

AMERICAN RANDONNEUR



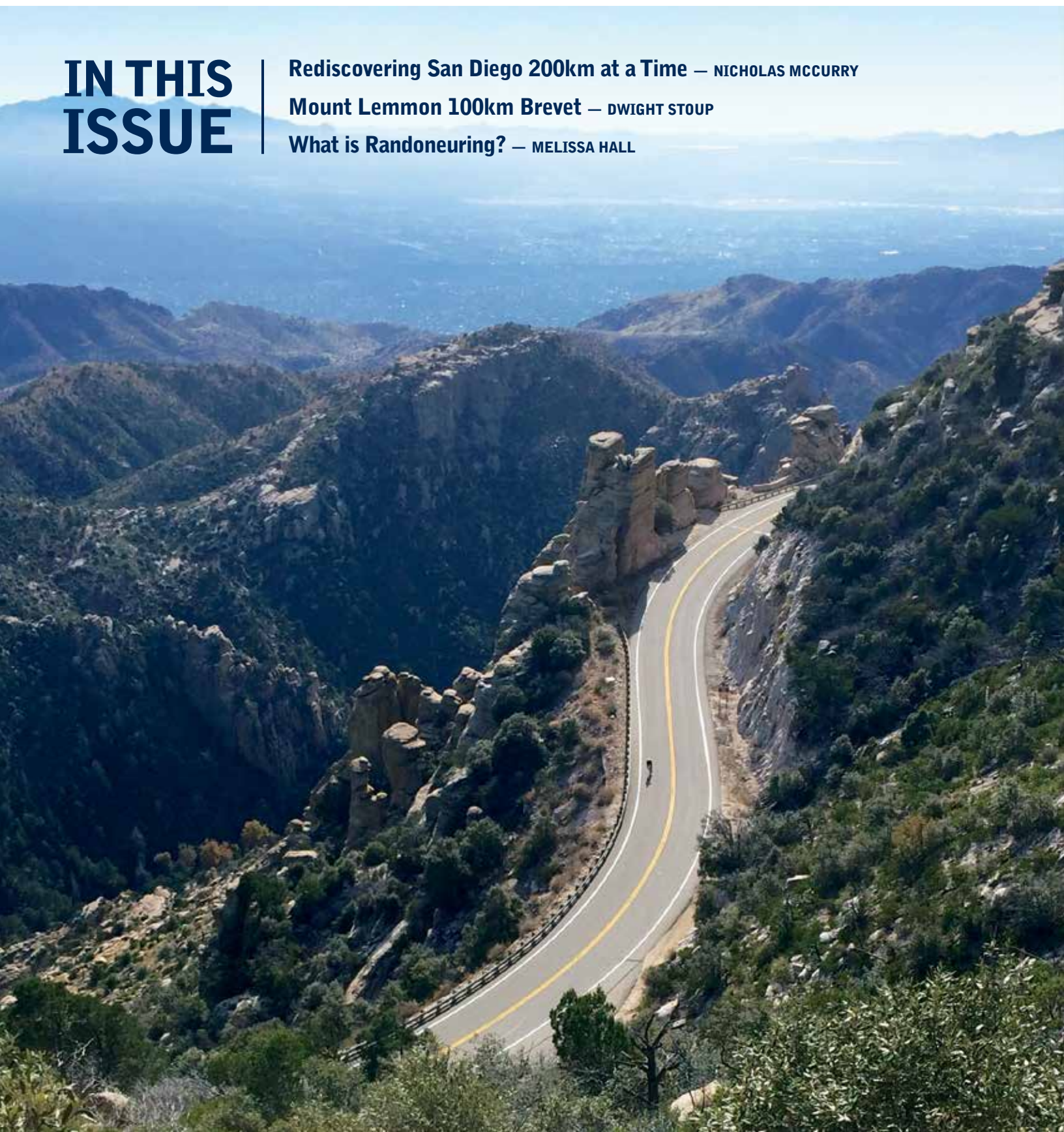
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Pacific Atlantic Cycling Tour

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Celebrating 40 years of cross country cycling events. 1981 to 2021

Planning Ahead for 2021

Due to the ever changing Covid-19 virus restrictions all tours and dates are subject to change. PAC tour will have a full schedule of popular tours for the 2021 season including our Arizona Desert Cycling Camp.

Desert Camp in Arizona

We have a shortened schedule of tours at Desert Camp this year because of the virus travel restrictions this spring. We hope to return to a full variety of Arizona based tours in 2022.

Week #1 Tour of the Historic Hotels March 13 - 20
Cycling 50 miles per day to classic hotels in southern Arizona. This is a good week for beginning riders or cyclists who want an easier early season tour.

Week #3 NEW Mountain Tour March 20 - 30
This is a new tour combining the best days from past Chiricahua and Mountain Tour routes riding 75-100 miles per day.

Cycling Route 66 (Eastern Half)

Amarillo, Texas to Chicago, Illinois
May 20 June 5 16 riding days 1,200 miles
This 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". We will be joined by several guest speakers along the way and have educational programs about Route 66 history everyday.

NEW

Northern Transcontinental

July 9 to August 13

34 days, 3,826 miles, 113 miles per day

We changed 1,000 miles of this route across the eastern states and added two more days across the midwestern states. This tour begins in Everett, Washington and crosses the northern states of Washington, Idaho, Montana, Wyoming, South Dakota, Minnesota, Wisconsin, Illinois, Indiana, Ohio, Pennsylvania, New York, Vermont, Massachusetts before ending in Portsmouth, New Hampshire. **This tour is almost filled with 50 riders.**

Southern Transcontinental

Celebrating Lon and Susan's

100th Cycling Event Across America

September 7 to October 5

2,923 miles 108 miles per day 27 days

This will be a 27 day tour from San Diego, California to Tybee Island (Savannah) Georgia. Most days average 100 to 120 miles. We will cross the country through a variety of terrain and visit many historical sites along the way. See the PAC Tour website for route details.

Andes to the Amazon in Peru

Late October 9 days 300 cycling miles in 6 days

This tour is organized by the Peruvian National Women's Cycling Team. The cycling is 80% paved roads and 20% gravel routes in the jungle. This tour travels on a boat on the Amazon for 300 miles and visits several villages. There is an optional additional tour to Machu Picchu and Cusco to visit these classic ruins in the Andes Mountains.

Cycling in Ghana Africa

Late November 13 days with travel days

This unique tour will ride a 320 mile loop of southeastern Ghana. Along the way we will meet and visit many local people of this beautiful country. Road conditions will range from good pavement to red dirt. Bikes with 35mm tires are recommended. The people of Ghana speak English. We will stay in nice hotels and eat in restaurants along the way.

PAC Tour

Making good riders

better since 1981

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

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COVER—Roger Peskett, flying down
an S-curve after making the climb up
Mount Lemmon, near Tucson, Arizona.

PHOTO RICHARD STUM

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President's Message

As I write, we are a few days into 2021. We all look forward to better days for our sport but at the same time, we pause to thank our volunteers.

Many, many thanks go to our outgoing RUSA Board members—Pete Dusel, John Ende and Lois Springsteen—who spent countless hours working on our collective behalf. Welcome to our new Board Members—Dan Driscoll, Rob Hawks and Dawn Piech—and a special thanks to those who raised their hands to volunteer as Board Members, going through the election process. Our organization is richer when we have more volunteers.

To quote our Constitution, our main aim is to “promote long-distance bicycling, known as randonneuring.” At our formation in 1998 we organized events. Since then we have added permanents to make it easier for members to log their miles, and a variety of awards to encourage members to ride.

The events—Brevets, Populaires and team events—run by our Regional

Brevet Administrators, are still the heart of our organization. In 2021 RBAs have the extra burden of navigating the pandemic. We owe them, and their volunteers, our respect and thanks.

—Dave Thompson
RUSA President
president@rusa.org

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From the Editor

This morning the temperature is 26, but with winds blowing above 10 mph, the “feels like” temperature is in the teens. Brrrr. And yet Chris and I are planning an outdoor ride with options for shortening the distance if we can’t feel toes or fingers anymore. A willingness to suffer a little with the expectation of dividends—a sense of accomplishment, the opportunity to see the landscape, birds, and animals in a different season—makes it another great day on the bike. Randonneurs understand this exchange and the value of some discomfort.

You’ll see the question, “What does it mean to be a randonneur?” answered in various ways in this issue.

Chapeau to the handful of folks who managed to squeak in a K-Hound in 2020 despite the temporary suspension of regional brevet series and the permanent program. Several randonneurs explain how they achieved K-Hound status last year, but what impresses me most is the mind-over-matter attitude of each rider.

Randonneurs who did not break records with “official” miles still rode and challenged themselves. George Swain describes his surprisingly fun introduction to Zwift and Rouvy. And some regions did manage brevets later in the season. Having frequently visited Tucson, AZ, in years past, I’d heard of Mt. Lemmon as a cycling challenge so was glad to receive Dwight Stoup’s ride report of doing this climb as a 100km ride. In San Diego, the Mission 200km was also offered as a late season ride, visiting several of the missions in the county and including a ride down the coast that is a favorite for every San Diego cyclist; Nicholas McCurry, a relative newbie to randonneuring and not all that familiar with San Diego either, seems to relish riding a route



that provided adventure and tested his rando skills. When it’s a bit easier to travel, I hope to do both of these scenic and challenging routes.

Perhaps 2020 had the effect of making us a bit more reflective. Maybe it was the lockdown and fear of contracting COVID, maybe it was having a bit more time than usual (some of us did...others were incredibly busy). Melissa Hall’s piece openly plays with the definition of randonneuring, while Mary Gersema takes a moment to appreciate the well-designed route and the joy randonneurs experience on such routes over and over again. Chris Newman also talks about routes well designed and, well, creatively designed.

At last we’ve been able to respond to requests for articles on technical and equipment matters with a new column titled Rando Nuts, Bolts and Gear. Bill Bryant, Emily O’Brien, and Jay Fichialos will take turns writing this column. In this issue Bill talks about questions and issues related to traveling with a bike.

The RUSA board has been busy, and John Lee Ellis offers a short article explaining new information and functionalities on the RUSA website.

February frolic.

—PHOTO JAYNE BROWN

Please take a few minutes to read the article so you will be able to navigate the website more effectively.

Finally, I thank the RUSA board for honoring me with the 2020 American Randonneur Award. The magazine would not be possible, though, without the substantial contributions of a host of volunteers who write, edit, and offer support for the magazine. Certainly 2020 presented unique challenges for the magazine and I especially appreciate readers’ support last year. Thinking forward, please let me know if you have article ideas; also let me know what you like, what you would like to see and how we can make the magazine better.

I wish us all a healthy 2021 and may we begin to return, even if slowly, to life that feels slightly more normal.

Be well and be safe out there.

—Janice Chernehoff

Editor, *American Randonneur*

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Rediscovering San Diego 200km at a Time

BY NICHOLAS MCCURRY

I fell in love with cycling in San Diego, then discovered randonneuring after moving north to San Francisco. After recently returning to San Diego, I was ready to explore places that used to seem impossibly far away. The Missions 200km set the perfect stage to revisit favorite roads and discover new ones, visit San Diego's missions and finish the ride at a brewery.

The morning start was colder than I had prepared for. Because of the recent move back to San Diego, I expected perpetually perfect weather, but I was faced with temperatures only in the high 40s. I'm aware that these temperatures are enviable for December, but in my abundant optimism, I didn't bring leg warmers or a jacket. The face mask made my sunglasses fog instantly but at least it kept the cold air at bay. I got on with it and rode through the cold that lasted until I hit the coast sixty miles later.

This was only my third brevet since the pandemic hit, and one of the previous rides had been cut short when the weather quickly turned foul. When signing up for each brevet, I debated whether to participate in an organized event during a pandemic; each time I realized that if I wasn't participating in the brevet, I'd be doing basically the same

thing on my weekend ride. Our RBA, Wei, has also done a great job of keeping rides small, staggered, and well-supported so that we don't congregate around controls or at country markets.

The Missions 200km is a modern-day history route visiting San Diego's missions. As far as I can tell, every kid who has grown up in California has learned about the missions. I have this vague, but deeply ingrained awareness that the Spanish set up a series of sites going up the California coast to convert Native Americans to Catholicism, but my awareness doesn't go much beyond that. This ride report isn't a history lesson, partly because the growing awareness of social injustice in the US has made me reconsider what I learned as a child in a new light, and also because I didn't learn history by riding my bike. I did, however,

The heroes of our journey: a probably-90s Serotta in the rare Rust & Chipping Away Blue paint scheme (Pantone 2745R) and a 90s Raleigh PurpleMax road bike looking blue in this light that's running out of space for more accent colors.

—PHOTO NICHOLAS MCCURRY



Motivation worth taking the extra break for, especially when it's directly on the course. This carnitas is the stuff of legend — Juanita's in Leucadia.

—PHOTO NICHOLAS MCCURRY



learn that there are more missions in San Diego than I remembered, some of them close to home, which seems woefully obvious given that I regularly ride in places with names like Mission Valley, Mission Gorge, and Camino de La Reina (The Queen's Road).

I was excited by the route as it combined familiar roads with stretches of country roads that had seemed unreasonably distant before I started randonneuring. The early morning miles took us along the outskirts of the city, winding through the ultra-rich neighborhood of Rancho Santa Fe. My sense of direction was completely thrown off

until we ended up riding alongside a lake I knew from previous rides to Stone Brewing. Late morning miles brought us through unfamiliar, winding country roads that ran along hills and orchards with more fellow cyclists than cars and with the most polite drivers I've ever

encountered (I'll be riding West Lilac Rd through Bonsall again!). Wei planned a lunch control 58 miles in at Mission San Luis Rey where he laughed about feeding us latkes to celebrate Hanukkah at a Catholic mission. The aptly-named San Luis Rey Bike Trail took us from the mission all the way to the ocean. I had ridden it once before and not known how to find it again—now I've ridden it twice and still probably couldn't find it without help from my GPS. The subsequent twenty miles of riding along the ocean is a staple in every San Diego cyclist's diet, but it's a route that never gets old. Familiarity takes absolutely nothing away from the beauty of beach after beach, or the stunning view that opens up as you descend from Del Mar—the cliffs of Torrey Pines State Reserve towering over a marsh and the Pacific. Unfortunately, the country roads and views of the ocean didn't last forever, we had one more inland mission to get to and a starting point to return to, so the end of the day was primarily spent on city streets with the occasional bike path. With the best



Mission Basilica San Diego de Alcala has been hiding 2 blocks off of one of my regular routes without me knowing it was there.

—PHOTO WEI SUN

scenery behind us, it started to get dark by the last mission, Mission Basilica San Diego de Alcala at mile 106, and we had better lighting for the final miles. Wei also knows how to make a rider feel celebrated as he handed us 32oz cans of fresh beer from Rouleur, a local cycling-themed brewery. This was a great way to end to the ride.

I've been randonneuring for about two years now with about a dozen brevets under my belt, mostly in San Francisco where the nearest flat roads are 60+ miles away. And given that I finished the 2019 PBP, I thought this 200km with a mere 6,000 feet of climbing would be a fast and easy ride where I might even set one of my better 200km times. I've learned the



lesson before of not going in with any goals other than to finish the ride, but I seem to have learned it one more time. From the control with latkes at Mission San Luis Rey to our intended lunch stop fifteen miles further, my friend Ed and I charged at a speed that was in hindsight probably too fast, but it was fueled by the knowledge that San Diego's best carnitas tacos lay ahead of us.

This was the right move and drew the

envious stares of half of the other riders as they passed us by, but a 30-minute taco stop was a bit incongruous with trying to set a fast time. There's also the inevitable slump at some point in the ride, and knowing it will come doesn't really seem to make it any easier. This ride's slump came as the morale boost from crispy pulled pork faded around mile 85 and lasted for an hour or so. Maybe someday I'll be happy and enthusiastic for a full



A far better prize commemorating the end of a ride than a medal. This is how every brevet's finish control should be stocked. Thanks, Wei.

—PHOTOS WEI SUN

The scenic view of San Diego's freeways and office parks from the top of Torrey Pines State Reserve.

—PHOTO NICHOLAS MCCURRY





Torrey Pines felt like a huge climb at 400' until I started randonneuring. Even on a gloomy day, it's one of the best views in the region.

— PHOTO NICHOLAS MCCURRY

I genuinely didn't know these missions were right alongside roads I frequently ride. Yours truly in front of Mission San Luis Rey, home of a cactus garden with the healthiest cacti I've ever seen.

— PHOTO WEI SUN

10+ hours of riding, but that day has yet to come. At least now I know it will pass if I just keep riding. Maybe someday I'll be a fast randonneur, but I've been tracking my times and see no indication of progress on that front. Maybe someday I'll remember that my only goals should be to have fun, enjoy the discovery of new roads, and be prepared to overcome whatever unexpected challenges show up. That seems achievable. 🚲



A good location for a finish control. It will be even better next time when the lockdown is past and we can have a beer and a meal together after the ride.

— PHOTO WEI SUN

Unlocking the Perfect Ride

My home club, the D.C. Randonneurs, has quite a few good courses in its brevet library, thanks to the expert routing and road knowledge of a few club members. Certain people possess talents that crack the brevet code quite effectively. They find the area's quiet roads and sew them together with both necessary and desirable brevet elements—scenery, hills with charming vistas, flatter sections that allow for recovery, and well-placed controls.

The expert routers' devotion to repeatedly cracking the brevet code over multiple distances results in courses that allow us to reap the rewards of their skill. To the untrained eye, brevet cues are just directions to follow from start to finish: they keep us from getting lost or riding bonus miles. But for others this arrangement of roads has the potential to become a work of art over which we leave pieces of memory.

Certain courses cannot stand the test of time. Urban development or changes in road infrastructure do not allow these courses to shine anymore,

and we reluctantly retire them. However, a select few continue to sparkle as the years pass, as though timeless. They are the perfect rides, true art.

Ironically, because they are so rare, our club ends up hosting our few perfect routes fairly regularly. But because they are true art, I eagerly put them on my calendar. While our schedule in 2020 was extremely curtailed, the club still found a way to fit in one of these true art rides late in the year: the Old Rag 200km.

While this particular course contains only one significant climb—Old Rag, after which the route is named—it keeps coming at you one puffy Virginia roller after another, over and over, for 125 miles. It offers picturesque views. Pillowy hills, red barns, apple orchards. There's even a section that winds alongside a babbling brook. How often do you get one of those?

Crista, the route designer, once told us she liked to ride this brevet in

Past and Present on Old Rag.

—PHOTO MARY GERSEMA





Bob Counts riding into the sunshine.
—PHOTO MARY GERSEMA

springtime. Redbud, cherry blossoms, the fresh green of springtime and all that. It's certainly nice that time of year, but with the October color going strong, Old Rag pops plenty in the fall, too. Consistent with it being a perfect ride, this 200km works for all seasons.

Old Rag was my second brevet ever, back in 2005, and I still delight in riding it fifteen years later. Not only do I appreciate the twists and rises of the route, as well as its aesthetic appeal, but vivid memories emerge at different parts. Good or bad, little bits of me have found their way onto these roads, this course.

Perfect rides stretch out beneath our wheels so we can completely absorb into the landscape, unlock the limits of time, and hold the past and present. I pedal along and glimpse snapshot memories from previous editions.

During our most recent trip on this course, electronic proof of passage (EPP) allowed us to ride with our own momentum and take breaks as we wanted versus what the control card demanded. I know people have varying opinions about this way of controlling a ride, but for me, EPP made the perfect route even more perfect.

It was an unceremonious ending for Felkerino and me during our late fall Old Rag outing, as the pandemic



Morning miles on Old Rag 200km.
—PHOTO MARY GERSEMA

meant no social gathering at the finish. Still, it felt so satisfying to complete this iconic route in a fraught 2020 and create a few new memories to keep the old ones company.

As we finished, I spied a past me packing up for the drive home in almost the exact same spot Felkerino and I were standing. Sweaty and smiling, we note the afternoon sun shining on her. Here's to past and present, expert routers, and all the perfect rides. 🚲

Mount Lemmon 100km Brevet

BY DWIGHT STOUP

The Mount Lemmon climb shows up as a bucket list ride for many cyclists. By most accounts, it is a 28-mile climb (from the base) with approximately 6200 feet of vertical gain and an average grade of 4.5 %. It can also be noticeably cooler in Summerhaven near the top. It's a popular climb for local cyclists on weekends. I had ridden it several years ago as part of a club ride, but this would be my first time doing the climb as a RUSA brevet.

It was about 70 degrees on this September day when we started from the intersection of Tanque Verde Rd and Catalina Hwy. The first four miles are rolling, with a 1-2% grade through the desert for a nice warmup. At the base of the mountain the grade increases to 3-4%. The starting temperature was comfortable, but with the effort of the climb it was about to warm up.

Winding up the mountain there are several pull offs with nice vistas. You pass by many rock formations and hoodoos (rock spires). The vistas, rock formations, and changes in vegetation are what make the climb unique. Just before Windy Point you pass hoodoos. After that you enter the pine tree zone.

Near the top are a couple of downhills followed by steep climbs. I was certainly feeling the effects

of the ride by then, but knew we were getting close. A right turn takes you to the ski resort, and the grade there increases to 10-11%. After a short rest at the gate, at an elevation of 8330 feet, we descended to Summerhaven where there are restaurants, stores,

and shops. We rode down to the general store, the control point. Often the temperature is much cooler in Summerhaven, but on this day it was over 80 degrees. We were really looking forward to a soda and a candy bar, and to replenishing fluids. Unfortunately, there appeared to be a line of ten or so waiting to get into the store. Just as we were about to leave to see if there were other options, all ten were let into the store. We got in line (wearing masks, of course), and ten minutes later we were in the store.

We climbed out of Summerhaven and back to the road for the descent, but the descent doesn't start right away. We climbed for a mile out of Summerhaven, then after another descent, climbed for another mile. Then the real descent starts: 21 miles



Luckily there were no bears in sight!

—PHOTO DWIGHT STOUP



There are hoodoos in addition to Ponderosa pine and desert vistas.
—PHOTO DWIGHT STOUP

downhill. The air gets warmer as you get closer to the base.

It was about 105 degrees when we got back to the start. After a quick sandwich, I headed back to Phoenix, consuming several Cokes on the way.

The ride is challenging, but the rewards of the scenery and the feeling of accomplishment are well worth the effort. I will be riding this again. 🚲



Just getting started on the climb, but nice desert vistas at 3400 ft.

—PHOTO DWIGHT STOUP

COVID K-Hound on Kranky Knees

Cap'n Ende once looked at my knee xrays and said I had a typical cyclist's knees. In my case it is so much worse on the dominant right side and has been ongoing for over ten years. I had palliation in the past from corticosteroid injections, especially before 1200kms, but after the last PBP I decided that I had had my quota.

Ten years ago, an orthopedic surgeon recommended a knee replacement, but he was a ski dude, and I chose the advice of an orthopod

who rode bicycles and played indoor soccer. He recommended I not rush into surgery, pointing out that cycling did not deliver as much impact as other

sports. So I began an era of multiple 1200kms on Cortisone and lubricating Hyaluronic acid shots.

On March 12, 2020, I rode a RUSA Populaire. Apart from a little mechanical, the ride went off as usual but it was to be the last randonneuring I would do for a long time. I was very supportive of shutdown measures, but as I indicated in an earlier article in AR, I believe that the permanent is the ride most suitable for social distancing. With that March ride I had accumulated a little over 800 kilometers of RUSA rides for 2020, averaging fewer than 300km a month, so I was nowhere near



Bone on bone with bone spurs.

—PHOTO VINNIE MUONEKE

on pace for K-Hound. This was not that unusual; I could achieve that goal in a few months with longer rides in better weather. Yet the air bristled with uncertainty.

With the shutdown, motivation for riding dropped but some drive came from George Swain's virtual series. I would just go out and get lost, and the more lost I got, the more miles I rode. I collected 50kms, 100kms, one 250km and one 300km. I started with single speed and as I gained leg strength and started climbing hills, I switched to 11 speed but the biggest problem was still the near absence of cartilage in my knees. Ignoring the siren call for a surgical fix in the grip of an ill-understood pandemic, I went back to the drawing board. The first thing I noted was that frequent short rides gave the best relief. However, experience suggested that there was an endpoint at which the knees would decompensate. My plan was to gently find that spot and hopefully extend it, but I only got as far as 300km once.

During the virtual series I came up with modifications in my protocol. I vowed not to get any more corticosteroid shots; instead, I got a shot of Platelet Rich Plasma, but that kept me off the bike for two weeks. Setting my seat back with a special seat post helped a bit because scooting back on the seat helped at the start of a ride, by far the most painful segment. The best modification came from advice given by Keith Kohan who told me to get shorter cranks. With the pandemic, all orders were backed up at Shimano

but I finally was able to score a 165mm crank. It was night and day. With those cranks I could pedal in the standing position and rest some muscles and increase circulation to vital areas. These cranks also reduced the rocking of my hips necessary to reduce maximum

flexion of the knees at 12 o'clock in the pedal cycle. These changes resulted in amelioration of knee symptoms as well as hip and low back symptoms.

August 2020 ushered in the renaissance of the permanents program, and on the first of August I rode one



**“Any love is good lovin’,
so I took what I could get.”**

BACHMAN TURNER OVERDRIVE

Positive Calorie Ride.

—PHOTO VINNIE MUONEKE



Eric Moen at work.

—PHOTO VINNIE MUONEKE

award calculator to see if I had bagged an R12. I never got it but this motivated me to put 200kms into the mix. “Any motivation is good motivation,” I’d say to my buddy Mark Thomas.

I chose a number of permanents to try and get the job done. Most frequently I rode the 117km Southern Cruise as one of its six controls is about ten minutes from my home. It runs from the green river valley mostly on bike trails gently up to the foothills of the Cascade mountains and after some steeper rollers bombs down to the bike trail and then home. The 103km University Village to Issaquah was all on bike trails and all lowland with a little gravel. This was my bad weather default ride. The 206km Mercer Island to Carbon Glacier actually goes into the mountains but was low enough that roads remained open the last time I rode it in November. I also really enjoyed socially distanced rides with friends and thank Mark, Jan, Mick, John, Rick, Andy and whoever I may have forgotten. You were the best motivation of all.

The weather in August and September was better than usual, but in October the smoke came and lasted for days and days. Forest fires in the West and an atmospheric inversion conspired to kill all motivation. I came really close to giving up the quest but a friend encouraged me. She said you don’t necessarily need to achieve the whole thing; just getting close is a good thing. I started thinking that if the K-Hound eluded me, I could still focus on 200,000km in early 2021, so as the smoke improved I kept riding. In November, egged on by my riding buddies, I sought a third opinion

of my favorite permanents. It was a 105km ride around the Capitol Forest in Olympia with my buddy John Pearch. In season, out of season, what’s the difference when you don’t need a reason? It felt really good to do a permanent again. A few weeks later I was on the phone with Dan Driscoll who calculated that if I rode 400 kilometers a week I would make K-Hound 2020. At this point, K Hound had not even

crossed my mind. I already had 11 of those Lucite Decorations. Then I noticed that achieving 10,000km in 2020 would coincide with a RUSA grand total of 200,000km, give or take a few kilometers. Shortly after the permanent program reopened, new rules for the R12 award came out. Since they looked complex, I willfully did not figure them out; rather, every time I rode a 200km, I would feed it into the

I would just go out and get lost, and the more lost I got, the more miles I rode.

Foothill Trails.

—PHOTO VINNIE MUONEKE

from an orthoped. He came highly recommended and was a bike rider. He advised that I put off replacement as long as possible and keep riding often. Of concern to him was that 20% of surgeries do not do well. Most significant was his response to my burning clinical question and concern: he reassured me that any untoward effects resulting from my continuing to bang on my knees would usually be mitigated by the eventual surgery, if it came that.

December arrived and K-Hound was in reach. Weather could kill everything but the weather held better than expected. I also got in to see the Physical Therapist, bike fit specialist and cyclist, Eric Moen. It was immediately

obvious I should have seen him years earlier. Following his observations, I changed to 155mm cranks. He said if my range of motion decreased to a point where I needed even shorter cranks, then it would be time for surgery. On December 22, Mark Thomas asked if I would ride a 200km. I just needed a 100km for K-Hound but I said yes. It would be riding with a buddy. I could feed it in the R12 calculator and it was the maiden ride with 155mm cranks. That ride filled me with hope for 2021. However, as of the date of this writing, I have not ridden a RUSA permanent or any long ride since that date.

Time to get cranking! 🚲



Attention Members

The RUSA newsletter is mailed via third class mail to the address on file of all current members. It is critical that you inform the membership office of any change of address, so that your newsletter will reach you in a timely fashion.

Update your address online at:

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

...and to renew your RUSA membership!

Memberships run from January through December.

Renew online at:

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



Website News!

BY JOHN LEE ELLIS

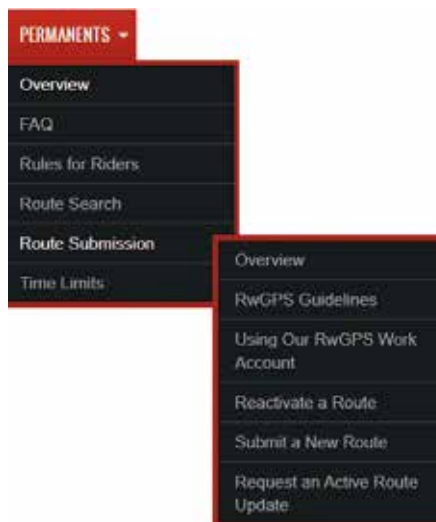
The RUSA Website is a great place find out about all sorts of things, and get things done. A small sampling:

- apply for awards
- check rules for riders
- read older *American Randonneur* issues
- contact Board members and other officials
- find randonnées all over the country to ride
- take care of RBA tasks (if you're an RBA)

Let's focus on three new and/or important things.

The New Permanents

We've now coalesced "All Things Permanent" under the PERMANENTS menu option—one stop shopping!

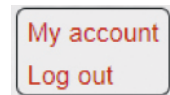


As a rider, you can learn about how Perms work and the Rules for Riders. And you can search for routes you'd like to ride.

As a route contributor, you can learn about preparing a new or existing route and then submit that route. You may have an old perm route that everyone loves, or have new ideas. Either way, this is how you go about enabling you and everyone else to ride it.

Your RUSA Account

You can now set up a RUSA account for your membership, and create a password to log in.



This allows you to see your RUSA membership info, take a quick look at your results, and most importantly:

- register for/renew the Perms Program
- register to ride a Permanent route
- submit the results for your ride



More capabilities may be added to RUSA accounts over time.

American Randonneur

CALL FOR SUBMISSIONS

Bugzilla!

A reminder that the Bugzilla issue reporting system is the best way for you to report an issue about:

- website content, code, or data
- your membership
- Permanent rides or the Perms program
- your award applications
- RUSA Store purchases

Your issue is seen by the team dedicated to that particular area. They can follow up with you, and you can follow the progress that is being made on your issue.



*Buggie the
Bugzilla mascot*

Clicking on Contact us on the footer of a web page will tell you how to report the various types of issues.

Contact us with any questions, comments, or problem reports.
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A Closing Thought

As randonneurs, we are focused on wonderful riding experiences and the camaraderie of randonneuring, but I hope you will appreciate what a resource you have in our website, and how the website helps you achieve your rando goals! 🚲

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 Jay Ficholas (quadmod@gmail.com) for details.

Submission deadlines:

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

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



The phrase “silver lining” has been used a lot over the past year. Even during this difficult time, filled with premature death and too much suffering, each of us can probably point to things that we’ve learned or ways that our lives have been altered positively as a result of the pandemic. Enhanced indoor training has been one of the positive additions to my life in 2020 and I bet I’m not alone.

Cyclists forced off the roads either due to legal restrictions or simply out of caution for their own health and the health of others found themselves riding indoors again or perhaps for the first time. While I’ve owned and used a standard fluid trainer for many years, my interest had waned, and I held off on the purchase of a smart trainer figuring as a randonneur that my money and precious training hours were better spent elsewhere. However, fearing a possible lockdown that would cease all long-distance riding back in April of 2020, I decided to buy a smart trainer during a fortuitous 30% off sale and my riding may never be the same again.

Zwift

BY ZWIFT INC.

7-day free trial; \$14.99/mo membership

Rouvy

BY VIRTUALTRAINING

14-day free trail; \$12/mo membership

After setting up my new trainer, the next step was to identify and start learning how to use a program of some type to simulate riding in the great outdoors. As the industry leader, Zwift was an obvious first stop, but I soon learned of a Czech company named Rouvy that provides access to hundreds of virtual HD video routes filmed on actual roads around the world. I was drawn to Rouvy when I saw friends and acquaintances posting screenshots and stories of realistic-looking rides on the open roads as opposed to Zwift’s animated rides in fantasy or simulated worlds, so I registered for a free trial account to test the waters. I was immediately impressed with how realistic the ride experience felt as the resistance changed seamlessly to follow what I was watching happen on the screen in front of me. When I climbed hills, it was tough and required that I dig deep and occasionally jump out of the saddle to muster additional watts and when I descended, it was easy to coast up to 40 mph just as in real life. Scanning through the available routes, one finds a European-heavy collection

of epic climbs and race segments to experience from the comfort of one’s own home. Alpe d’Huez, the Stelvio, and various other alpine adventures are just a click away. Official routes include augmented reality features like animated rider avatars and start, split, and finish banners superimposed upon the actual video images. In addition to these deluxe routes, users are able to upload their own routes to share with others—with or without video. To date, I’ve only ridden the official routes as a cursory look at the user-uploaded variety suggests that their quality may be somewhat inconsistent.

Riders are also presented with a wealth of data to consult during and after each ride. Color-coded route profiles are found at the bottom of the screen and clearly indicate one’s location along with the exact location of all others riding the same route at the same time. One’s wattage, speed, time on course, and elevation gain are also clearly visible. There are generally three ways to ride a given route: as a “training” experience which allows riders to move themselves around on a specific course if hill repeats or a shorter ride is of interest, as well as “time trial” and “race” modes both of which I find surprisingly motivating as personal results are recorded and allow one to progress through official challenges and levels. Typical challenges require that riders complete 3-5 specific routes (at any speed and power output level) within a fixed time period. Official races are held in different time zones on several days each week, but users are also able to set up “races” to which they may invite other riders to participate at



any time. I've enjoyed arranging these meetups with a good friend in LA, for instance, but without any expressly social communication feature in Rouvy, we found it necessary to use a third-party app like Zoom or Discord to communicate during our rides.

While I set up an account on Zwift as well as on Rouvy, I found myself naturally gravitating to Rouvy for what felt like a more realistic riding experience. In fact, several months in, Zwift started to feel more and more like a languishing gym membership to me with the associated guilt and self-loathing each time my bank account was debited for the monthly payment. I was just about to let Zwift go, in fact,

when I received an invitation from a randonneur friend of mine to ride with a group up Alpe du Zwift, a simulated version of Alpe d'Huez, this past November. On a lark, I jumped in and had a remarkably fun time. I was hooked and immediately saw that this little app could help make up for the terrible longing I've felt for group rides over this past year. Unlike Rouvy, Zwift has the look and feel of a busy video game complete with animated routes, avatars and plenty of bells and whistles.

While there are currently eight distinct worlds within Zwift, many modeled after real locations like France, London and New York City, most of the routes can be found in the simulated

One of the many alpine views available in Rouvy.

world of Watopia. Riding through these locations feels a lot like riding through a video game with cheering fans on the sidelines and fantastic creatures like the elusive Yeti to be spied along the way. As in Rouvy, there are several modes through which to ride. One can enjoy a freestyle approach to these routes with turning options to link routes together in customized ways, create and invite friends to customized meetups, or join established group rides and races. The enormous global community of Zwifters offers a staggering number of events and options across the full range of abilities and interest levels.

The social aspects of the Zwift program are hard to overstate. While Rouvy feels a lot like jumping on a bike and heading to the hills, Zwift is wired for social riding. Using the Zwift Companion app, for instance, riders are able to text one another, encourage one

I was hooked and immediately saw that this little app could help make up for the terrible longing I've felt for group rides over this past year.

Anyone eager to choose between the two should take advantage of each company's generous free trial period to see which is the best fit.

another with “ride-ons,” tell jokes, and simply share the incidental banter that fills the normal group ride and makes the time pass quickly and the challenges feel shared and somewhat more manageable. It's even possible to design group rides with a “banding” feature that allows everyone to stay in one pack regardless of individual effort, which is a very useful way to ride alongside others riding at different intensities without anyone having to compromise personal workout goals. In just over a month, I've reconnected with old friends and made well over a dozen new ones through the network of fellow randonneuring Zwifters. I look forward to joining and hosting additional events throughout the long winter ahead.

Another appealing feature of the Zwift program is the wealth of easy-to-access training plans built directly into the app itself. Users can select plans

or individual workouts to meet a wide range of training goals and even run these behind the scenes on group rides with others not training. While Rouvy has built-in training modules and integrates with third-party programs like TrainingPeaks, this integration is not intuitive and actually requires downloading a separate app. In other words, those looking to Rouvy for robust and methodical training plans may find them, but the process will require a bit more work than it does on Zwift. Both apps integrate seamlessly with Strava, though, so ride results can be effortlessly integrated in one place. The established routes in both apps lean toward the shorter distances, but randonneurs will find some nearly 100km options in Rouvy (typically linked to Ironman courses) and riders in Zwift will see several excellent, challenging routes in the 100km range as well.

While there are other products on the market, I think I'll stick with these two for now as each has filled a niche in my training. Fortunately, I can afford subscriptions to both so I will continue to use Rouvy to feel like I'm riding and training outdoors on some of the most beautiful roads in the world and Zwift to find detailed training plans and to enjoy group rides with friends new and old. Anyone eager to choose between the two should take advantage of each company's generous free trial period to see which is the best fit. So, while it looks as though mandatory lockdowns are not on the horizon, there are plenty of reasons why, as randonneurs, we should consider integrating smart trainers into our lives. With fewer cyclists on the road and the dangers of snow and ice never too far away, training in the northeast is tiresome during the long, cold winter months. I'm glad to have the alternatives that my smart trainer brings me for winter riding that is realistic, social, and even (dare I say) enjoyable. 🚲

The author's avatar and other randonneurs begin the climb up the Alpe du Zwift.



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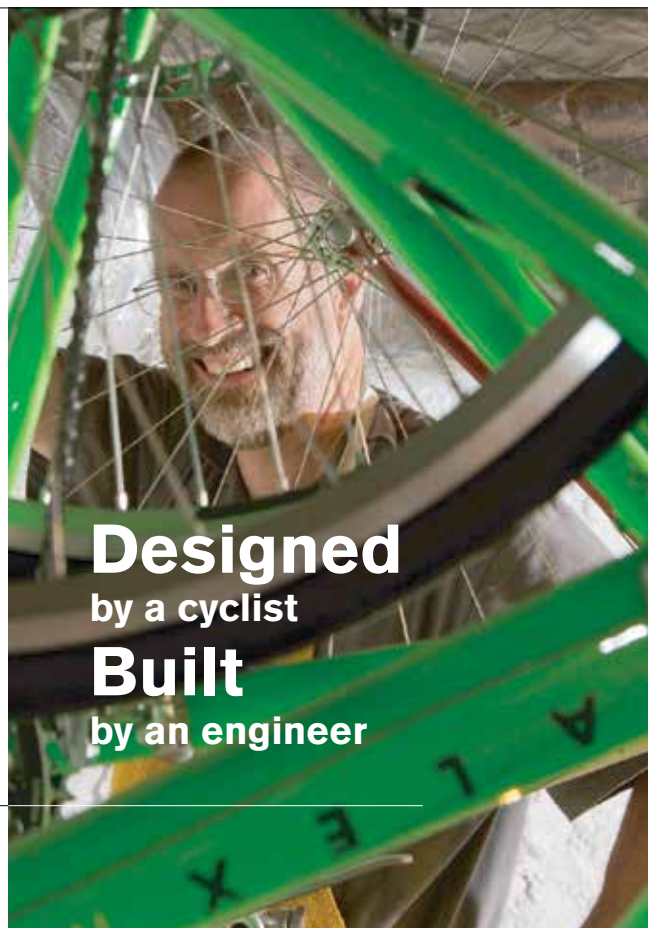
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14046	Purves, Ezekiel Cash	Huntsville	AL	14022	Lawrence, Emily Anne	Washington	DC	14072	Ende, Patrick H	Asheville	NC
14023	Purves, Nathan	Huntsville	AL	14056	Kang, Tony	Dresden	DE	14057	Sandler, Aaron	Durham	NC
14011	Dickson, Kurt F	Glendale	AZ	14070	Bangert, Gunther	Heilbronn	DE	14049	Powers, Britton C	Topton	NC
14087	Scobey, Richard T	Covina	CA	14047	Bilyy, Ihor	Canton	GA	14071	Siske, Margaret A	Steinauer	NE
14028	Demichelis, Karen L	Escalon	CA	14053	Toth, Lajos	Gainesville	GA	13998	Ray, Michelle	Bernardsville	NJ
14090	Call, Christopher	Irvine	CA	14044	Jeong, Sam	Johns Creek	GA	14054	Grasso, Julian	Cranford	NJ
14058	Becker, Steven G	Los Angeles	CA	14084	Bach, Bryan Joseph	Chicago	IL	14003	Moody, Kerry	Dumont	NJ
14016	Hotten, Michael R	Los Angeles	CA	14079	Chen, Sea	Chicago	IL	14036	Li, Cheng-Hong	Princeton	NJ
14051	Hall, Heidi	Monterey	CA	14014	Patrick, Jeffrey	Evanston	IL	14080	Quinones, Tony	Santa Fe	NM
14052	Hyndman, Richard	Mountain View	CA	14050	Moreno, Ben	Fort Wayne	IN	14076	Sieg, Jeremy E	Brooklyn	NY
14075	Gardner, Megan	Redwood City	CA	14019	Towlen, Andy C	Hatfield	MA	14039	Nichols, David Andrew	New York	NY
14062	Francisco, Carlos	Sacramento	CA	14018	Dunster, Garry	Upton	MA	14069	Coccagna, David E	Ridgewood	NY
14078	Maas, Sylvia	San Diego	CA	14045	Kujavas, Cristiano	Woburn	MA	14015	Grover, David L	Canal Winchester	OH
14024	Alcharabi, Khaldoun	San Francisco	CA	14031	Hurley, Chuck	Annapolis	MD	14081	Ebbing, Denver	Hamilton	OH
14060	Mecke, Quintin	San Francisco	CA	14061	Lawrence, John Mathias	Catonsville	MD	14048	Anderson, Eric J	Toronto	ON
14040	Koetting, Brian	San Jose	CA	14030	DiCarlantonio, Francis Aloysius	Crofton	MD	14085	Gunvalson, Stephen S	Portland	OR
14012	Moore, Lee S	San Marcos	CA	14092	Beverungen, Mark	Ellicott City	MD	14077	McGair, William Gilbert	Portland	OR
14009	Krasnova, Polina	San Mateo	CA	14042	Miller, Isaac John	Laurel	MD	14001	Ruebeck, Christopher S	Easton	PA
14064	Rubin, Micah	Sunnyvale	CA	14043	Oscars, Rose M	Odenton	MD	14002	Armstrong, Joshua C	Philadelphia	PA
14067	Kim, Jay H	West Hills	CA	14033	Wheeler, Scott	Severna Park	MD	13994	Chabra, H D	Philadelphia	PA
14073	Grant, L	Boulder	CO	14026	Wojtowycz, Joseph Michael	Severna Park	MD	14000	Landis, Stephen	Philadelphia	PA
14034	Doyle, Michael	Breckenridge	CO	14037	Alexis, Oje	Upper Marlboro	MD	13996	Sass, M	Philadelphia	PA
14035	Stennes, Julia	Breckenridge	CO	14006	Sibley, Chris W	Chanhassen	MN	13995	Sass, S	Philadelphia	PA
14059	Witter, Erin	Broomfield	CO	14029	Rahn, Keith	Hugo	MN	13997	Ammons, Esme McMullin	West Chester	PA
14065	Cadieux, Ted	Denver	CO	14032	Hustad, Risa	Minneapolis	MN	14082	Garcia-Bonilla, Angel	San Juan	PR
14091	Lease, Michael	Longmont	CO	14017	Loualiche, Erik	Minneapolis	MN	14086	Noelle, Gabrielle	Austin	TX
14088	Weigel, David	Wheat Ridge	CO	14008	Altman, Robert	Plymouth	MN	14068	O'Connor, Brian	Austin	TX
								14020	Horn, Andrew	Dallas	TX
								14021	Kaplan, Samantha	Dallas	TX
								14089	West, David M	Fort Worth	TX
								14074	Thompson, Jerry	Grapevine	TX
								14013	Lucas, Cole	Groves	TX
								14010	Morse, Adrienne	Houston	TX
								14083	Wells, James C	Houston	TX
								14027	Lopez, Brandon M	Round Rock	TX
								14004	Anderson, Jessica	Alexandria	VA
								14005	Keene, Jessop	Alexandria	VA
								14041	Stevenson, Andrew Mark	Arlington	VA
								13999	Mazur, Andrew K	Gainesville	VA
								14025	Phillips, J. Michael	Locust Grove	VA
								14007	Digges Jr, Sasha	Williamsburg	VA
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Below sea level: The only way to go is up.

—PHOTO CHRIS NEWMAN



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It's all downhill from here!
— PHOTO CHRIS NEWMAN

What is Randonneuring?

BY MELISSA HALL

What is randonneuring?

The words escape me, dancing just outside my reach, there and alive but unfailingly elusive. How do you share something you both love and hate when those around you already think you are not quite right if not downright crazy? As I often tell people staffing cash registers at stores along the route, “They say there is one born every minute. And you have a whole group of them coming here today. Lucky you.”

How do you explain to someone why they should ride a long distance on a bicycle through the night, wind, heat, cold, rain, or whatever conditions fickle fate decides to throw at you, often after you have had inadequate or no sleep because brevets are canceled only if it is deemed dangerous to ride? How do you explain to someone why they should ride a long distance on a bicycle when

it will make their butt hurt, knees ache, and legs cramp while their mind will have an unusual freedom to swirl with new ideas or thoughts? How do you explain what could be enjoyable about putting yourself in a situation that is potentially dangerous? How do you explain the weariness, the doubts, the struggles—both mental and physical—and how these challenges contribute to the sweetness and total exhilaration of the victory or the bitterness of the defeat? How do you tell someone that you can learn as much, or perhaps more, from your failures as from your successes? And that both contribute to your being you, unique in all the world? And how do you describe the joy and humor and sadness that the scenery and the thoughts and the experiences stir up within your heart? How about the bonding with fellow travelers? Or the joy of seeing the final control that

also is sometimes oddly mixed with a sadness that your journey has ended?

Because there is something about brevets, any brevet but particularly longer brevets, that gives you some insight into who you are, what you are made of, and what is important to you. Even if you decide to ride a shorter brevet and never to do something so silly as to ride a 1200km brevet, you will have gained personal insight because that is the nature and gift of a challenge, and brevets are a challenge, even for the most accomplished cyclist. The words of C. Joybell C. come to mind:

I feel that we are often taken out of our comfort zones, pushed and shoved out of our nests, because if not we would never know what we could do with our wings, we would never see the horizon or the sun setting on it, we would never know that there is something far beyond where we are at this moment. It can hurt, but later you say, “Thank you.”

And that is part of what a brevet does: it takes you outside of your comfort zone, even if it is a repetition of a course or distance you have traversed previously. And it may and often does hurt. Will you be able to ride the distance? Will you be able to find the correct roads, or will you get hopelessly lost, doomed to wander unfamiliar countryside? Will you ride alone or with a group? Will your bicycle hold up mechanically, or will you suffer a break down? Will the night, heat, wind, cold, or rain overwhelm you and win, or will you overcome them, entering the last control with the



Indianapolis 300k 2014.

—PHOTO MELISSA HALL



prideful mantel of victory cloaking your shoulders? Will you make the smart choice and live to ride another day during those times when it is not wise to go further, and will you have the guts to try yet again in the future, learning that defeat need not be permanent and can be a springboard to success? And how do you thank someone who supports you in your quest? In the answer to these questions and others, you will learn more about who you are, and you may gain a greater appreciation of others. And you will say, "Thank you."

In the end, even if you ride a brevet with others, you are alone in your acceptance of responsibility. No one promises to sweep you in as on a club ride. No one is responsible for fixing your flat tire, waiting for you on a hill, or loaning you money or equipment if you come ill prepared. Often, indeed normally, there are others who will stop and help, but there is no guarantee. Assistance offered comes from the heart and not from obligation and is, thus, ten thousand times more precious. There is also a sense of pride that comes with accepting responsibility for yourself, a lost art in a modern society where it sometimes seems that

everything is someone else's fault. I suppose what I am trying to say is that a challenging brevet, whether one rides it successfully or not, can be character building. Jim Rohn writes, "Character isn't something you are born with and can't change, like your fingerprints. It's something you weren't born with and must take responsibility for forming." And each of us, I hope, strives to better themselves, to become the best they can be with the talents and gifts given.

A 200km or a 1200km brevet can be challenging, depending on your background, equipment, and fitness level. The challenge is not the distance particularly; it is setting the goal and planning to give yourself the best chance of meeting that goal. The challenge is in dealing with yourself if you fail to meet the goal, for it is much easier to be a gracious finisher than to be a gracious non-finisher. The challenge is in being alone with yourself and your thoughts on the road and in conquering your doubts and negativity. Sometimes the challenge is leaving your sense of self and merging with the group. Very rarely have I ridden an entirely easy brevet, no matter the distance. And remember this thought from Randy Pausch:

PBP 2007: front row, Melissa Hall and Joe Camp; back row, David King, Johnny Bertrand, Steve Rice, and Steve Roysse.

— PHOTO GAY WILLIAMS

The brick walls are there for a reason. The brick walls are not there to keep us out. The brick walls are there to give us a chance to show how badly we want something. Because the brick walls are there to stop those who don't want it badly enough.

In the end I find the words to define randoneuring still elude me. Perhaps randoneuring for me is a love/hate quest that connects me not only with other riders, but with the endurance that has allowed humankind to not only surmount, but to triumph over obstacles, both internal and external. And I am glad I was pushed out of the nest. My wings continue to grow. I will mourn the time when age inexorably clips them but think of the memories that I will have. Ride on, friends, ride on. 🚲

Permission given to reprint article first published on: randomthoughtsofapuddle.blogspot.com

Adventures with GPS

One of the silver linings of 2020, a year in which looking for them was a survival tool, was the unexpected abundance of free time on calendars demolished by the pandemic.

Spring, Summer and Fall, the three seasons usually dedicated to fleches, a brevet series, and late season 1200kms, were unexpectedly free of official randonneur obligations. The concurrent, but temporary, cessation of the permanent program opened every weekend to new cycling exploits and also empowered some of us to discover and nurture hidden talents.

My friend Janice was one such person who, during the past year, became quite the RWGPS enthusiast. We had spent several summer weekends touring eastern Pennsylvania on newly minted rural routes and, once fall arrived, she decided to expand her portfolio by designing a weekend

cycling excursion to Hershey, PA, a destination approximately 90 miles west of her home. This sounded like a fine idea to me, especially since she did all the mapping and planning, and all I had to do was show up and ride. We were prepared to undertake a truly self-supported adventure but, happily for us, Janice's wife Jayne also happened to have a wide-open schedule and agreed to schlep our gear to the overnight hotel where we would rendezvous and share a take-out dinner from a local brew pub. The next morning, we would ride home by a different route, which Janice wisely shortened once she realized that we would be pedaling some pretty hilly

terrain and neither of us had ridden over 45 miles in the past six months.

Janice put a lot of thought and effort into mapping out the route. We rode on quiet roads past Amish farms, spent quite a lot of time on a well-groomed trail, and were blessed with mild weather, light winds and a bright blue sky. We also discovered the limitations of route design in unriden territory, which made me greatly appreciate the thorough review newly submitted permanent routes receive, a service I had previously taken for granted.

I would say we were surprised by some of the challenges we faced but, in retrospect, I suspect I was the only one surprised. Janice may have been overly optimistic about what actually constituted a road or a trail or was supposedly passable on foot when planning our trip, but had chosen not to share that information.

Our first challenge came when we encountered what can only be described as a driveway at the end of and contiguous with the road we were on. Janice assured me we were on course. We were not stopped for trespassing, but it was unquestionably a driveway which led to the back side of a disturbingly large and industrial egg farm. We passed three-story warehouses we assume were filled with chickens, and a guard tower building, on our way to the actual road.



Favorite intersection of all time.

—PHOTO CHRIS NEWMAN



We passed many Amish farms.

—PHOTO CHRIS NEWMAN

On the morning of day two, Janice suggested that she wasn't confident that today's route would be as groomed as the previous day's had been, but that slight doubt didn't really prepare me adequately for what we encountered just a few miles into the ride: a dirt path more aspiring to be a trail than an actual, you know, trail. Fortunately, the aspirational path was short and we were able to walk our bikes to the fully realized trail. Next up was a gravel road which appeared quite pleasant until we reached the steep, potholed descent, which required another dismount for the slow, careful hike to blessed pavement. From there our path took us through farmland and rolling hills with expansive views and very little traffic.

Then we arrived at what has become my favorite T-intersection for all time. We needed to turn left, but there was a "No Exit" sign with a red slash through a left-hand arrow. Hmm. Strange. It wasn't a one-way street. And then we saw the "No Exit" sign with a red slash through the right-hand arrow. While I took photos and contemplated not being able to go left, right or straight, Janice consulted her cue sheet and wisely suggested turning around—she was sure we had passed our turn just a

short way back. I had not remembered seeing a road, but not wanting to spend the remainder of my days in this No Exit limbo, agreed to her plan. Sure enough a few hundred yards back there was a turn. Into a driveway. At least I thought it was a driveway.

Janice, newly emboldened from yesterday's successful driveway foray, was sure it was a road because it looked like a road to RWGPS and she happily led the way down the dirt "road" which appeared to pass quite close to a large and well-tended farmhouse from which a farmer appeared as we passed. I explained we were following our GPS and thought this was a road and he explained that no, actually it was private

property. We offered to turn around, but he thought there might be a path through the field, and we were welcome to continue. (He didn't laugh outwardly but I know he was laughing inside.)

It is unfair to paths to call the narrow strip of mowed field we traversed a path, but we didn't need to walk so were making progress.

We finished the ride with no additional off-roading and were greeted by Jayne, who had made us a delicious dinner. It was a fabulous weekend, and it wasn't until our next ride in early November that I decided, as we hiked, semi-lost, around a forest looking for a path which turned out to be muddy and overgrown and barely walkable let alone rideable, that Janice's route making skills were going to feature prominently in my next column. She will claim, and I will confirm, that I did agree to a bit of walking and carrying my bike over a stream in the early part of the day, but the cyclo-cross forest was not in her ride description. All was forgiven as she had also planned a post-ride visit to a local brewery where we ate and drank and discussed our next adventure. Seems like it might be my turn to design the route. 🚲

This is a road on RWGPS.

—PHOTO CHRIS NEWMAN



Have Bike, Will Travel

Most riders begin their randonneuring adventures with events and permanents close to home but, with time, many will want to travel and try new rides far away. Whether it is a solo 200km permanent or a 1200km *grand randonnée* with lots of participants, traveling with your randonneuring bike can be a challenge. (Randonneurs ride all types of machines of course, including recumbents and tandems, but for the purposes of this article the terms bicycle or bike will suffice.)

My background in cycling goes back a long way, both as a rider for half a century and as a professional mechanic for over 20 years. I've traveled with my bike countless times and I've observed other cyclists doing it, too. Alas, I've also been tasked with repairing travel-incurred damage or making insurance estimates for total bike replacement.

Renting a bike at your destination might seem like a good idea until you begin to think about the lights, bags, fenders, gearing choices, and other things that allow us to undertake long rides. Another consideration is that we all have gotten our bike fit dialed in for specific dimensions that work for us hour after hour. Even with bringing along your favorite saddle, imagine doing a long brevet on an unfamiliar bike that could be slightly off in several key fit dimensions. Ouch.

If you think your bike-fit needs will be met successfully, the rental bike option has some appeal. In the US,

airlines don't make traveling with a bike easy. There is usually a usurious up-charge for oversized baggage, and if it is lost or damaged, their liability pay-out is quite small compared to the actual cost of replacing or repairing your bicycle. Add on the various methods of ground transportation used in getting to and from the airport, and you've got some large hurdles to jump over, both physical and financial.

If you're staying in the US, using Amtrak rail service makes traveling with your bike fairly easy and the overall cost is low. The downside to Amtrak is that

long trips take several days compared to several hours of flying, and Amtrak often has unpredictable service or delays, so you will want to budget an extra day or two in case your train arrives at your destination hours later than scheduled. I've assembled my bike in the Amtrak station to start a tour, taken the cardboard box to a recycling dumpster, and then ridden away from the station. On the return it was similarly easy since Amtrak offers large bike boxes for cyclists to use. (The boxes are so large you usually just pull the pedals, rotate and lower the handlebars, and lower or remove your seatpost and saddle.) Be sure and check that the stations you are using offer bike service, as not all of them do. But if you have the time, traveling by train to an event can be a good way to go.

If you're thinking of flying, the best approach is probably not taking your bike with you on the airplane. Using a bike carrier like BikeFlights or Shipbikes can remove a lot of the hassle of schlepping your bike, especially with ground transportation. A delivery service will pick up your bike at your home or

There are so many great events around the country, and indeed around the world, for us to ride, it is worth the hassle of bringing your own bike compared to renting one.



A traditional bike travel case alongside an S&S travel case.

—PHOTO BILL BRYANT

Empty travel cases stored at hotel before the start of PBP 1999.

—PHOTO LOIS SPRINGSTEEN



hotel and deliver it to your destination. You can assemble it yourself or, if you're pressed for time or not mechanically inclined, have it shipped to a nearby bike shop at your destination and pay them to do it. This might mean arriving when the bike shop is open, incurring an extra day's lodgings and ground transportation to go fetch it (and probably to return it when the event is over.) Some bike shops will be aware of the sudden arrival of many riders for an event and will deliver bikes to various hotels—but arranging all of this can take time to set up and not all bike shops end up delivering what they promised. Still and all, the bike courier companies will allow you to insure your bike for its replacement value, unlike airlines. So, for ease of hassles, this can be a pretty good way to go if the logistics work out. Note that you will probably be shipping it out many days before your trip, and this could

interfere with your final training rides before your big event. Also be aware that the shippers usually use UPS or Fed-Ex ground shipping on a corporate account to get their lowest prices. Domestic shipping costs are usually pretty good. Double check the prices, however, if you're thinking about foreign travel since that will require more expensive air-shipping costs that can make you wince.

Most of my travels with a bike have involved airports. For about 35 years I've packed my own bike and carried it as a piece of my luggage, including a dozen trips to France. Hauling a large cardboard box or dedicated bike travel case isn't that big of a deal once you're at the airport. Using the little wheeled luggage dollies make hauling a bike box and a large suitcase easy. But I note that all of this depends on having a friend or co-worker drop me off and pick me up at the airport, or more recently, getting

a large-sized Uber or Lyft pick-up. I've never experienced any significant bike damage in all those years, but knowing how to pack things well is key. A recent trend has been unsettling, though. After years of my bike consistently arriving with me, some bikes have arrived a day or two late. (Booking a nonstop flight seems to bring better results than using connecting flights.) The airlines usually work hard to track down the missing bike and deliver it, but it is still a poor way to start a cycling vacation. On long flights I need some extra days to get over jetlag; sometimes lately that has been spent waiting for an errant bike. It is a nerve-wracking time waiting for the bike to show up. Bags of all sorts go missing on airlines every day, but in my experience, and watching that of others,



A packed bike (with S&S couplers)... ready for PBP 2011.

—PHOTO CHRIS NEWMAN

just once in a while, like going to France every four years for PBP, I wouldn't worry about a *demontable* bike; I would just suck up the excess baggage charge and enjoy the ride on my regular bicycle. But if you think you'll travel with your bike fairly often, like once per year or more, then I think it is worth the cost and effort to have a bike that will fit inside a smaller travel case.

Once I got my randonneuring bike retrofitted with couplers, I instantly enjoyed not using a large travel case. What really surprised me was how much easier ground transportation became. Now I can use all manner of ground transport and get between the airport and my hotel much more easily than before. I did have to budget more time for assembly and disassembly, but it hasn't been excessive, and with a few more trips under my belt it got much quicker than the first time. The money I've saved from airline bike charges has been considerable and has already paid for the extra cost of getting the couplers. Also, my aging back muscles are much happier now dealing with a substantially lighter travel case.

Overall, traveling with your randonneuring bike is somewhat more difficult than doing it with a regular bike due to all the accoutrements we need to cover the long distances in randonneuring. But there are so many great events around the country, and indeed around the world, for us to ride, it is worth the hassle of bringing your own bike compared to renting one. The long rides demand a bike with your personal fit to avoid getting injured, and we need the extra equipment inherent in randonneuring. Once you learn the ropes, traveling with your bike opens up a lot of new roads to ride and people to meet. Who knows, maybe you'll even earn the RUSA American Explorer award. *Bonne Route!* 🚲

it seems that large bike boxes don't always arrive the way they should.

More recently, I've gotten a coupled bike, and a lot of the worry and cost that comes with traveling with an oversized box has gone away. I decided to spend the money to get a bike that can fit into a large suitcase instead of a larger box. There are a few ways to do this, usually with S&S Couplers or the Ritchey Breakaway. Both methods are popular with randonneurs. The Breakaway doesn't add too much cost to buying a new bike, but perhaps the Ritchey bike design is not exactly what fits you or does what you want your rando-bike to do. On the other hand, the S&S system requires the frame-builder to either build them in from the start, or retrofit your existing rando-bike, and neither method is inexpensive. Whichever style you choose, you'll now be able to ditch the big travel cases and get around with luggage that is much smaller and

lighter. Your bike will require more assembly time before the ride and more disassembly to go home, so be advised that either you need to be an above average bike mechanic or you need to travel with nice friends who are. The first few times getting your bike in and out of the suitcase successfully is a real test of one's patience and puzzle-solving skills. Once you get it down, however, it isn't all that bad. (Taking photos of the steps in this process is highly recommended. If you do this with your phone, then you'll have the photos with you at your destination.) If your bike has a painted finish, be sure and use padding around the frame and fork to avoid the paint being chipped or scuffed since everything is packed in tight. The same advice goes if you have a carbon-fiber frame and/or fork.

Probably the most important factor to consider is how many times will you travel with your bike. If it is

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2020 American Randonneur Award

JANICE CHERNEKOFF

BY MIKE DAYTON WITH KATIE RASCHDORF AND CHRISTINE NEWMAN

Once a year, the RUSA Board of Directors and the RUSA Awards Committee present an award to a member of the organization who has made a significant and outstanding contribution to randonneuring in the United States.

This person is to be recognized for having gone above and beyond the call of duty to help our niche of cycling grow. It can be an RBA who has dramatically increased brevet participation, a hard-working RUSA

volunteer, or someone who has helped randonneuring flourish by a selfless act, good sportsmanship, camaraderie, or by being a good Samaritan.

RUSA wishes to recognize that special volunteer and inspire others to do the same. This is a most prestigious award, a high honor of American Randonneuring. It is the only award we have that names a single winner; all other awards can be earned each season by any number of our members who qualify successfully.

The RUSA Board has the great pleasure of presenting the 2020 American Randonneur Award to Pennsylvania randonneur Janice Chernehoff, RUSA #1172.

Janice assumed the mantle of RUSA's quarterly publication, *American*

Randonneur, for the Winter 2013 edition. Her professional skills, personal dedication and clear editorial vision have been evident ever since.

Being a strong team player, Janice has assembled an enthusiastic editorial crew of writers, readers, columnists and copy editors. Under Janice's unwavering leadership, the international magazine has taken on a professional look, with four-color inside pages and regular columns authored by several RUSA members.

Janice has coaxed a few of her riding buddies to take part in her editorial mission, including New Jersey randonneur Christine Newman, RUSA #2861, who writes a quarterly column in *American Randonneur*. Chris gives high marks to Janice's riding skills.

"On the bike she is steady, patient and unflappable," says Chris. "And she is 100 percent dependable."

Chris also praised Janice's patience as an editor. "I say that because I think I've never gotten a column in on time," Chris said. "I always forget to caption the pictures or create a title. I still forget



Janice, shown above with her award, is toasted by fellow riders: Jonathan Levitt, Paul Shapiro, Katie Raschdorf, and Christine Newman.

—PHOTO JOYCE GREENE



all those things, and she is patient with me. She has a great sense of humor. She really cares about the magazine, and she is wonderful to work with.”

Katie Raschdorf, RUSA #3106, another of Janice’s riding buddies, volunteers as a copy editor. “Janice’s humble nature hides the fact that she is undoubtedly the toughest randonneur I have ever met,” Katie said.

“If you are on a long ride with Janice, there is a virtual guarantee that you will get across the finish line in time,” Katie said. “She has the gift of relentless forward momentum. She keeps going. And going. And going. And going. She has the superhuman ability to ride nonstop—that is her Rando superpower. When she finished BMB in 2006 she probably had a total of three hours of sleep. That tells you of the grit and determination she possesses. Janice brings that same grit and determination to her efforts with *AR*.”

About *AR*, Katie explains, “Janice is very passionate about her writing, her literature and storytelling,” Katie said. “She takes her job as editor of *American Randonneur* very seriously. Dr. Chernekoff was the head of Kutztown University’s English department, and she treats this volunteer position as if it were that same full-time, paid position.”

Praise also came from a past RUSA Board member who has contributed articles.

“Janice is a dedicated volunteer,” said Cap’n John Ende, RUSA #1484. “She has worked tirelessly to keep *AR* at the highest of standards. She has actively sought out contributors and has devoted significant effort to generate new content. She keeps contributors to a timeline without nagging. I know she personally reads our stories because she often sends me questions and requests clarification on certain points.”

Mark Thomas, RUSA #64, a past RUSA Board Member and RUSA president, is a columnist on Janice’s editorial team.



RUSA# 3106 V3.0 and V2.0 enjoying celebratory ice cream cake at the post ride award ceremony.

—PHOTO JOYCE GREENE

“When working with Janice, I always appreciate her professionalism, her patience, and her deft suggestions for improvements to my articles,” Mark said. “A fine example of her dedication is her work on our 60 by 60 article after she broke her leg in Australia. Her attitude is: ‘*AR* show must go on!’”

Columnist and friend George Swain, RUSA #4232, stated, “I can’t think of anyone more deserving of the 2020 American Randonneur Award than Janice Chernekoff. Janice works tirelessly behind the scenes to produce each issue of *AR* magazine. Her editorial vision is inclusive and encourages us to remember that randonneuring itself is a ‘big tent.’ It’s been an honor to work with Janice over the years as a contributor to the magazine and to share the roads with her as a randonneur.”

With Janice at the helm, there is a 99.9 percent likelihood that the show will, indeed, go on. As the pandemic took hold in March 2020, RUSA’s brevets were put on hold. Not so for the magazine. Janice sent this email to her editorial team.

“I thought a bit about whether we should publish the June issue of *AR*, and decided that we should for several reasons,” Janice wrote. “We are a community and the magazine is one way we come together; if there was ever a time when a well-put thought, a good

word, a shared memory, or anticipation of something good to come were needed, now might be that time.”

No truer words have been penned.

Before the magazine reaches our mailboxes, it is sent to graphic designer Mary Humphrey, who gave high marks to Janice’s efforts.

“When the materials for an issue of *AR* land on my desk, I’m always impressed with the diversity and quality of the material that Janice has assembled, Mary said. “In the many years I’ve been working with her, she has continued to elevate the caliber of what we produce, and she is a total professional.”

Riding buddy Katie said there is no one more deserving than Janice of the American Randonneur Award. When our entire organization was put on pause and we could no longer meet in person, *AR*, Janice’s work kept us all connected.

“Janice furthers the sport of randonneuring, not only through what she gives back to the membership but also because of her dedication to the production value of the magazine” states Katie. “She puts in countless hours. She treats this publication like a full-time job, but on a volunteer basis, for the betterment of all of us.”

The RUSA board could not have said it any better. Congratulations, Janice! 🚲

K-Hound Stories from 2020

BY MARY FOLEY, GARY GOTTLIEB AND JEFF NEWBERRY

10 intrepid randonneurs achieved K-Hound status in 2020. Following are the stories of four riders who reached this goal last year. Perhaps they will inspire you to give K-Hounding a go?

K-Hound Quest 2020 MARY FOLEY

When the new permanent program was introduced, I was ambivalent about joining. I was enjoying the freedom to “just ride around” and not think about “controls,” time limits, or which route I wanted to follow. I could vary the direction I was riding based on wind direction and intensity. It was nice, and the Hudson Valley Virtual Brevet Series started by George Swain was enough to keep me motivated. Did I really want to spend time resubmitting any of my permanents? No, I decided I would rather spend my time riding and not sitting behind a computer working on

Ride with GPS trying to re-create a permanent that I had already spent many hours creating. In some respects, I was annoyed about having to re-do my permanents, so I decided that I would continue to “just ride around” and not worry about it.

Fast forward to July 31. The new permanent rollout was starting on August 1. I looked to see if there were any routes submitted that were near my location and found one: Knapp’s Cranbury 100km starting in Princeton with a control in New Egypt. The New Egypt control is less than two miles from my home. I had done this same route when I completed my very first

K-Hound back in 2017 and I remember thinking that it was a nice route. Suddenly, I was excited about the new permanent program and decided to join. I signed up to ride the Knapp’s Cranbury 100km on the first day of the new program.

It is easy to get in lots of kilometers in the summertime with longer days and comfortable temperatures. And the fact that I was now enjoying retirement from the healthcare profession also helped a lot. I had all kinds of time to get in lots of riding and my goal was to finish up the K-hound quest before the time change in November. I am a fair-weather cyclist and prefer to ride on sunny days with temperatures between 60 and 80 degrees. I had a little over 1000km from the NJ Randonneurs Bare Bones Brevets held between January and March, just before all brevets were suspended due to COVID precautions. So, I needed 3000 kilometers per month over the next three months—August through October—to finish before the time change. Easy Peasy!

Well, it turns out that this may sound easy in theory, but weather and fatigue were two variables that seemed to prevent me from obtaining my goal. In addition to accumulating kilometers for my K-Hound quest, I was also accumulating miles for the World Ultra

Final control for PBP 100k.

—PHOTO MARY FOLEY



One of my favorite roads in Pemberton.

—PHOTO MARY FOLEY



Cycling Association (WUCA). I needed to ride at least 90 miles to submit a ride to WUCA. So, my 100km permanents often turned into 90- to 100-mile rides in order to obtain WUCA credit. Even though I was riding 100 miles, I would only get RUSA credit for 100km. Sounds crazy, right! Well, on one rainy day in August, I decided to spend some time at the computer and re-create my Tabernacle permanent which would give me a few extra kilometers each time. (Special thanks to Dave Thompson who helped me through this process.) In addition to my Tabernacle 112km route, Jeff Lippincott helped me by creating several new 150km routes starting in New Egypt, near my home. My favorite is permanent #3940 called Rackin Up the Miles, which added enough miles so that I could get RUSA credit as well as WUCA credit. This additional permanent was instrumental for me to reach my K-Hound goal.

By the end of October, I still needed another 2000 kilometers. November tends to be much colder in New Jersey and the time change means it gets dark an hour earlier. Time to get out the long finger heated gloves, add additional layers, and carry a backpack to hold the layers when temperatures rose and fell during our long rides. Tru and Sriram were my rando pals for all my weekend rides between August and November while most of my weekday rides were solo. On November

29th, with the companionship of Tru and Sriram, I finally reached the finish line doing my favorite 150km permanent, Rackin Up the Miles!

I would just like to add a special thank you to the RUSA Board and for all those involved with rolling out the new permanent program. The ease of registration, the option to start at any control, and the flexibility to reverse the route are significant advantages over the old program. Kudos to the RUSA members who made this new program possible.



Early morning summer sunrise.

—PHOTO MARY FOLEY



Empty beach in Belmar during our November R12 ride.

—PHOTO MARY FOLEY

Gary with Big Boy at David's Stove Shop
in Hudson Oaks, Texas.

—PHOTO DANA PACINO

Dana with Bigfoot and the Aliens.

—PHOTO GARY GOTTLIEB



Taking It Easy During the Year of the Virus **GARY GOTTLIEB**

2020 was a different year for my wife Dana and me, just as it was for everyone else. The year started like any other for Lone Star Randonneurs in north Texas. We did several 200km and 300km brevets and were working our way to our first 400km brevet when the virus hit. We were all set to do a 400km brevet from Canton, TX, to Vivian, LA, and back when we felt that something was not right. All but one of us decided not to ride and returned home instead. Right after that, RUSA shut down.

Prior to 2020 Dana and I mostly rode a tandem for almost all of our rides. With time off from randonneuring,

we began to ride our single bikes more. Instead of hurrying through controls, we began packing a lunch and stopping at lakeside picnic tables to enjoy the wildlife and scenery. When we did ride one of our tandems, we would bring along a water-bottle-size Bluetooth speaker and listen to music. Over time our riding style became more relaxed and focused on enjoying each other's company rather than on being rushed.

When the permanents program was reborn as "ePerms," I took one of my old routes and reversed the order of the controls so that the penultimate control was at the Lake Weatherford marina. With ample "time in the bank," we are able to take a 30-minute plus lunch break and sit along the lake, continuing our relaxing and enjoyable form of cycling while still earning RUSA credit.

Late in 2020, RUSA opened up brevets from 200km to 300km, and finally to 400km and 600km, and everyone was in a rush to earn their K-Hound status. Dana and I continued our relaxing and enjoyable take on

cycling and let the others pass by. We have found that our attitude to cycling has made the sport much more fun for us, and the kilometers just kept on ticking up without any sense of "hurry up." We reached K-Hound status with no problem and with more than a month to spare.

So, our take-away from the "year of the virus" is, don't be in a hurry—remember to enjoy the ride. Enjoy each other's company. Enjoy the scenery. And most of all, have fun.

K-Hounding in the Time of COVID-19 **JEFF NEWBERRY**

I could not remember when I'd last ridden so little for such a long time. I had been trying to find my way out of a summer slump that began in late March 2020, about the time of my last posted RUSA result. I was just under 3000km for the year, and that number would not budge until the start of August when RUSA cautiously reactivated the permanents program. At the first opportunity Rob Tulloh and I were back out on the road

together, masked up, and keeping a bit of distance between us. I had not set foot in a convenience store since the beginning of the lockdown, keeping my rides short and carrying sufficient water so that a store stop would not be required. We made it as far as mile 79 before the Texas heat got the better of me and we agreed to pull into a convenience store to ice down our bottles. Initially, I was reaching for door handles with a Clorox wipe in hand, erring on the side of abundant caution. However, seeing all the other customers wearing masks was reassuring; I hadn't expected to see that outside of Austin. We made one more stop before the finish, and by then I had come to accept that this was a necessary compromise. By degrees I was discovering that my standards were simply not practical on long rides in the afternoon heat. I was finding a way of safely going forward with 200km rides in the company of a trusted randonneur.

On the following Sunday afternoon, I got a call from Dan Driscoll. It's always good talking shop with Dan, and it didn't take him long to get to the point. I was one of a handful of riders, mostly Texans, who had a shot at making K-Hound by the end of the year. We talked numbers. I needed to ride an average of 335km/week, every week, until the end of the year; there's nothing like the comforting certainty of numbers. I like to tell myself that while Dan may not always be right, he's not often wrong when it comes to randonneuring. I tentatively accepted the challenge. Frequent riding partner Amy Russell received a similar sales pitch, but her weekly debt was some 50km higher. I encouraged her to go for it but knew not to push too hard initially. It would take time to close

this deal. No contracts to sign, we were just going on bike rides. Tell yourself whatever you like, but keep on riding.

Another interesting thing happened in August: long serving Hill Country Randonneurs RBA, Wayne Dunlap, was passing the baton along to me. I had been hosting a full series since 2016, and so I had a number of routes at the ready. Once RUSA cleared longer brevets for October, I set up an ambitious calendar that came to over 2200km. I didn't expect anyone else to ride all of these events, but I did have company for every ride. By the start of November, my weekly debt was finally down to 235km, a figure I could not only manage but continue to surpass. I had to do a little deal making with Amy: If you'll ride the 400km with me on Halloween, I'll ride the 400km with you the week after in Georgetown. About the only time I wasn't riding with Amy was when she was up north knocking out 400kms with the Lone Star Randonneurs. She was completely committed though her knees were beginning to protest. Fortunately, a saddle adjustment with a wedge added to her shoe gradually reduced the inflammation; knee pain is non-negotiable.



Amy Russell sharing the stage with Willie Nelson after crossing the 10,000K mark.

—PHOTO JEFF NEWBERRY

By mid-December I'd met my K-Hound goal. Two weeks later Amy reached the kennel as well. I count myself lucky that I'm able to ride with a small, dedicated group. We're all taking precautions, and I'm able to get frequent COVID-19 testing at the University of Texas where I work. I continue to do all my grocery shopping at a small co-op. Six months ago, I felt paralyzed. I wasn't riding at all. Something happened along the way while I was chasing kilometers: I got by with a little help from my friends. 🚲



Celebrating the milestone with my beloved Thompson randonneuse.

—PHOTO JEFF NEWBERRY

K-Hound Awards Wrap Up

BY DAN DRISCOLL

2020 was a tough year for RUSA Awards. To earn a K-Hound Award with COVID in the air, there was a lot more solo riding, with fewer if any stops at stores, requiring extra planning and the hauling of food and liquids.

2020 Ultra K-Hound Award

Stephen Hazelton, motivated by these unique challenges, and in true rando spirit, achieved his Ultra K-Hound Goal for 2020, the award that 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, and 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.

2020 K-Hounds

When RUSA opened the doors to allow members to ride for RUSA credit in August, many randonneurs grabbed a calculator to see how many K's a week they would need to average to achieve this goal. In a normal year, a K-Hound Award requires about 200km a week, but with RUSA's COVID closure, most were looking at a number of K's that was in excess of 400 per week. Most had to let their K-Hound goals go.

In 2019, there were about 50 K-Hounds with 13 being new to K-Hounding; 2020 had just 10 K-Hounds with only one New Hound, Hoang Q.

Nguyen, who marched through his K's like a seasoned pro. Mary Foley was the only K-Hound from the East Coast. Charlie, Vincent and Hoang were our West Coast K-Hounds and Texas produced 6 K-Hounds.

Please give K-Hounding a thought in 2021. It's a great goal, and we'd love to see your name on this list in a year.

The K-Hound Award honors members who accumulate at least 10,000km in qualifying rides during a calendar year. RUSA congratulates riders who have earned and applied for the K-Hound Award. 🚲



Mr. Charlie Martin, RUSA only Hound and a Half for 2020, with over 15,000 kms in the 8-month RUSA year. Photo while riding the LSR Hound Dog 600 km in September 2020.

—PHOTO JOHN NGUYEN



Hoang Q. Nguyen Ferrying to his 10,000 km K-Hound, was the only Knew K-Hound for 2020.

—SELFIE BY HOANG Q. NGUYEN

RUSA's Only Ultra K-Hound for 2020, that's 10 consecutive years of K-Hounding for Stephen Hazelton. Shot while riding the LSR Hound Dog 1,200 km in September 2019.

—PHOTO JEFF NEWBERRY

2020 K-Hound Awards

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

Qualifying rides include:

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

NAME	STATE	CLUB	DISTANCE
DRISCOLL, Dan [14]	TX	Lone Star Randonneurs	11,750
FOLEY, Mary (F) [4]	NJ	New Jersey Randonneurs	11,215
GOTTLIEB, Gary P [13]	TX	Lone Star Randonneurs	12,052
HAZELTON, Stephen [10]	TX	Lone Star Randonneurs	10,019
MARTIN, Charlie A [2]	CA	San Francisco Randonneurs	15,037
MUONEKE, Vincent [12]	WA	Seattle International Randonneurs	10,296
NEWBERRY, Jeff [7]	TX	Hill Country Randonneurs	10,696
NGUYEN, Hoang Q	CA	Xe Dap Viet	10,739
PACINO, Dana A (F) [11]	TX	Lone Star Randonneurs	11,950
RUSSELL, Amy L (F) [2]	TX	Heart of Texas Randonneurs	10,012

2020 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	STATE	CLUB	DISTANCE
HAZELTON, Stephen	TX	Lone Star Randonneurs	10,019

share
YOUR
FAVORITES

What is your favorite local brevet route?



What is your favorite snack on a 100km, 600km, third day on a 1200km?



What is your favorite extra piece of gear that you carry on brevets?



What is your favorite time of the day to ride?

If inspired, write answers to one or more of the above questions, including brief explanations about your choices, and send responses to editor@rusa.org by **April 2, 2021**.

RUSA Awards

R-12 Award Recipients

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

NAME	CITY, STATE	APPROVED
Beck, William A [14]	Woodbine, MD	11/14/20
Cutler, Mel [6]	Los Angeles, CA	11/20/20
DelNero, Gary M	Leawood, KS	11/23/20
Harding, Dustin B [2]	Loveland, CO	12/9/20
Hazelton, Stephen [10]	Garland, TX	11/8/20
Huber, Kerin (F) [9]	Pasadena, CA	11/14/20
Ishihara, Mitch [5]	Issaquah, WA	11/15/20
Kanaby, Gary [6]	Salado, TX	12/28/20
Linser, Eric	San Francisco, CA	1/4/21
Martin, Charlie A [2]	Sunnyvale, CA	12/6/20
Mento, Chris [13]	Glen Burnie, MD	11/8/20
Nguyen, John D	Seattle, WA	11/16/20
Ostrowski, Ted	West Hartford, CT	11/9/20
Peterson, Eric [4]	Naperville, IL	11/13/20
Ray, Joseph [4]	Bernardsville, NJ	12/12/20
Selby, Ron [5]	Zionsville, IN	11/19/20
Senter, Eric [8]	Davis, CA	11/13/20
Sigmond, Bennett [3]	Broomfield, CO	11/22/20
Stum, Richard [10]	Mount Pleasant, UT	12/10/20
Todd, Joseph H [7]	Decatur, GA	11/13/20
Tulloh, Robert F [6]	Austin, TX	11/16/20
Vergara, Mac	Piscataway, NJ	11/13/20
Winkert, George [14]	Highland, MD	12/13/20

P-12 Recipients

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

NAME	CITY, STATE	APPROVED
Booth, Robert J [2]	Madison, WI	1/7/21
Brittle, Betsy (F) [6]	Sunnyvale, CA	11/25/20
Brittle, Scott [5]	Sunnyvale, CA	12/12/20
Ellis, John Lee [8]	Lafayette, CO	1/9/21
Hazelton, Stephen [3]	Garland, TX	11/8/20
Hendry, Robert A [5]	Bainbridge Island, WA	12/7/20
Martin, Charlie A [2]	Sunnyvale, CA	1/3/21
Myers, Mike [9]	Baxter Springs, KS	12/3/20
Myers, Nancy (F) [9]	Baxter Springs, KS	12/3/20
Reeder, W Thomas [8]	Alexandria, VA	12/14/20
Stum, Richard [3]	Mount Pleasant, UT	11/24/20
Threlkeld, Bill [3]	Herndon, VA	11/24/20
Wiley, David M [4]	Lawrence, KS	12/24/20
Wright, Pamela (F)	Fort Worth, TX	12/15/20

Ultra R-12 Award

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

NAME	CITY, STATE	APPROVED
Stum, Richard	Mount Pleasant, UT	12/10/20

RUSA American Explorer Award

By definition, a randonnée is a long ramble in the countryside. The American Explorer Award recognizes the achievements of RUSA members rambling across the United States. The award is earned by riding events that cover at least ten (10) different U.S. states and territories.

This is an ongoing achievement program that recognizes continued exploration of additional states and territories. The maximum achievable number of states and territories will depend on the availability of routes and the member's desire to explore. Once a rider has credit for all 50 states (territories and DC are 'extra credit'), they can start again

NAME	CITY, STATE	TOTAL STATES	APPROVED
Claussnitzer, Mario	Jackson Heights, NY	14	11/2/20
Gritsus, Vadim	Paramus, NJ	18	11/18/20
Sexton, Robert B	San Jose, CA	18	12/7/20

Ultra Randonneur Award

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

NAME	CITY, STATE	APPROVED
Atkins, Stephen W	Tempe, AZ	1/7/21

Mondial Award

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

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

This award is achieved by a member for the completion of every 40,000 km in RUSA rides. (That is, after achieving 40,000 km, 80,000 km, and so forth.)

It is automatically recognized upon completion of the required distance.

NAME	CITY, STATE	APPROVED
Martin, Charlie A	Sunnyvale, CA	11/26/20

AMERICAN RANDONNEUR

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Photo: Nicolas Joly/PBP 2019

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