90 miles per day

Week #4 March 14 - 21

Second Century Week 60-100 miles per day.

Week #5 March 21 - 29

Mountain Tour Mt. Graham 80-100 miles per day

Week #6 March 29 – April 5

Gravel Week in Arizona 40 miles per day

Cycling Route 66 (Eastern Half)

Amarillo, Texas to Chicago

May 29 to June 14 16 riding days 1,200 miles

The tour will focus on the history of building the highway and the cultural changes that happened during the past 95 years. We will stay in many original motels and eat at the popular cafes and diners on the "Mother Road".

Southern Transcontinental

Mid September to early October

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

Going to Ghana Africa

Early November 14 days

This unique tour will ride a 300 miles loop of southeastern Ghana. Along the way we will meet and visit many local people of this beautiful country. Road conditions will range from good pavement to red dirt. Mountain bikes with 26" tires are recommended. The people of Ghana speak English. We will stay in hotels and eat in restaurants along the way.

Check out the PAC Tour website for dates,

prices, registration information and a full

schedule of available tours. www.pactour.com

262-736-2453

PAC Tour

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