

# AMERICAN RANDONNEUR



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Civil War Permanents: MD/PA/VA

For the Slow Rider: Practical Strategies for PBP

How can I say "dérailleur" in French?





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## American Randonneur Magazine

Spring 2015 • Vol. 18 #1

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**COVER—Theresa Furnari, Jack Nicholson, and Chip Adams riding past monuments in the Gettysburg National Military Park during the DC Randonneurs Woodbine-Dillsburg 208K on December 6, 2014.**

PHOTO BY: BILL BECK

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# President's Message

I'm fortunate to live near a region where local RBA Tony Goodnight holds a winter brevet series. The routes are largely run in our flat coastal plain. It's usually the weather, not the terrain, that is the real challenge. Conditions on the last three 600Ks can be summed up with a few pop culture references. Gone with the Wind. Singing in the Rain. The Polar Express. It's been crazy riding weather, and crazy good times with old friends and new friends.

On this year's series, the ridership has surged, with randonneurs from far-flung regions lining up next to the locals. There's no mystery about that: Paris Brest Paris is just around the corner, and interest in the grandest of all Grand Randonnées is at a fever pitch. We are anxious to get a jump on the qualifying series and secure a place in the PBP line-up.

PBP holds a special allure for randonneurs, from the anciens and anciennes who want to relive a defining moment of their riding career, to the newer randonneurs who have heard the stories and are eager to test their mettle in the event's 18th edition. Everyone who is heading to France in August is hungry for information. The good news is that the Internet has made it easy to find what you're looking for. The starting point for any search is PBP's official website at [www.paris-brest-paris.org/](http://www.paris-brest-paris.org/). That site includes an electronic version of the 2015 brochure: [www.paris-brest-paris.org/en/download/BROCHURE-GB.pdf](http://www.paris-brest-paris.org/en/download/BROCHURE-GB.pdf). If you're on Facebook, you can also friend the organization at this link: [www.facebook.com/ParisBrestParis](http://www.facebook.com/ParisBrestParis).

Eric Vigoren's new cabin in eastern Washington State is taking shape.

Here in the States, RUSA members are compiling PBP information in multiple online locations. Several members, including anciens Mark Thomas and Rob Hawks, are compiling a PBP wiki, just as they did in 2011. It's linked through RUSA's website, and you can also get to it through this address: [sites.google.com/site/pbpusawiki/](https://sites.google.com/site/pbpusawiki/). Some riders have set up a Facebook group, named "Advice from the Ancien(ne)s: PBP Planning Task Force," at [www.facebook.com/groups/1521339861473393/](http://www.facebook.com/groups/1521339861473393/). Go there to post questions and get feedback from other participants. Finally, don't forget to check the Google Randon group at this address: [groups.google.com/forum/#!forum/randon](https://groups.google.com/forum/#!forum/randon). Randon includes hundreds of RUSA members, and PBP topics pop up on a regular basis.

Speaking of PBP, the newest recipient of the prestigious American Randonneur Award is a six-time finisher of Paris Brest Paris. Please see page 10 to read about her many volunteer contributions to RUSA at the local and national level. And while we are on the subject of volunteers, a tip of the hat to departing board member and SIR randonneur Eric

Vigoren. As a RUSA board member, Eric served as treasurer, making sure our books were in order, writing reimbursement checks to our RBAs and other volunteers, and ensuring that our finances were sound. It was not uncommon for Eric to spend a dozen or more hours each month handling our accounts, and he did it without complaint. Eric served two terms on RUSA's board and he was not eligible for reelection. Hopefully, Eric will be able to spend much deserved free time at the beautiful cabin he and his wife Maggie built in eastern Washington. We extend our deepest thanks to Eric for his tireless service. We're pleased to announce that Susan Otcenas, our newest board member, has agreed to step up and take over as treasurer. Susan is a business owner and is proving to be an ideal replacement.

Okay, let's get on with the 2015 riding season. Here's to crazy good times with old friends and new friends. And bonne route to everyone with PBP on their dance card!

—Mike Dayton  
RUSA President



# From the Editor

I'd like to begin by thanking everyone who contributes to this magazine. I'm especially grateful to Paul Johnson, Jennifer Wise, and Chris Newman who commit to writing something for every issue. Thank you. However, all of the remaining articles in this issue have also been submitted by volunteers, well, ok, maybe just a little arm-twisting was used in one or two instances, but really, people have been gracious about taking on assignments and submitting stories on time. Finally, the copy editors—for this issue, Jennifer Wise, Bob Olsen, and Mark Thomas—always raise the quality of the magazine. Thank you all.

Many of us are preparing for PBP this year, so this issue and the next will provide as much useful information as possible to help you in your quest. Please note that you should read the recently published 79-page official PBP brochure; anything offered in AR is supplemental and does not replace your need to be familiar with official guidelines and advice. That said, in this issue, travel tips for RUSA members heading to Paris include Nigel Greene's informative guide for randonneurs who want to stay in touch with family and friends while riding PBP. Jonathan Levitt offers an idiosyncratic guide to Paris for randonneurs and their spouses, families, and friends. Finally, Dominique Blachon provides a very practical short guide to speaking French for American randonneurs who would like to know at least a few words in the language of our hosts.

Advice on training and general preparation for PBP comes from a number of contributors. Billy Edwards continues his series of articles to prepare riders with a goal of a Charly Miller (or faster) finish. Both Greg Olmstead and Narayan Krishnamorthy focus on riders at the other end of the field, that is, those who expect to use

almost all of the allotted time. Paul Johnson's column reminds readers to fine-tune their preparations, paying attention to even the little things that could contribute to a successful PBP. Chris Newman describes her PBP goals for this year, echoing what others say about the importance of developing a plan and then properly preparing. Finally, John Lee Ellis, Colorado RBA, provides statistics about past American PBP finishes, and he also describes the Colorado series for this year, for those able to travel to that state for some beautiful rides in the mountains.

If you're looking for inspiration to get you off the couch and out into the brisk spring air, several ride reports are offered by fellow randonneurs. Dan Diehn's description of a 1200K permanent in Wisconsin and Minnesota and the adventures of the small group that took on this challenge demonstrates again that tenacity is a quality to foster. Bobbe Foliart writes about the road trip that she and her husband Tom Russell undertake in pursuit of the American Randonneur award. Their trip sounds like lots of fun! Bill Beck's narrative about completing the Southern Appalachian Super Randonnée 600 with 33,000' of climbing, solo, also sounds like fun, strangely enough, but I'm not fooled. To tackle such a challenging course that takes the rider into remote areas, and to do it alone, is remarkable; congratulations Bill. Ken Bonner, accomplished randonneur from north of the border, offers high praise to Jeff Sammons and his volunteer crew on the inaugural Natchez Trace 1500. And Nick Runtsch, who made a great effort on the Beartooth 600 in Montana but did not complete it due to unsafe weather conditions, reminds us that occasionally a ride is not to be. RUSA is sponsoring two 1200K events this



year, and Dave Thompson previews the new Florida 1200 to take place in May. Nick Bull and Keith Gates present brief descriptions of permanents in Maryland/Pennsylvania/Virginia and Missouri, respectively, rides whose interest is enhanced by the history of areas traversed. Finally, Norman Carr, the subject of Jennifer Wise's RBA interview, inspires me (a slow rider) with his expressed admiration for riders who are off the back but do not give up.

When this issue reaches you, most likely you will have formulated your randonneuring plans for the year, and perhaps you will already have some memories and stories of successful rides. PBP provides a unique opportunity to learn about the history and culture of randonneuring, but whatever your plans for the year, whether they include PBP or not, I hope you enjoy the opportunities to ride explore, socialize, and learn more about what it means to participate in this sport.

Be safe out there.

—Janice Chernehoff  
Editor, American Randonneur

## Big Things and Little Things

When it comes to randonneuring, I'm all about the little things. After all, wasn't it Lao-tzu who said; "A journey of 1200 kilometers begins with but a single spin of the cranks?" Something like that. I mean really, no one gets out to Brest and back in one giant leap. It is a huge accomplishment but it is the result of hundreds, maybe thousands of tiny steps.

So with a big event on the horizon, I thought it might be helpful to gather suggestions from randonneurs far and near about the little things that have helped them accomplish big things. The suggestions generally fell into one of four categories: equipment, food, miscellaneous, and something I will call the X-factor. Some of these things fit the bill (small, lightweight, significant ROI) better than others. The standouts in each category I have labeled as "A list" items.

### Equipment

Topping the A list, in this category, is the simple zip tie. And why not? Takes up almost no space, weighs nothing, is one of the cheapest things

1200K, and rode it to the finish over 800K later. I will admit, my butt was not the same for a few weeks after but the zip tie got me to the finish.

Close behind were: a fiber fix spoke, a quick link for your chain, and a few spare chain links. To get the full effect of the chain links you need a chain tool, but small, portable versions can be had for not much money. If you have never used a chain tool before, you should practice at home on an old chain. One rider said of the fiber fix spoke: "...weighs nothing and takes no space, it's like something out of Harry Potter." A valve stem adapter, though missing the A list cut, is valuable because of its negligible size and weight. Though you probably won't need one of these in France, small, light and cheap wins the day, and this thing can save your ride here in America.

Apparently, a small container of chain lube is considered controversial. Who knew? Here, in the rainy Pacific Northwest, it's basic equipment for many. One of the most common recommendations is a multi tool.

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***"...weighs nothing and takes no space, it's like something out of Harry Potter."***

---

you could have in your bag, and yet is incredibly versatile. Lots of people carry these little gems along.

I once used a zip tie to replace a lost saddle adjustment bolt on a two-bolt seat post. I deployed it in the early hours of the second day of a

Not A list because we are getting into the realm of bulky, heavy, and sometimes expensive. But they come in a wide range of sizes and costs, and, as the name implies, this item has multiple applications.

*"I always make sure my patch kit*

*has a bunch of patches and glue that's still liquid."*

Clothing came up in a variety of responses. But like food, these preferences are pretty personal, and are rarely small, lightweight or inexpensive. For that reason I believe a thorough treatment of clothing is a subject for another day.

### Food

In this category, things get complicated. As you know, food preferences are very personal. Some people are grazers (scavengers?) and can get by on just about anything they come upon while others are less adaptable. Two recommendations emerged in several different ways. First, always try to have something you can eat with you. Secondly, calories matter, so if you are particular, carry food you like. Energy gels, energy bars, and caffeinated items are high on the list. A word of caution: if you have never used caffeine tablets, don't experiment with them on a bucket list ride. That's what training rides are for.

### Miscellaneous

*"Bring twice as many small bills as you think you'll need. Try changing a 100Euro/\$100 note out of your emergency stash at 2am, at a control or, worse, at a vending machine when shaking from a bonk."*

Moist towelettes are mentioned by a number of riders. Several sing the praises of being able to freshen up along the road, as well as other more intimate uses for these little packets of comfort. Which segues nicely to a discussion of the onboard med kit. Fortunately, many of these items are small, lightweight and can have a high ROI. If you are rubbing yourself raw in the nether regions, a small tube or container of some form of chamois cream can be the ride saver; likewise with remedies for headache and stomach distress. Several folks suggested B-complex vitamins for

multi-day events. Lip balm got enough votes to deserves mention.

Peppermints, cinnamon gum, Mentos, or something similar, that will 'wake up your mouth' and open up your breathing passages when things start to drag, are recommended by quite a few riders. Though it only got one mention, I take a disposable toothbrush along. I find these at drug stores with toothpaste (dried) already on the bristles. A fresh brushing of the teeth and a wipe down with a couple of wet wipes is surprisingly refreshing for me.

#### X factor

Lots of riders mention ride-saving intangibles. They are different from the 'things' above and hit the sweet spot as they are virtually weightless,

free, take up no space and can truly make the difference between a glorious finish, and a bad case of unfinished business. A few quotes are in order:

*"My favorite thing to have along are other riders. Of course, this is hardly a little thing at the bottom of a bag. But real ride-savers nonetheless. They're good for conversation, watching for traffic while you do a repair, reminding you to eat or drink, taking turns leading into a headwind, etc."*

*"A positive attitude, weighs nothing, takes up no space and comes in handy in every dire situation and is definitely a ride saver."*

*"The first real ride-saver I've got weighs nothing and only takes a few minutes to prepare. It may weigh heavy*

*at times, though. It is mental insurance: a well-considered fallback-finish plan."*

*"I need a backup plan and the contingencies under which it comes into play, or I have to fight the urge to give up if my goals fall through."*

*"My mental "little thing" would be a mental collection of songs and poems with lots of verses, to recite out loud when I get sleepy and either don't have anyone to talk to or can't think of anything to talk about."*

There were multiple references to "RFM": "As for mantras, I long ago adopted Mark Thomas' advice of RFM — relentless forward motion."

Don't overlook the little things when you are preparing for that big thing. 🚲

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# Civil War Permanents: MD/PANVA

BY NICK BULL



Greg Conderacci, Kelly Smith, and Andrea Matney look for the answer to an information control question on a Chancellorsville Battlefield historical marker on the Wilderness Campaign 200K. —PHOTO BILL BECK

The Wilderness Campaign is named after Grant's "Wilderness Campaign" of 1864, which was an attempt to drive a wedge between Lee's forces and the Confederate capital in Richmond. The 208K route follows mostly low-traffic country roads but with somewhat more congestion near Spotsylvania. The terrain is fairly moderate with no significant climbs and about 6000' of total climbing. The route traverses the first and second battlefields in the campaign, the Battle of the Wilderness and the Battle of Spotsylvania Courthouse. These were two of a series of brutal and mostly-indecisive battles that cumulatively imposed losses that the Confederacy could not afford, and therefore turned into a tactical advantage for the Union. The route also traverses two earlier battlefields, both from 1863: the Battle of Kelly's Ford and the Battle of Chancellorsville. A more complete description may be found online at [dcrand.org/blog/2013/03/page/2/](http://dcrand.org/blog/2013/03/page/2/). 🚲

The "Civil War Tour" (Maryland and Pennsylvania), and the "Wilderness Campaign" (Virginia) permanents showcase much of the Civil War history in the mid-Atlantic area.

The Civil War Tour takes riders through three years of the U.S. Civil War and four significant battlefields. This 205K ride follows mostly low-traffic country roads with rolling hills, but has several fairly large and steep climbs with about 8500' of climbing overall. Starting in Frederick, MD, the route heads south to the Monocacy Battlefield, where Union troops discovered key Confederate Army orders wrapped around three cigars. The discovery of these orders gave the Union an advantage in the next two battlefields we visit, South Mountain

and Antietam, the latter of which has the distinction of being the bloodiest single-day battle in U.S. history. The fourth battlefield is Gettysburg, the biggest battle and turning point of the war, where we ride both the Union and Confederate lines. From Gettysburg the route returns to Frederick, passing again through the Monocacy Battlefield. A more complete description may be found online at [dcrand.org/blog/2012/08/](http://dcrand.org/blog/2012/08/).

Chancellorsville Battlefield, cannon and bikes (Susan Otcena's and Nick Bull's) on the Wilderness Campaign 200km.

—PHOTO NICK BULL





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## Coming Events in 2015

Arizona Desert Camps and Tours February and March. This is our 20th year offering early season tours based from Tucson, Arizona. Each week has a different theme for different types of riders. You can combine weeks to extend your cycling season in Arizona. Check out the PAC Tour web site for available tours. Come join us!

**Week #1 Feb. 21-28**  
**Tour of the Historic Towns and Hotels**  
**With Bike Friday**  
50 miles per day between classic Arizona hotels.

**Week #2 Feb. 28 to March 7**  
**Cactus Classic**  
Tucson to Wickenburg and back 75-90 miles per day

**Week #3 Mar. 7-14 2 nights in Bisbee**  
**Chiricahua Challenge**  
75-90 miles per day to the Chiricahua Mountains

**Week #4 Mar. 14-21**  
**Nearly a Century Week with Jennifer Wise**  
Five nights based in Sierra Vista 60-100 miles per day  
Evening seminars to prepare riders for Paris Brest Paris

**Week #5 Mar. 21-29 (8 days)**  
**Mountain Tour with Mark Thomas**  
80-100 miles per day from Tucson to New Mexico and back including the 25 mile ride up Mt. Graham.

**Brevet Dates for 2015 at Desert Camp**  
200 KM on Feb. 21st, Feb. 28, March 7, 14 and 21st.  
300 KM Sunday, March 29  
400 KM Tuesday, March 31  
600 KM Friday, April 3  
In conjunction with the AZ Brevet.com

Based from Tucson and heading south toward Nogales, Sonoita and Tombstone. Contact us for detail and prices.

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**Elite Transcontinental**  
**San Diego, CA to Savannah, GA**  
Sat. May 16 fly-in                      Thur. June 4 fly home  
18 days      2,800 miles      165 miles per day  
This is the fastest and toughest PAC Tour coast to coast tour. Riders completing every mile will qualify for the Race Across America. Minimum average speed is 13 mph. All riders should have completed other PAC Tour Transcontinental Tours or have experience riding ultra distance events of more than 200 miles per day. This tour is only for the best riders who have the time to train and commitment to ride across America fast.

**Pacific Crest Tour Full waiting list forming**  
**Everett, WA to Ashland, OR**  
Sat. Aug. 1 fly-in  
Sat. Aug 15 fly home from SeaTAC, WA  
12 riding days      1,237 miles      105 miles per day  
Back by popular demand. This revised version of our Pacific Crest Route begins in Everett, Washington and follows the best roads of the Cascade Mountains across Washington and Oregon. The route will visit many classic hotels and National Parks including Mount Hood and Crater Lake. We will finish in Ashland, OR and then shuttle all riders and bikes to the SeaTAC Airport for return flights.

**Southern Transcontinental**  
**San Diego, CA to Savannah, GA**  
27 days      2,800 miles      105 miles per day  
**September 12th to October 10th**  
This new route will start with shorter and easier days to help riders prepare for crossing the desert. We have ridden this route more than a dozen times and we have refined the roads and hotels to offer the best cross country riding experience.  
We will see a variety of sites and cultures across California, Arizona, New Mexico, Texas, Oklahoma, Arkansas, Mississippi, Alabama, and Georgia. If you have ever wanted to ride across the United States, this tour has a good balance of serious cycling and sight seeing along the way.

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## Norman Carr Regional Brevet Administrator, Pasco, WA

**How did you get involved in randonneur cycling?** A long time ago, I lived in London, worked in a bike shop, and rode a few Audax UK events. Years later, I found myself living in the US and badly needing some exercise. I discovered there was a small, but well-formed, local group of randonneurs here in the Tri-Cities.

**When did you start hosting RUSA events?** Desert River Randonneurs (DRR) has been hosting brevets since 2010. I've organized brevets since 2012.

**What made you want to be a RUSA RBA?** The previous RBA, Paul Whitney, asked me to take over at the end of 2013. He'd done a great job founding this RUSA region and we didn't want that work to be lost. It wasn't a difficult decision because it's a lot of fun.

**What is the most popular (well-attended) ride in your area?** Our spring 200K brevet, with 8-10 entries.

**What is the most popular (well-attended) brevet distance?** It was a pleasant surprise to welcome 14 riders (our most yet) on our 400K brevet last year.

**What are the most rewarding reasons to be an RBA?** 1) Meeting other randonneurs. 2) Creating rides that they want to ride. 3) When every rider, on the same ride, has a different story about it. 4) When riders tell us they enjoyed the event.

**What's the most difficult part of being an RBA?** However careful we are, there will always be variables we can't control, and bad things can happen. Even though riders on our

brevets have always all been admirably responsible and sensible, I always worry about them.

**What attracts riders to your region to do a brevet? (Weather? Terrain? Camaraderie?)** The terrain is semi-desert. Spring and fall tend to be more dry and warm here than west of the Cascades and that attracts adventurous riders from Seattle and Portland. It's more exposed here, so we enjoy interesting wind patterns. Being far from the big cities, we have

very low-traffic roads. Also, we're all lovely people here, of course.

**What does the future hold for randonneuring in your region?**

We're never going to be a big group, unlike our friends to the west. We offer an alternative flavor of routes, roads and landscapes that might attract more riders to come ride here. There's a lot of potential here. Our 300K, 400K and 600K will be new routes in 2015.

**Who is the cyclist you most admire?** The one at the back who doesn't quit.

**What is your favorite bike ride?** The next one.

**What is your greatest randonneur cycling achievement?** So far, LEL. (London-Edinburgh-London 1400K)

**What is your motto?** If you've never DNF'd, you're not trying hard enough. 🚲



# Letters to the Editor

The following letter is from Cheri O'Neill, mother of Matthew O'Neill. She is responding to several articles in the Winter 2014 issue of *American Randonneur* that pay tribute to Matthew. Greg and Stacy Kline wrote an article in memory of Matthew, Damon Taaffe wrote a ride report on the Central California Coast 1200K, and Bill Watts wrote an article about dealing with the loss of randonneurs in the past few years. Here is the letter:

I would like to thank you for printing the article about my son Matthew O'Neill. There are no words to express my gratitude to see not only the article written by Stacy and Greg Kline but also the articles written by Damon Taaffe and Bill Watts. I agree with Mr. Watts – "the best we can do for fallen randonneurs is to keep riding, and to keep their memories alive." Matthew would want cyclists to not give up the sport because of his accident. Ride on – to honor my son. I am also writing to see if there is any chance of receiving more copies of this edition of *American Randonneur*.

Thank you,  
Cheri O'Neill

David Montanaro wrote in response to Vickie Tyer's article titled "If Bikes Could Fly" that appeared in the Winter 2014 issue of *American Randonneur*:

Hello,

I just read the article on bike transportation in the Winter 2014 edition of *American Randonneur* — it was a great overview of the shipping process. I do, however, have two suggestions/experiences I think are worth sharing.

I ship my bike often when I travel and as you point out TSA will always open the case and, despite their best efforts, never pack it back like you had it. I found that there is an oversized baggage drop off where TSA will screen your case in front of you. This provides the benefit of seeing if anything is removed and sometimes they will even let you repack. I don't know for sure if all airports have this function but since I discovered it I have never been to an airport without it.

My second experience to share is weight restrictions. As you point out, typically 50 pounds is the weight limit in the US. On my last trip to France (2013) I shipped my bike out at 50 pounds and learned at the Marseille airport there is an EU restriction in Kilos that equates to approximately 38 pounds. The fact that this was the exact same configuration that arrived in bound carried no weight (pun intended). Bottom line, I would check the return restrictions on international flights at least out of the EU.

If you think this information is useful, please pass it along.

All the best,

David



# 2014 American Randonneur Award

## Lois Springsteen, RUSA #8

***Once a year, the RUSA Board of Directors and the RUSA Awards Committee present the American Randonneur Award to a member of the organization who has made a significant and outstanding contribution to randonneuring in the United States. This year, we have the privilege and pleasure of honoring Lois Springsteen, RUSA #8.***

Lois has been an active RUSA volunteer since its founding in 1998. Lois has served as a Board member, RUSA's fourth president as well as a vice-president, webmaster, membership co-chairperson, RM meeting representative, and two-time PBP Yearbook co-editor.

Lois currently serves as the national Brevet Coordinator, a role that is vital to our organization. She manages our all-important event calendar and event results, processing RBA results for every event, making countless data patches when RBAs need them, mailing homologation stickers to RBAs, and handling the results traffic to and from the ACP and RM. Lois has built up a cordial working relationship with our colleagues at Audax Club Parisien, and they hold her in highest regard.

Lois has also served as an RBA for California's Santa Cruz region. She and husband Bill Bryant, RUSA #7, created and organized the successful California Central Coast 1000k in 2010, which became the even more successful 1200k/1000k version in 2014. Lois also helped design and organize the first Gold Rush Randonnée in 2001, which she rode.

Lois has the distinction of being a six-time PBP ancienne. She rode the Centenary event in 1991 and has been back for every event since then. Here's hoping we see her at Paris Brest Paris 2015.

An active randonneuse on the California scene, Lois earned the Ultra Randonneur Award in 2010 for completing 10 Super Randonneur series. She followed



Lois Springsteen at PBP 2011.

—PHOTO MIKE DAYTON

that up in 2014 with the Mondial Award, which is earned when a rider reaches 40,000 kilometers in qualifying events. In addition, she has earned the R-12 Award five times.

For her unwavering commitment to our organization, and for her enthusiastic embrace of our sport, it is our honor to present the 2014 American Randonneur Award to Lois. Please extend a warm congratulation to her when you see her on roads between Paris and Brest. 🚲

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# The Southern Appalachian Super Randonnée: A Solo Ride

BY BILL BECK



Bill Beck atop Mount Mitchell

—PHOTO BILL BECK

It was dawn on the Blue Ridge Parkway, in North Carolina, at an elevation of 5500'. I had started climbing from Asheville in the dark, a few hours earlier and almost 4000' below. The Parkway climbs a ridge, and I had a view of pink-tinged clouds extending for miles below me on both sides of the road. The highest peak in the United States east of the Mississippi loomed ahead, illuminated by a red sun, rising above the clouds to my right. This was definitely going to be an epic ride.

That's what I was thinking on the first day of Luke Heller's Southern Appalachian Super Randonnée. Super Randonnées, a new category of rides organized by Audax Club Parisien (ACP), are mountainous permanents of 600K with over 10,000m (32,800') of elevation gain. The ACP rules allow

riders to complete the routes as a randonneur with a 50-hour time limit (which extends by one hour for each 500m of elevation gain beyond 10,000m), or as a tourist, which requires riding a minimum of 50 miles each day. Super Randonnées are envisioned as adventurous rides through remote areas in which stores may be few and far between, so the rules specify that proof of passage and arrival at controls can be provided by submission of a photo of your bicycle under a specific sign or other landmark.

RUSA encourages owners of SR routes within the US to register their routes with RUSA and to submit completions done in the randonneur mode. (Tourist-mode rides are not currently accepted.) Those completions can be used for all RUSA awards that

allow standard permanents. There are currently six SR600K routes in the US.

The Southern Appalachian SR600K starts and ends in Asheville, NC, and forms a loop through the mountains of North Carolina and parts of Tennessee and South Carolina. It was originally designed to be ridden in a clockwise direction, which saved the climb of Mt. Mitchell until last. However, some of the initial riders were almost unable to complete the ride because they arrived at Mt. Mitchell State Park after it closed for the night. After extensive pleading, the park ranger allowed the riders into the park, but there was no guarantee that future riders would be so lucky. Luke solved that problem by reversing the route, making Mt. Mitchell the first climb of the first day. In the counterclockwise direction, Luke's suggested strategy is to ride 220 miles on the first day to Canton, NC, including climbs over Mt. Mitchell, Roan Mountain, Sam's Gap, and Betsy's Gap. The second day is then 155 miles, with climbs over Beech Gap, Caesar's Head, Mt. Pisgah, and Town Mountain. He advised a 4:30am start time in order to reach Mt. Mitchell State Park at around the opening time of 8:00am.

Luke also advised driving the final 15 miles of the route, in my car, the day before the ride, since those final miles descend into Asheville, through some tricky turns, including some within the grounds of an inn. It's better to see all the turns first in the daylight, while fresh, rather than in the dark,



Lake on second day.

—PHOTO BILL BECK

when sleep deprived. It was a good suggestion as I ended up having to ask for directions when riding through the inn. But I also noticed on the test drive that those final twisty roads had only faintly painted edge lines, or no lines at all. This was disturbing since the weather forecast included a likelihood of rain after 5pm on the second day—just when I expected to be descending those unlined roads in the dark.

Early Saturday morning, I drove from the Econolodge to the start, which is at a 24-hour Ingles Grocery/Starbucks. I took a photo of my bike with the store sign, and headed out into the dark at 4:30am. My saddlebag contained five sandwiches, three bottles of Ensure Plus, cookies, peanuts, tools, a spare tire, first aid kit, and extra clothes. I also carried a new Delorme Explorer satellite tracker/messaging device, in case something happened while I was out of cell phone coverage in the middle of nowhere.

The route started climbing almost immediately, and those initial miles were steep enough that I used the 26-tooth granny chain ring to keep a sustainable pace. After about eight

miles, I reached the Blue Ridge Parkway, which continued upward, but was noticeably less steep than the roads leading to it. In the early dawn, I reached the Craggy Gardens Visitor Center, a small stone building in a rocky area that is home to rare plants, and stopped to take advantage of the water fountain and restroom. When I emerged, the light was bright enough to see a stunning view of clouds below me extending outward on both sides of the ridge. The clouds and landscape had a pinkish glow from the sun rising in the east—a really magical moment.

Unfortunately, the clouds were climbing faster than I was, so I was riding through fog by the time I reached the parking lot near the summit of Mt. Mitchell. There were absolutely no views in any direction, but I didn't mind because the earlier views had been so spectacular. The actual control is a sign in the parking lot at 6578', but since I had come this far, I wanted to reach the true summit of the highest mountain in the eastern US. After taking a picture of my bike with the control sign, I walked my bike up the path to the observation area at

the summit. There being nothing to observe from inside the clouds covering the summit, I took a quick picture with the sign and headed back down.

Temperatures in the 40's had felt fine during the climb to the summit in dry air. But descending through fog in those temperatures was cold! I stopped and put on every piece of clothing I had, including arm and leg warmers and a rain jacket over my wool jersey, but I was still shaking during the first miles of the descent. Fortunately, I dropped out of the clouds into the sunshine, removed all of the extra clothing, and enjoyed the many overlooks and tunnels on the long way down.

The next climb was Roan Mountain, which some previous riders thought was the toughest mountain on the route. It was indeed long and fairly steep, but there was a festive atmosphere waiting at the top at Carver's Gap, where lots of people were out enjoying the first days of fall. A descent from there led to the next control at the Post Office in Roan Mountain, TN. I had originally planned on eating lunch at the nearby Happy's Cafe, but after thinking about descending wet, unlined, hairpin turns in the dark in the final fifteen miles of the route, I decided to minimize my stopped time by eating a sandwich while sitting on the front porch of the Post Office.

The climbing abated in the next section, and in one of the relatively flat parts on Old Railroad Grade Road, the road kept narrowing until it passed through a gap, with walls of rock on both sides, so that it was



Low clouds covering mountain tops.  
—PHOTO BILL BECK



barely wide enough for a single car. The road continued as a two-way road at that width for a long distance, so people who use it often must be good at backing up.

After lunch at a Wendy's in Erwin, TN, the next summit and next control was at Sam's Gap at mile 149. It was getting dark as I approached the summit, where the route heads back into North Carolina. A crescent moon was hanging just above the mountains in the darkening sky—another beautiful moment to remember. After that, I was riding in the dark, which felt different because I could not see how far up the climbs go. I just settled into a rhythm until I started going down the other side. In this case, the other side led to the town of Hot Springs, which is well known to thru hikers on the Appalachian Trail. I had originally planned on eating at the Still Mountain Tavern, but to bank more time, I made a quick stop at a little store where I bought snacks to eat with a couple of my saddlebag sandwiches so that I could move on.

From there it was 42 miles, and two more nighttime pictures of my bike with signs, to the overnight control at the Comfort Inn in Canton, NC, at mile 220, where I arrived at 2:30am. Luke had kindly delivered my drop bag earlier in the day, so I had food and a fresh change of clothes. After a wonderful shower, I settled into bed, and was awakened by the alarm after what seemed like a few seconds, but was actually 2 hours and 15 minutes. The clerk at the hotel desk couldn't understand why I was leaving "so soon" after I arrived.

The second morning was a spectacular show of deep red sky, behind a cascade of mountains to my left. A while later the route passed Lake Logan, surrounded by mountains and with a thin layer of mist hanging

over it. A while after that, a waterfall was cascading over the rocks, surrounded by a mixture of orange, yellow and green fall foliage. It was one beautiful scene after another. I was approaching a crossing of the Blue Ridge Parkway, and by now I knew that meant a long steep climb, in this case to Beech Gap at 5328'. It was another tough one, but the descent down the other side was one of the best of the entire route—a drop of over 2000' on smooth pavement with wide, sweeping switchbacks, and excellent views.

Lunch was at the Creekside Market at mile 304. Perhaps I should have been more reluctant to order a hamburger at a place that featured a sign saying "Dave's roadkill cafe: You kill it, we grill it," but the hamburger was good, and the carved wooden bear, giant hornet's nest, and other decorations made it an interesting place to stop.

A final big climb up Mt. Pisgah took me back to the Blue Ridge Parkway for the final time. But near the base of the climb I felt something rubbing, and stopped to find a broken spoke in my rear wheel. It took thirty minutes to install a fiber-fix spoke, but I was unable to pull the wheel back into true. So I opened the brake quick-release and hoped that the remaining thirty-five spokes would be enough to support my luggage and me. As usual, it was a long, fairly steep climb up to the parkway, but then a more gentle set of climbs along the parkway itself.

However, as I began the long descent from Mt. Pisgah, I felt a pronounced shimmy in the bike. I had never felt a shimmy in this bike before, but now I couldn't go safely over twenty mph. I finally tried moving a bag of peanuts from my handlebar bag to the saddlebag, and the shaking stopped! Somehow the slight wobble in the rear wheel from the broken spoke was interacting with the weight in the handlebar bag to set off the shimmy. It was a great relief to be able to let the bike safely gain speed on the long descent. The fading evening light took on a violet tone, and I had a panoramic view of "purple mountains majesty" to the west on the way down.

The predicted rain didn't happen, and after one final climb up Town Mountain, I swooped down the hairpin turns to Asheville on dry pavement, and arrived back at Ingle's grocery store at 10:22pm. What a great ride!

The Southern Appalachian SR600K more than meets the goal set for these rides on the ACP web site: "Super Randonnées will lead you over famous, as well as lesser known, passes and summits, presenting you with amazing scenery. You will discover the beauty of mountains at unusual hours like dusk, dawn or even at night. All Randonneurs or Tourists will keep unforgettable memories of their ride." I will certainly keep unforgettable memories of mine. 🚲



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# A 1200K Permanent to Remember

BY DAN DIEHN

Like many grand adventures, the idea for what would become the Big Rivers Classic Permanent started over an after-dinner drink. Mark Olsen, Mike Fox, and I were stopped for the night on our drive back to the Midwest following the 2013 Endless Mountains 1240K. The discussion eventually led to our expressing disappointment at the lack of a Midwestern 1200K. Although the concept of a 1200K in Wisconsin and Minnesota had been tossed around for several years, no one had followed through with the idea. So we decided to create our own 1200K, get it certified as a permanent, and schedule a date to ride it with a select group of friends.

With plenty of input, I took the lead in scouting and roughing out a route from Twin Cities and into the Driftless Region of Southwestern Wisconsin, well known for steep climbs, deep coulees and beautiful, low-traffic roads. After several scouting trips and many exchanges with Permanents Coordinator Crista Borrás, the Big

Rivers Classic was approved in January 2014. A ride date in late August was agreed to, and my parents volunteered to transport drop bags to the overnight locations as well as provide food for the end of each day.

The eight randonneurs who signed on for the ride consisted in part of Minnesotans Mark Olsen, Rob Welsh, Jerry Hofmann and Hall Sanders. Rob is the current Minnesota RBA and has been a randonneur since the late 1970's. Mark Olsen, well known in RUSA circles, has completed around twenty 1200K's. On the other end of the spectrum, Hall and Jerry, both strong riders, would be attempting their first 1200K. The Wisconsin contingent was made up of Bob Booth, Jerry Christensen, and me. Bob has completed both PBP and London-Edinburgh-London. Jerry is a veteran long-distance cyclist who completed the Granite Anvil 1200K in Ontario last year, and I have completed five 1200K's in the last five years. Mike Fox was the lone

representative from Iowa. Mike started the ride just 100K short of earning RUSA's Mondial award.

## DAY 1

Our group of eight rolled out of Apple Valley, MN, under dark, cloudy skies with the promise of rain and headwinds looming over us. What I had envisioned as a rolling frolic through southwestern Wisconsin was going to be anything but. Still, we hoped to sneak in three or four hours of riding before the rain started. Riding Audax style, we crossed the rolling terrain in East Central Minnesota on our way to Red Wing. Fifty-five miles into the ride, we crossed the Mississippi River into Wisconsin and turned south along the Great River Road, enjoying the scenery, especially near Maiden Rock where the river widens to form Lake Pepin. Our first brush with the theme of the first two days emerged about five miles from the control in Pepin. Rob Welsh had a pinch flat so he and Bob Booth stopped to change it. The rest of the group rolled into the control for a slightly extended break. Over the next two days, the group had at least eleven more flats, likely due to riding extended periods of time in steady rains on wet roads.

The weather finally caught up to us around 2:00pm. Our group slogged through heavy, steady rains for the rest of the day while we passed through beautiful coulees punctuated by hard steep climbs. As darkness settled in, the descents became treacherous because the heavy rain



Heading out on Day 1, still in Minnesota.

—PHOTO BOB BOOTH

Regrouping at the top of the Mindoro Cut.  
—PHOTO DAN DIEHN

splattered glasses and dramatically reduced visibility. However, the morale in the group stayed high and we made steady progress. We finally reached the first overnight hotel in Black River Falls, Wisconsin, at 1:30am after riding 234 miles in 19.5 hours.

## DAY 2

We started out in a light drizzle but the weather would be dry for most of the day. After two hours of rolling terrain, the climb through the Mindoro Cut got us into serious climbing. The Mindoro Cut is the second largest hand-hewn rock cut in the Eastern United States. At the top, the road passes through a gorge cut that is only just wider than the pavement with walls towering 74 feet over the road.

Flat tires and steep climbs were the themes of the day and frustration started to build regarding our lack of progress. We were barely averaging 10 miles per hour of total time although we were enjoying some great roads, beautiful vistas of farms, and virtually no traffic. Then, on a bucolic road in the late afternoon, we had the most serious incident of the ride. Mark Olsen was leading the group when his front tire went flat. He lost control and fell hard on his side, resulting in a serious elbow injury and road rash to one knee. While some of the group worked to clean Mark's elbow, others changed the tire and got his bike up and running. It was apparent that Mark needed medical attention and stitches, but during the 45 minutes that we were on the side of the road, not a single car passed. None of us knew the area towns very well but finally Mark, a doctor, remembered interviewing many years earlier at a hospital in Boscobel, about twenty



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***“Just about the time we got settled in, the skies opened up with sheets of heavy rain; we got to enjoy a very impressive electric storm from our cozy perch, thankful not to be out on the roads.”***

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miles away. Mark's bike was ready and he was patched up so he decided he was well enough to ride that far, and Mike Fox volunteered to escort him.

Our next bout of adversity struck several hours later. As we were approaching the small town of Highland, Wisconsin, flashes of lightning and rumbles of thunder threatened us. We stopped at the local convenience store just as it was closing. Trying to decide whether to push on or wait out the storm, we checked the weather radar apps on our phones to discover that a very strong storm cell was just a few miles away and heading very quickly toward us. We moved across the street to a bar/restaurant that had a wide, covered porch with benches. Just about the time we got settled in, the skies opened up with sheets of heavy rain; we got to enjoy

a very impressive electric storm from our cozy perch, thankful not to be out on the roads. Perhaps feeling sorry for us, the owner of the bar came out with a large box of leftover food from the restaurant's buffet. I enjoyed a late night Wisconsin fish fry with shrimp and French fries that really hit the spot. Finally, the weather cleared, and we had a beautiful night for riding. Little did we know our next challenge was just a few miles down the road.

Our route called for nine miles on the Military Ridge State Trail, supposedly a heavily used and hard-packed limestone trail. What we found was a sandy, soupy mess with lots of downed branches and small washouts due to the storm that had just passed through. By the time we got off the trail, everything was covered in wet, sandy mud. Fortunately, the next gas

Mike Fox, Rob Welsh and  
Jerry Christensen fixing another  
flat in the rain.  
—PHOTO BOB BOOTH



station had a hose so we were able to spray our bikes down to a reasonable degree of cleanliness. The last 30 miles of the day were on sharply rolling quiet roads. As we rolled towards the second overnight in New Glarus, Wisconsin, our group of six was fairly discouraged. We had expected a shorter day but it had turned out to be a long, hard trek. We finally got in to the hotel at 4:45am and ate some quick, cold pizza with our tired volunteer crew. The 188 miles of Day 2 had taken us over twenty-one hours! Rob's GPS reported 13,500 feet of climbing.

### DAY 3

Things did start to turn around on Day 3, but not right away. We took a calculated gamble to maximize our sleep. With just 18 miles to the first control, we planned to leave as late as possible to grab some extra sleep. We ended up riding through heavy rain and made it to the control with less than ten minutes to spare before it closed. The clouds parted shortly after and we were back to enjoying the beautiful roads that southwestern Wisconsin is famous for.

We had a chance encounter with our support crew at our lunchtime control in Spring Green. Hall who was struggling with some back pain on his first 1200k decided he needed to stop and took the opportunity to catch a ride towards home. Although we knew he was disappointed to end his adventure, Hall rode two and one half really tough days.

After lunch, we finally got to experience an extended flat section in the Wisconsin River Valley. Another change happened around mid-day that helped the success of the ride.

Without really discussing it, we gradually abandoned the idea of riding Audax-style and broke up into smaller groups. This seemed to help as we had several more tough climbs in the warm afternoon sun. Two evening climbs, including a quad-killer past Norskedalen near Coon Valley, Wisconsin presented the last major challenge of the day.

The last thirty miles up the Wisconsin side of the Mississippi River were fairly easy except for a thick fog that made seeing the road and road signs tricky. Rob had a scary moment when he encountered what he at first thought was an apparition, a guy dressed in white pants and a white dress shirt, stumbling along the shoulder of the road at 12:30am on a Sunday morning. There were no buildings in the area so it was hard to know what he was doing or how he got there. Similar thoughts must have occurred to the apparition as he stared into the single bright light heading towards him before he staggered off the shoulder and out of the way. The 185 miles of Day 3 ended when we crossed the Mississippi River Bridge to Winona, Minnesota and our hotel.

### DAY 4

Because everyone got into Winona late after three long, hard days, we opted for a relaxed 8:30am start to Day 4. Although we tended to be riding within a few minutes of each

other, we rode pretty independently throughout the morning hours. Returning to Minnesota meant less climbing, although warm temperatures and a couple of tough climbs were enough to test our tired legs. The day progressed with visits to several Mississippi River towns as we headed back towards the Twin Cities. By the time we got back to Red Wing in the early afternoon, with fifty miles to go, the toughest challenges were behind us. The group came back together for a 20-mile scenic cruise on the paved Cannon Valley trail. We were met at the finish by my wife, Heather, and my two school-aged daughters waving a balloon they had appropriated from the hotel lobby. All in all, a great way to finish a 1200K.

Riding a 1200K is always a serious undertaking and this was no exception. The Big Rivers Classic Permanent presented more adversity than any of the five other 1200K's that I have ridden. The route had approximately 40,000 feet of climbing, including many short, steep climbs. We had extended periods of rain on three days, headwinds much of the time, too many flats to keep track of, and a scary crash. At times I wondered if the ride was cursed! Despite the challenges, all of the riders in our group showed impressive randonneur spirit, persistence, and positive attitudes, resulting in memories that will last a lifetime. 🚲

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# Riding PBP with Le Premier Group: Part II

BY BILLY EDWARDS

I typically pursue several tiered goals with endurance events. In 2011, when I approached my first 1200K, Paris-Brest-Paris (PBP), I was nervous but definitely goal-oriented:

**#1** Finish and have fun.

**#2** Earn the Charly Miller, that is, finish in not more than 56 hr 40 min.

**#3** Finish in less than 50 hours or even 48 hours.

**#4** Hang with Le Premier Group (This seemed far-fetched, but you need to dream big!).

I finished in 48 hours and 46 minutes, which was about as good as I could have hoped for, given the logistics I had planned. The first small groups, supported by crews, would finish in about 44 hours. I recommend having similar tiered goals for your PBP, because a lot can happen in such a long event. Many things are out of your control, such as weather and the behavior of other cyclists.

In the meantime, with your preliminary goals set, you should focus on the few things you can control in preparation for PBP. By early spring you should have planned your training rides, prepared your bike, considered your gear plan, and preliminarily made a decision on whether to sleep during PBP.

Early spring is the time to either have a schedule or finalize a schedule to complete the PBP qualifying brevets and perhaps some training populaires. Don't be afraid of the difficult brevets. Hills and mountains are your friends in training and will make the arduous sets of rollers in the final 300K of PBP

much easier. In 2011, I did a 400K brevet, 75% of which was above 8000', with stiff headwinds and serious mountainous terrain. I still sarcastically curse Vernon Smith, who designed that course, but it clearly made me stronger for PBP.

It is a long year, but work to complete your brevets early, no matter the order. Scheduling your Super Randonneur (SR) Series early is good in case you have a mishap on a ride, or work or family gets in the way. I recommend knocking out the 600K early and perhaps even before the 400K, if your region's brevet schedule allows it. Any lessons learned about gear or nutrition from a fast 600K, can be tested again over a 13- to 16-hour hard 400K. You need to complete a 600K for registration, and you may actually lose some of the physiological

randos and plan on pushing through the controls. The general qualification times are only to be considered in that you want to be doing your brevets in 50-60% of the maximum amount of time allowed. If your club keeps records of its brevets, consider trying to go for a club-best for that route. RMCC has several rides with long-standing fastest times that we will often attack with vigor in small groups. Inform fellow riders of your goal prior to the ride and encourage them to join you in not lollygagging at controls and carrying the right amount of nutrition between controls. Start practicing now to think ahead, stopping only at the controls, because at PBP you can survive and thrive by doing so.

Don't taper for brevets. Brevets are long, but compared to the goal of 1200K, they are just a few controls.

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***“Plan on doing the brevets fast, like you would PBP. Find like-minded randos and plan on pushing through the controls.”***

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benefits of that ride before August. However, after June, don't put your body through a really hard 600K or 1000K. You are better off keeping your rides to half days over the summer and not dealing with unnecessary fatigue. Additionally, once you have done your SR series, you can truly focus on PBP with a solid amount of training completed.

Plan on doing the brevets fast, like you would PBP. Find like-minded

You need to do more than ride long hours to garner the full strength benefits of cycling, so consider interval sessions to boost fitness. Doing difficult interval sessions the week of the brevet or even the day prior is great for adding a little fatigue to the legs like what you will have coming back from Brest in August. Riding with the premier group is not always smartly paced. Interval training will help you be ready for the accelerations.

Once you have completed an SR series, you need to do some long maintenance rides. I recommend some very long hard group rides or even mixing in some long road races. If you have never ridden in a pack, you don't want to do it for the first time in France. The behavior in some groups over the first 200K is similar to peloton riding. Some areas of the country have hard 200-mile or longer bike races or timed events. I highly recommend doing one where you can ride in a group (not a fully-supported, follow-car event). Note that you should remove aero bars because you can't use them in France.

It would be worth doing an overnight populaire to assure you have the proper light set-up and are comfortable with maintaining speed at night. Speeds drop at night, but the more you train and get comfortable with night riding, the better you get at maintaining momentum. Riding in a group at night is different, so look for chances to experience that before PBP.

Your bike set-up and fit for PBP needs to be comfortable for two continuous days of riding. Move to a slightly less aggressive position if you have had any issues with your neck or back in your SR series. Whether your bike is carbon or steel, it needs to be rugged and not too unique, in case you have a mechanical. Fancy race wheels are not necessary; consider strong, forgiving wheels and bigger tires up to 25mm width. When you ride PBP straight through, there is less down time, so there is an even greater chance for numb feet and hands. You want to go fast, but physical fatigue from a poor set-up can slow you down.

You need a light plan. I recommend strong rugged lights that you can change out completely from a control drop bag or by your crew. Use the same mount but change the lights so that you do not spend time changing batteries. Use lithium batteries that are lighter and last longer. A headlight for your bike, along with a strong headlamp on

your helmet, allows you to look out beyond the funnel of your bike's head light, which will help aid depth perception and prevent visual fatigue.

A well-rehearsed nutrition plan is paramount to any ride, but going fast requires you to lessen the time spent getting food. Plan on doing all your eating and drinking on the bike.

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***“A well-rehearsed nutrition plan is paramount to any ride, but going fast requires you to lessen the time spent getting food. Plan on doing all your eating and drinking on the bike. You may have time to buy a few things at controls, but you can't be picky.”***

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You may have time to buy a few things at controls, but you can't be picky; un jambon fromage (ham and cheese on a baguette) is likely your best bet along with pain au chocolat (dark-chocolate filled croissant). Carry a few Euros in your back pocket to buy a quick Coke or croissant. The controls always have free water. Coke is available for purchase. Whether you carry rice balls or bars or gels, plan to have 70-90% of your ride nutrition on you or easily grabbed at the controls where you have support or drop-bags. For just Charly Miller, you might be able to consider one stop where you grab a hot meal. But even then, sitting

down should be regulated and kept to a minimum.

As a strong cyclist who was not having issues keeping pace over the first 200K in 2011, it was the need to fill my water bottles and Camelbak that left me behind, in the dark, at the first mandatory stop. Anyone who stayed with le premier group at that point had crews replace their bottles at the controls while they got their cards stamped. A Camelbak is a great way to maintain momentum without adding too much weight to the bike, plus it can be used to keep food close to your hands for quick access on the go. I also used a small Bento box, but that only contained my camera. With food, don't act like a Tour rider; this is not Le Tour and you do not litter. You need to carry your trash.

To sleep or not to sleep: that is the final big question to consider this spring. I can tell you from my observations, you will have difficulty going under 50 hours if you sleep, but you can do Charly Miller with one short sleep break. Le premier group will not sleep. By registering for the first start time, Sunday afternoon, you will get, what I consider, a free night out. The first night will fly by, if you are doing your best to stay with the fastest groups. The second night out will be a bit of hell. I recommend bringing some No-Doz caffeine caplets for you and your friends. (I made some French friends this way.) Once you can see the sun on morning two, you should be well under 300K and perhaps be able to plan on sleeping in a bed that night.

I hope this helps your brevet and training planning. In the next issue, I will discuss in-ride and start tactics for having a safe, successful and speedy PBP. 🚴

*Billy Edwards (RUSA #6379), an ancien of PBP 2011, father of two and husband of an ancienne, lives the endurance life in Boulder, CO.*

# Not Quite Conquering the Beartooth Pass 600K

BY NICK RUNTSCH

“I need to do a 600K this year,” is what I told myself when I started looking for 600Ks within driving distance from South Salt Lake, UT. Scanning the RUSA website and some regional sites led me to the Beartooth Pass 600K, planned for Labor Day weekend in Columbus, Montana. It was an eight-hour drive, but what could be more fun than driving eight hours to ride 600 kilometers with 17,000'+ of climbing over the holiday weekend?

The pre-ride meeting at the Super 8 on Saturday morning was interesting. There were four of us: Ken Billingsley, Karel Stroethoff, Jason Karp (RBA) and me. We discussed the 70% chance of heavy thunderstorms, deciding that if the weather was “apocalyptic” at Vista Point, mile 91.74 and elevation

9,190', we would turn around and make up the miles later in the ride. We set off just after 5am, hoping the weather would cooperate.

At mile 71, Jason Karp and I left the Red Lodge control together, but Jason flatted and I was quickly ahead of him on our way to the summit. I arrived at Vista Point first; the weather was cool and windy, and the sky was cloudy, but it had barely rained. I ate some food, put on my rain jacket, and continued riding. It started to rain almost immediately, so I stopped and donned my rain pants, but the rain ceased 10 minutes later. As I reached the east summit at 10,900' it was windy, but sunny and not too cold.

I began descending into the saddle before the climb to the west summit



Photo of Nick taken by rescuer whose name isn't known.

Beartooth Pass  
—PHOTO NICK RUNTSCH



and was greeted by sleet. I stopped to get my cap when Brenda, Jason's wife, pulled up and informed me that there was pretty heavy snow over the west summit and the other riders had turned around at Vista Point. I could either turn around or continue to the summit and the Top of the World store ten miles beyond. My gut told me to keep going, so I continued with the route as planned.

As I started ascending, sleet turned to snow and within a few minutes visibility was down to about 20'. While climbing, I kept saying aloud to myself, "What the f^&\* am I doing?" and then laughing out loud. I'm not sure what passersby thought about this. I reached the west summit at 10,947', by which time my hands, feet, and face were quite cold. After quickly eating a Honey Stinger waffle, I put gallon-size Ziploc bags on my hands and began the ten-mile descent to the control at mile 110.

Having lived in Minnesota and Iowa for most of my life, I am accustomed to cold, but the descent to the Top of the World store may have been the coldest thirty-two minutes of my life. My feet were instantly drenched and freezing; I could not operate the shifters because my fingers could barely move. Finally, I reached the store, got inside, and grabbed a muffin and V8. It started snowing harder, and at this point I decided to abandon the ride. I tried to hitch a ride from several people who asked what I was doing, but they were all going in the wrong direction.

Finally, a guy from Cody, Wyoming, started talking to me and offered me a ride. Unfortunately, he was also going toward Cooke City, but he insisted on giving me a ride with his girlfriend and their two border collies. When we reached the west summit the snow had died down a little, but he insisted on taking a picture of me with the summit marker. From the store to the saddle between the summits, his car's

thermometer did not exceed 30°F.

I wanted to continue the ride at Vista Point, but it was 40°F and I was still soaked, so we continued to Red Lodge, where I bought dinner for the couple. I called Brenda to ask for a ride back to Columbus. Although almost back to Columbus, she came and picked me up. I'm so appreciative to both Brenda and the couple from Cody for rescuing me.

Although I did not finish, this was definitely the most memorable brevet I've done. The landscapes and

scenery in Montana are incredible, from the wide-open "big sky" flats and rollers to the giant mountain passes. These views, along with the lack of traffic, make Montana an awesome place to ride, and I definitely recommend it. I know I'll be back.

I can't wait to return and conquer "The Beartooth." Next time I'll prepare for snow. Thanks to Brenda, Heath, and the couple from Cody for your helpfulness and hospitality. Thanks Jason, Ken, and Carel for taking me on a helluva brevet. 🚲



## Overview of The Florida 1200

BY DAVE THOMPSON

Yearn to ride the Florida Keys? Take in the Capital of the Caribbean? Rub elbows and handlebars with the beautiful people on South Beach? Have occasion to call out, "alligator up!" to your riding companions? All this and more awaits riders on the inaugural Sunshine 1200K, May 14-17, 2015.

Majestic bridges, ocean views, and the scenic urban environs of Coconut Grove, Miami, and the Gold Coast greet riders on the first day. After an overnight in Jupiter, the route continues up A1A through the Space Coast to Daytona Beach. The third day takes riders inland, visiting cypress swamps, fern farms, orange groves, and rolling hills en route to Lake Wales, where riders will depart after a final night's rest for a short, flat last day to Fort Myers Beach.

The logistics of this unique, point-to-point 1200K are solved with the aid of a high-speed ferry between Fort Myers Beach and Key West. Most riders will start in Fort Myers Beach and take the ferry to Key West the day before the ride start, although riders are welcome to make their own way to Key West if they want additional time to explore that quirky town.

The entry fee includes pre-ride party, bike transport from Fort Myers Beach, bag drop, and meals and shared sleeping arrangements at the overnight controls. Additional details and registration information can be found at [www.fl1200k.com](http://www.fl1200k.com), or by contacting the ride director at [thompson@pobox.com](mailto:thompson@pobox.com).

Registration opened on December 1, 2014, quickly selling out and moving into a waitlist. However, people often have to drop out for one reason or another and there will likely be open space if you are interested.

Hope to see you in the Florida sunshine in May!

# How Can I Say “Dérailleur” in French?

BY DOMINIQUE BLACHON, RUSA#4760

On your way to France to roam the roads between Paris and Brittany this summer? The locals, strangely enough, speak a funky dialect that bears precious little resemblance to English, and communication can be a bit of a challenge. Fear not, though: most people do speak a bit of English, and they will be more than willing to try to help you out as long as you approach them with a smile and a friendly attitude. A bit of French on your part, a bit of English on their part, a lot of wild hand-waving and miming on both sides, and it will all work out.

An added challenge is the specific terminology that you might need to describe a bike-specific issue. The list below will help you gather a very basic vocabulary if you need to get some TLC for your bike. This list will be kept, and expanded, on the SIR website: go to [seattlerando.org](http://seattlerando.org) and navigate to the PBP FAQ. For an extensive English-French glossary, which in good part inspired this list, you can also refer to Sheldon Brown’s website at [sheldonbrown.com/eng-fren.html](http://sheldonbrown.com/eng-fren.html). Please send me feedback about the SIR website, and I will update it based on your suggestions.

Note that if you have a roaming data plan on your phone, Internet is your friend. For instance, Google now offers a voice translator that will get you out of trouble (sometimes pretty hilariously, though...). 🚲

THE BIKE	
<b>Allen wrench</b>	clé B.T.R., clé Allen
<b>axle (bottom bracket)</b>	axe de pédalier
<b>bag</b>	sacoche
<b>ball bearing</b>	roulement à billes
<b>battery (AA, etc.)</b>	pile
<b>battery (rechargeable)</b>	batterie
<b>bicycle</b>	bicyclette, vélo, bécanne (slang)
<b>bolt</b>	boulon
<b>bottom bracket</b>	jeu de pédalier
<b>brake</b>	frein
<b>brake lever</b>	levier de frein
<b>brake pad (disk brake)</b>	plaquette de frein
<b>brake pad (rim brake)</b>	patin de frein
<b>cable</b>	câble
<b>cable housing</b>	gaine
<b>cassette</b>	cassette
<b>chain</b>	chaîne
<b>chain ring</b>	plateau
<b>cleat</b>	cale
<b>clipless pedals</b>	pédales automatiques
<b>crank</b>	manivelle
<b>crankset</b>	pédalier
<b>dérailleur</b>	dérailleur
<b>drop out</b>	patte
<b>dynamo</b>	générateur, dynamo
<b>fender</b>	garde boue
<b>fender stay</b>	tringle de garde-boue
<b>flat tire</b>	crevaillon
<b>fork</b>	fourche
<b>fork end</b>	patte
<b>frame</b>	cadre
<b>freewheel</b>	roue libre
<b>front shifter</b>	dérailleur avant
<b>grease</b>	graisse
<b>handlebar</b>	guidon

THE BIKE	
<b>handlebar bag</b>	sac de guidon
<b>handlebar tape</b>	guidoline, ruban de guidon
<b>headset</b>	jeu de direction
<b>hub</b>	moyeu
<b>inner tube</b>	chambre à air
<b>jockey wheel</b>	galet de dérailleur
<b>light (front)</b>	éclairage avant
<b>light (rear)</b>	éclairage arrière
<b>lock</b>	antivol
<b>lubricate</b>	lubrifier (v)
<b>magnet</b>	aimant
<b>nut</b>	écrou
<b>oil</b>	huile
<b>pannier</b>	sacoche
<b>patch</b>	rustine (R)
<b>patch kit</b>	nécessaire de réparation
<b>pedal wrench</b>	clé à pédale
<b>pliers</b>	pince
<b>pump</b>	pompe
<b>quick release</b>	blocage rapide
<b>rack</b>	porte-bagages
<b>reflector</b>	catadioptre
<b>rim</b>	jante
<b>rim tape</b>	fond de jante
<b>saddle</b>	selle
<b>screw</b>	vis
<b>screwdriver</b>	tournevis
<b>seat post</b>	tige de selle
<b>shift lever</b>	manette de vitesse
<b>single speed</b>	une vitesse
<b>skewer</b>	axe de roue
<b>spoke</b>	rayon
<b>spoke nipple</b>	écrou de rayon
<b>spoke wrench</b>	clé à rayons
<b>spring</b>	ressort
<b>sprocket</b>	pignon
<b>stem</b>	potence
<b>strap</b>	courroie

## THE BIKE

<b>thread</b>	filetage
<b>threaded headset</b>	jeu de direction fileté
<b>threadless headset</b>	jeu de direction non fileté
<b>tire (clincher)</b>	pneu
<b>tire (tubular)</b>	boyau
<b>tire lever</b>	démonte-pneu
<b>toe clip</b>	cale-pied
<b>tooth</b>	dent
<b>washer</b>	rondelle
<b>weld (verb)</b>	souder
<b>wire</b>	fil
<b>wrench</b>	clé

## THE RIDER

<b>bottle</b>	bidon
<b>cap</b>	casquette
<b>control</b>	contrôle
<b>croissant</b>	croissant
<b>cue sheet</b>	feuille de route
<b>glasses</b>	lunette
<b>glove</b>	gant
<b>heart monitor</b>	cardio-fréquencemètre
<b>helmet</b>	casque
<b>jacket</b>	veste
<b>jersey</b>	maillot
<b>map</b>	carte
<b>reflectorized vest</b>	gilet réfléchissant
<b>shoe</b>	chaussure
<b>shoe cover</b>	couvre-chaussure
<b>shorts</b>	cuissard
<b>size</b>	taille
<b>sock</b>	chaussette
<b>sunglasses</b>	lunette de soleil
<b>sunscreen</b>	crème solaire
<b>tights</b>	collants
<b>vest</b>	gilet
<b>windbreaker</b>	coupe-vent



## THE LEGEND

<b>please</b>	s'il vous plaît
<b>thanks</b>	merci
<b>hello</b>	bonjour
<b>good evening</b>	bonsoir
<b>good night</b>	bonne nuit
<b>bye bye</b>	au revoir
<b>I have a problem with...</b>	j'ai un problème avec...
<b>I'd like...</b>	j'aimerais...
<b>I need...</b>	j'ai besoin...
<b>I've fallen and I can't get up</b>	j'ai fais une chute et je ne peux pas me relever
<b>pace line</b>	peloton
<b>echelon</b>	éventail
<b>drafting</b>	sucer la roue
<b>spinning</b>	mouliner
<b>standing on the pedals</b>	en danseuse
<b>It's worn out</b>	C'est usé
<b>It's bent</b>	C'est tordu
<b>It's broken</b>	C'est cassé
<b>It fell off</b>	C'est tombé

## THE LEGEND

<b>I had a blow out</b>	J'ai un pneu éclaté
<b>I have a flat</b>	J'ai crevé
<b>I'm tired</b>	Je suis fatigué
<b>I'm bonking</b>	J'ai coulé une bielle, J'ai rencontré l'homme au marteau.
<b>I love it!</b>	C'est le pied !
<b>I love you!</b>	Je vous aime !
<b>Have a good ride!</b>	Bonne route !
<b>crash</b>	chute
<b>accident</b>	accident
<b>left</b>	à gauche
<b>right</b>	à droite
<b>front</b>	devant
<b>back</b>	derrière
<b>controller</b>	contrôleur
<b>control</b>	contrôle
<b>start</b>	départ
<b>finish line</b>	arrivée
<b>route</b>	itinéraire

# Edelux II



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Main Photo: Fueled on Hammer, Stephan Rosen was up for the challenge of Ride the Rockies 2014. Inset: Joe McMillen, Stephan Feser, and Mark McMiles, looking strong at the top of Loveland Pass (11,997'). Photos: COURTESY OF STEPHAN ROSEN

# For the Slow Rider: Practical Strategies for PBP

BY GREG OLMSTEAD

In 2007, I approached PBP with a set of strategies for handling the physical and mental challenges based on the fact that I'm not a fast rider. Simply endeavoring to ride faster wasn't realistic. To offer a bit more context, this was my first PBP, I was 45 years old, and I weighed 220 pounds. I knew that I wasn't going to do a fast PBP, but I finished my 600K ride in 36:12, and I naively estimated that I could double that time, add a couple hours for laughs, and finish in 75 to 80 hours. It turned out that my finish time was 88:50, primarily because a 1200K ride is very different than a 600K. A 1200K ride requires strategies, time management, and adaptability on a higher level than a 600K.

## **PBP Strategies for the slow and steady:**

### **1. Make the most of your time off the bike because it will affect your time on the bike.**

For PBP, there are only 90 hours and you can only spend them a few different ways: time riding the bike, time off the bike while in a control, and time off the bike while on the course. As a slower rider, I knew that I would have less time off the bike. So my goals were to (a) stay above a target speed while on the bike, (b) minimize the time spent at controls, and (c) minimize time taking breaks along the course. It turned out that I didn't define my goals well enough. It's one thing to minimize one's time at a

control, and it's another to maximize the utility of your time while in the control. It's a small but important distinction, as I'll explain presently.

Throughout the first day, I grabbed some shuteye periodically, which usually meant putting my head down on a cafeteria table. Although I slept, strictly speaking, it wasn't a restful sleep. I rested my eyes but the sitting position never let my legs recover. They always felt as heavy after as they did before. So my average moving speed decreased steadily. And although I did get a chance to lie down for a nap (in a bus shelter), it was only for 30-45 minutes. It wasn't until the third day that I decided I had had enough, and paid for a bed and shower. After my shower, I put my head on my pillow, closed my eyes and had two hours of wonderful, dreamless sleep. When I woke up and got back on the road I felt so reinvigorated; I was kicking myself for not having rented a bed sooner. It wasn't a budget issue. I simply felt that I didn't have the luxury of time to sleep for two hours in a bed. After PBP, I feel that sleeping two hours in a bed is far more beneficial than taking four, 30-minute naps in cafeterias. It would be the same amount of time off the bike, but I was able to ride faster after sleep in a bed.

### **2. Your brain needs a backup system. I used index cards.**

As fatigue accumulated, I found it harder to think clearly and quickly. I had a taste of this in my 400K and



Greg Olmstead at the start.  
—PHOTO AUDREY ADLER

600K qualifiers. So, before leaving for PBP I prepared one 3"x5" index card for each control on the route. On each card, I wrote the name and number of the upcoming control (e.g. #6 Brest), the distance to the control, the closing time of the control, and any special instructions for what I should do while at the control. For example, I may have needed to take items from my drop bag, or put things back into it, have a recovery drink, and so on. My goal was to pre-think my tasks and put them on index cards so that I didn't have to think at the controls. This was an attempt to minimize time off the bike, but it was not a flawless system (see below).

At the Loudéac control, I pulled up and parked my bike at a bike rack that I thought would be easy to find after I had a bite to eat. As it turns out, the bike rack was on the opposite side of the parking lot from the bag drop. Having ridden 24 hours with only one nap, I was unable to conclude that I'd be better off parking my bike right next to the drop bags. So, when it came time to add carb fuel to my bottles, I walked across the parking lot to get my bottle, back across the parking lot to the drop bag to get the carb fuel, over to the water fountain to fill the bottle, then over to the bike to put the bottle in the cage. Then I



repeated the process with the second bottle. It was comically inefficient, but it was all I could handle mentally.

Not only was I supposed to fill my bottles at the control, I was also supposed to take carb fuel from my drop bag and put it on my bike. That didn't happen, simply because I forgot to do it even though it was written down on the index card. I left the carb fuel in my drop bag and headed off into the night. It wasn't until I was about fifteen miles down the road that I realized what I had done, but I felt I couldn't afford the time it would take to turn around and retrieve it. I was simply too dazed to follow my written instructions. The solution, which occurred to me later, is to use musette bags and store them in my drop bags.

Olmstead taking a nap en route.  
—PHOTO AUDREY ADLER

Then, I'd just have to remember to take one musette bag filled with provisions instead of many things. With a musette bag, I'd have as much time as I wanted or needed (while riding) to sort through its contents and figure out what I should do with them, instead of having just a few minutes at the bag drop.

On the other hand, the cards did make it easy for me to access helpful information, so there was no need to remember various data throughout the ride. The two most useful elements of these cards were control closing times and the information telling me where each control was in the whole sequence. As I finished with a control, I would throw away the card for that control, and this act helped me to feel that I was making substantial progress. There were only 14 controls, so discarding card #9 and turning my attention to card #10 was a great mental boost. The closing time of the control was perhaps the best feature of these cards. Very early on I resolved not to leave a control after it closed. In practical terms, doing this would have meant that I was playing catch up to get to the next control, and I felt it was



Greg Olmstead at the finish.  
—PHOTO AUDREY ADLER

unwise to get into that space mentally. It was easy to stick to this plan early in the ride, but as time wore on and I slowed down, it became harder. When I arrived at a control, I'd look to see when it closed, compare that to the current time, then tell myself I had X amount of time to get my stuff done and leave.

### **3. Don't underestimate the benefits of being happy.**

I don't remember talking to anyone at PBP who didn't suffer at some level. And the longer one's out on the road, the more opportunities there are to suffer. During any event, I spend time nurturing a positive frame of mind to counteract the inevitable suffering. And the first and easiest way to change my frame of mind is through food. While I was happy to eat what was offered at the cafes and markets, when it was cold and raining at 3am, I would think how much I would really

like a peanut butter and jelly sandwich instead of another baguette and brie. It occurred to me later that it would have been possible to take individual packets of peanut butter, and put them in my drop bag: not enough to fuel the whole ride, but one or two packets as a self-administered CARE package. I also might have enjoyed turkey jerky, chocolate-covered mint Oreos, or a cold root beer, all of which are highly portable and non-perishable. I wish I had packed just a couple of these things to put into my drop bags.

The other thing I did to maintain a positive frame of mind was to take a little time to chat with volunteers and roadside spectators. I took California Triple Crown patches to hand out to control volunteers, and a fistful of RUSA lapel pins to hand out to roadside spectators. Every time I gave out one of these gifts, I would use my best high school French for a minute with the people I met. They were always so

positive and encouraging that I felt I owed it to them to keep going, even when it was very difficult to do so.

Other riders in the event can be helpful, whether or not you strike up a conversation. When I was able to chat with people, I was able to take my mind off the ride for a bit, which was always a welcome relief. And even if I didn't talk with others, sometimes I would use groups ahead of me to help me lift my pace just a hair beyond what I would have been riding were I alone. When I ride solo it's easy to fall into a lull, which, in practical terms, means a slower pace.

This was truly a physical and mental challenge in a league of its own. Perhaps my experiences will be encouraging and allow you to plan with additional practical insight. Do what you can to make the most of your time on and off the bike, and hopefully you will have the time of your life. 🚲

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# Preparing for PBP in Colorado

BY JOHN LEE ELLIS, COLORADO RBA

In Colorado, we do not have the problem of needing to complete our qualifying series by the spring equinox to avoid excessive heat. Our snowiest months are March and April, so we have a very different challenge. We must fit a complete super randonneur qualifying series within two months or less while avoiding altitudes that could be all too interesting because of snow and ice.

We can even have some splendid riding days in March and April; we just have to be lucky! So we offer a shotgun approach: three 200K's (all different routes) in April, two 300K's in May (but only up to 7,500'), an "early-bird" 400K/600K in mid-May (again, shying away from high elevations), and a

400K/600K/1000K in late June (indulging, yes, in higher elevations).

Traditionally, our 600K had been in late June, but I added an "early-bird" May 400K/600K for riders who were aiming for earlier 1200K's such as the Cascade, Colorado High Country, and Shenandoah. This option has become popular across the board because riders like the idea of getting a jump on the longer distances, even if it means some chilly conditions. The end result is that there is at least one backup, generally two, for every SR distance in that spring series.

We still have a bit of a gap between qualifying and riding a 1200K in August. For that, the Peak-to-Peak 300K in early August

provides a good tune-up: plenty of climbing—topping out above 9,000'—and lots of scenery.

I also urge riders to use our more challenging Permanents for training. We have a number of mountain permanents perfect for summer riding alone or with others, such as the Golden Gate Gadabout and Glen Haven Gallivant which climb to 9,200', and the Squaw Pass Scramble and Vail Pass Volley that climb above 10,000'.

After all, with the SR series complete, you've conquered the distance; it's time to relax and enjoy, while still challenging yourself. Add some visualization and planning, and everything else will take care of itself, especially the having fun part! 🚲

While our goals may vary,



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r i v e t c y c l e w o r k s . c o m

## Rando Mania

Every year, for the past 40 years, 35 ultra-runners gather in the mountains of Tennessee just around April Fool's Day to prove their mettle in what can only be described as one of the toughest ultra sporting events imaginable. The Barkley Marathons are the brainchild of Laz Lake, who modeled his event on the singular exploit of James Earl Jones, who managed to travel only 8 miles in 54 hours, when he escaped from Brushy Mountain State Prison in 1975. The race consists of five twenty-mile loops with a time limit of 60 hours. In 38 years only 14 runners have managed to finish all 5 loops. There is no cue sheet and no trail markers; runners use maps and compasses to navigate the course. Support of any type is strictly prohibited. The two secret controles are lonely outposts comprised of jugs of water and a book from which you remove the page corresponding to your race number. If you finish a loop without presenting the required number of pages, you are disqualified. Your reward for finishing 5 loops is that there is no 6th loop. The lure of this adventure is incomprehensible to me and I question the mental competency of anyone who would participate once, to say nothing of those who return on a yearly basis.

Of course, everything in life is relative and most folks outside the rando world think that what we do as

randonneurs marks us as being mentally deficient in some elementary way. Within the rando world, there is unquestionably a craziness continuum based on the cumulative kilometers one is willing to ride, or the number

of locales one is willing to visit or how many years one is willing to sustain this extreme behavior.

I am repeatedly surprised by how my own personal line in the sand has shifted over the past 10 years. As I write this piece at the end of 2014, I find myself reflecting on a decade of long distance cycling and plotting my course for 2015.

During my first 200K, back in 2005, I met a few riders who were attempting the 300K that was being run simultaneously. They appeared unfazed by their effort yet my newbie brain could not conceive of how



Joe "The Whisperer" Kratovil and Chris Newman on the Natchez Trace 1500.

—PHOTO MARCIA SWAN

they could attempt a 300K, when the 200K was much longer and dramatically hillier than any ride I had ever attempted. At that point my primary cycling accomplishment had been finishing the Sea Gull Century every year for 10 consecutive years. It is dead flat and well supported yet I had literally taken to my bed for hours after finishing my first one in 1995 and the only measure of my yearly progress was that I could go out to dinner after the ride and then take to my bed.

After that first 200K in 2005, my plan for the next year was to finish a 300K, which loomed all summer as an insurmountable goal. I managed to finish after flatting twice, becoming lost to the tune of twenty-five bonus miles and losing the feeling in my right hand for several days. I completed my first SR series in 2007 as the siren song of PBP ensnared me. Although I wasn't dashed on the rocks, I DNF'd my first attempt at reaching rando nirvana.

2010 arrived which meant PBP was only a year away. I decided I could not return to France unless

I completed a domestic Grand Randonnée. The Endless Mountain 1000K beckoned, and I reasoned that if I could finish one of the most challenging rides on the US calendar, PBP would be a breeze. That math wasn't completely accurate as the 1200K of PBP proved much more challenging from a sleep deprivation standpoint than the EM1000K, but I was able to complete both rides in only a moderate state of misery.

This past year I set multiple goals, the loftiest being the coveted K-Hound award. My friend Joe K. first achieved this status in 2011 and I distinctly remember thinking how ludicrous it was to have ridden 10,000K in a single season. By 2013, Joe "the K-Hound whisperer" had persuaded our friend Paul S. to join him in KHound country and this past year I succumbed to his subtle persuasion and reached 10,000K in early November. My effort was helped greatly by riding and finishing the inaugural Natchez Trace 1500K with Joe, the first Grand Randonnée during which I managed to both sleep and have

fun, a combination heretofore considered impossible.

So now in 2015, it is time to nudge the line in the sand once again. PBP looms large for any rando and I am no exception. For the past three years, my aim has been to improve sufficiently to sleep more than the five hours I managed in 2011.

Unfortunately, the "K-Hound Whisperer" has morphed into the "84-Hour-Start Whisperer." Four years ago, taking the 84-hour start would have seemed suicidal, yet here I am giving the idea serious consideration.

This yearly reassessment of my cycling potential is one of my favorite dimensions of this sport. Goals, which were quixotic a few short years ago, now appear well within my grasp. An 84-hour start? Sure, why not!

Attempt the inaugural Florida Sunshine 1200K in early May? It's on the calendar.

To continue to ride, to share these adventures with good friends, to attempt something new and a little scary, and to push the limits of my potential? Absolutely! For me, this is what randonneuring is all about! 🚴



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# Ou est Rando?

## Translation: Where is Rando?

BY NIGEL GREENE

So you are thinking of heading to France this summer for a long and memorable bike ride. Well if you do, you will have family, friends and cycling buddies back in the U.S.A. who want to know where you are on the grand adventure and whether (when) you finish, hopefully safely. They may even want to contact you mid-ride with words of encouragement.

The Spring 2014 (Vol. 17, No. 1) issue of *American Randonneur* covered some of the ways to track a rider's progress while doing brevets in the United States. This article looks at some methods that can be used in France. As before, they are listed by the technology required but don't let that be your (only) guide. The best option for you will depend on several factors, may change depending on how the ride goes, and may change if updates become available after this article is printed. However, this guide will provide you with a good starting point in the search for your Rando location system.



### PHONE BASED METHODS

#### #1—My Smartphone speaks French!

You may be able to use your own phone while in France. The following options are available in December 2014.

##### Verizon—No Plan

- Calls: \$1.29 per minute.
- Data: \$20.48 per MB.
- Texts: \$0.50 to send and \$0.05 to receive.

##### Verizon—“Value plans”

- \$4.99 “Voice plan:” reduces the cost for calls to \$0.99 per minute
- \$25.00 “Data plan:” 100 MB of data included
- \$29.99 gets both the Data and Voice plan
- However, text rates stay the same: \$0.50 to send and \$0.05 to receive.

As you can see, the Value Data Plan makes a substantial difference when it comes to data usage—you essentially get 100 times the data for the slightly more than the cost of one MB without the plan. An alternative to the data plan is:

##### Verizon—Local wifi

- You can forgo the data plan and just use wifi in France when it's available.
- Verizon does not charge for wifi

These options can also be mixed and matched. For example, you can get the voice plan and use free wifi for data. Or get the data plan and just text instead of calling. The

plans can be added up to the day you leave but it may better to contact your provider in place and have the start date scheduled.

##### T-Mobile

The Simple Choice Plan provides unlimited data and texting at no extra charge. Calls are 20 cents a minute.

##### AT&T

Passport Plan: For Trips Lasting 1-30 Days

**AT&T Passport1**—Includes unlimited messaging, unlimited wifi at participating hotspots, plus a cellular data allowance and discounted calling rate, for wireless phones.

**AT&T Passport Data1**—Includes a cellular data allowance plus unlimited wifi at participating hotspots for data-only devices.

#### #2—My Phone is French!

You can buy a France based pre-paid mobile phone or SIM card for use while traveling. For example Le French Mobile [www.lefrenchmobile.com/](http://www.lefrenchmobile.com/) is a prepaid mobile service. It provides mobile phone service “dedicated to foreigners traveling around the world.”

According to their website Le French Mobile will ship SIM cards to the US for a fee. The delivery time is advertised as 7-10 days. Your order can also be shipped to the French address where you will be staying. However, the advertised delivery time is 2-5 days. Therefore this is a process you want to plan in advance.

## GPS BASED METHODS

The Spot Tracker discussed in the Spring 2014 article should also work in France, so we summarize it here:

### SPOT Tracker

#### How it works—the basics

A SPOT tracker ([findmespot.com](http://findmespot.com)) is a device that transmits its location to a GPS satellite which then transmits the location as an icon on a map on a web page. The icons create a "bread crumb trail" that a viewer can use to track a rider's progress. In addition to the tracking feature, a user can send pre-recorded messages for "I'm OK" or "I need help" with the press of a button. The messages can be directed to a list of text message or email recipients.

The user can make the web page available privately to only those people who have the web page address and a password or the page can be made public so that no password is necessary.

Finally, a SPOT user can send an SOS emergency message that is received by local emergency personnel who can use the GPS information to locate the device and, hopefully, the user. Once activated, SPOT will acquire its exact coordinates from the GPS network, and send that location along with a distress message to the GEOS International Emergency Response Center every five minutes until cancelled or until the batteries are depleted. The Emergency Response Center notifies the appropriate emergency responders based on your GPS location and personal information—which may include local police, highway patrol, the Coast Guard, our country's embassy or consulate, or other emergency search and rescue teams—as well as notifying your emergency contacts about the receipt of a distress signal.



#### The benefits

- Since it works on GPS, it will work where cell phones will not.
- Almost live tracking: The tracking updates the web page at regular intervals, every 10 minutes, or custom intervals, depending on the model and settings. This allows a watcher to follow a rider's progress almost live.
- In a large event, a webpage allows spectators to watch the entire event.
- There is no need for a rider to stop and interact with the device: no calls to make or texts to send. You can start it and forget it.
- The rider's location is given to within meters and minutes.
- Battery life on both the Gen2 and Gen3 is very good. A battery will last for at least 1200K.
- The device is advertised as "Waterproof."

#### The drawbacks

- The unit needs a clear line of sight to the sky. Poor placement on a bike (like under a seat), heavy tree cover and deep valleys may block a signal.
- The unit cannot receive messages, only send them, which means that a watcher cannot use it to contact a rider.
- There have been reviews which have complained about the customer service and contract cancellation.

#### Cost

- Unit cost: \$100 (Gen2)-\$150 (Gen3).

#### Annual monitoring fee

\$100-\$150.

With the initial unit cost and the annual monitoring fee, the costs will add up over time. If you do not do many events and you rarely ride solo, this may not be a cost effective method.

## Delorme inReach SE

### How it works—the basics

The inReach SE is a satellite messenger device with a screen and limited keyboard. It shares GPS tracking data and allows for bidirectional text messages. The messaging integrates with mail and text messaging. It also has an SOS function.

### Delorme “inReach Explorer”

Since the last article, Delorme has upped the ante with a new offering called the inReach Explorer.

[www.inreachdelorme.com/product-info/inreach-explorer.php](http://www.inreachdelorme.com/product-info/inreach-explorer.php)

This new personal GPS combines many features found in separate systems. This version seems to combine a GPS navigator (like a Garmin) with personal location device (like Spot Tracker). The Explorer offers navigation, waypoints, and the ability to send and receive text messages and to trigger an interactive SOS. The advertised features include:

- Digital compass, barometric altimeter and accelerometer.
- Odometer and useful trip statistics while in the field, such as trip time, max speed, moving average, trip distance.

- 100 hours of battery life in 10-minute tracking mode with a clear view to the sky. Extended tracking mode can extend battery life even more for long-haul trips.
- Color screen and virtual keyboard with predictive text for standalone two-way messaging.
- GPS accuracy to +/- 5 meters.
- Water rating: IP67 (withstands incidental water exposure; tested for submersion at one meter for 30 minutes).
- Rugged, dustproof, and impact-resistant (Mil-STD-810G for shock; IP67 for dust).
- Internal lithium polymer battery (2,450 mAh capacity at 3.7 V).
- SOS messages received by GEOS, a worldwide emergency response coordination center with 24/7/365 staffing.
- Weight: 6.7 ounces.
- Email, SOS and tracking functions work anywhere in the world; SMS availability may vary by country.
- 100% global coverage via the Iridium satellite network.
- Pairs via Bluetooth with Apple iOS, Android, or Kindle Fire with Bluetooth (smartphones and tablets).

### The benefits

With inReach, you can both send and receive text messages. This allows for text conversations (the SPOT only allows the user to send preplanned messages.)

### The drawbacks

Between the initial purchase price and the service contract, the cost of use may be prohibitive. If you are just looking for a way to stay in touch during PBP, far less expensive ways exist to do that. However, if you are looking for a worldwide system that may replace a phone, a Garmin and a SPOT tracker, this may be worth a look.

### Cost

- InReach SE cost \$300 (December 2014)
- InReach Explorer cost \$380 (December 2014)

### Annual monitoring fee

\$143-\$1200 year (depending on features).

However, there are various satellite plans, so you can use it for a shorter period of time, such as by quarter or by message, among other options.

### Things to consider

With the initial unit cost and the monitoring fees, the costs will add up over time. If you do not do many events and/or rarely ride solo, this may not be a cost effective method.

### Final Thoughts

*Rando est ici!*

The internet and mobile phones have placed France just a text message away. If you want to find Rando, or have Rando find you, you have several options available ranging from a nickel per text message to a full service GPS based interaction. So once you figure out what level of communication you want, or need, a little pre-planning can help you share your PBP experience with your family and friends in the USA. Bonne Chance! 🚴





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# Paris Before and After PBP for the American Cyclotourist and Entourage

BY JONATHAN LEVITT



Shop window in the Marais.  
—PHOTO JONATHAN LEVITT

This article is not meant to be a typical tour guide; there are sufficient examples of that sort of thing. Rather, my goal is to provide an idiosyncratic set of suggestions for sampling this spectacular city while still managing to conserve energy before PBP or retaining what little energy remains afterwards. These recommendations come not from a native Parisian, but from a repeated visitor enthralled by the city. Randonneurs who venture to Paris in August 2015 will have a few days before the event to acclimate, or afterwards to return to reality, and many will travel with friends or family. My sightseeing suggestions are restorative for body and soul with Paris being a great place to “flâner” or stroll. I will suggest some meandering walks in each of several areas (not intended to be done in any order), and I will point

out some places you would encounter as you walk through each particular part of the city. Along the way there might just be a few suitable places to eat.

## **Basic Organization and Navigation of the City:**

Paris is roughly circular, bordered by the Boulevard Périphérique. The river Seine runs through Paris west to east, and splits Paris into a northern

half (“Rive Droite” i.e. right bank) and a southern half (“Rive Gauche” i.e. left bank). The city is organized into 20 districts (“arrondissements”), which are numbered starting in the center and radiating outward in a clockwise fashion. The arrondissement of a site of interest tells you in what part of town to find it; this number is indicated by the postcode (“75001” means the 1st which is central, or “75014” means the 14th which is more peripheral). Lower numbers are more central, closer to the Seine River, while higher numbers are further out. You will also sometimes see the arrondissement explicitly indicated after the address. Getting around Paris is easy; I suggest you walk, take public transit, or bike.

All information about how to use the Métro is on the website ([www.ratp.fr](http://www.ratp.fr)). “M” is for Métro, the underground subway system within the city, while “RER” is the train system that links the suburbs as well. RER is what you will take to get out of Paris to visit places like Versailles or St-Quentin-en-Yvelines, or to go to/from the airports. The Paris Métro

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***According to Oscar Wilde “When good Americans die, they go to Paris.”  
But I would say, “When good American randonneurs train, they get to go to Paris.”***

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is fast, safe, and efficient, and this native New Yorker recommends it enthusiastically. However, if you or your family need to go a longer distance than is suitable for walking, prefer to stay above ground, and do not wish to ride your own bike around town, I also recommend you use Vélib'—the fabulous bike rental program ([en.velib.paris.fr](http://en.velib.paris.fr)).

### Central Paris Along the North Bank of the Seine (West):

Let's start meandering north of the Seine in Central Paris. Start at Berthillon Ice Cream on Ile St Louis (the smaller of the 2 islands in the river which does NOT have Notre Dame on it), 31 Rue Saint-Louis en l'Île (4th). Get yourself some fabulous ice cream at the storefront on one of the 2 small islands in the Seine in central Paris, and sit by the river or walk idly along it. Get 2 scoops



(“deux boules”); you'll burn it off...

Cross the river onto the north bank, and walk west. Les Halles (1st) is a big shopping center, but the streets around Les Halles are also a major market and shopping area, with many places to sit over a coffee or a snack.

Just north of Les Halles, by the Church of St Eustace, there are many outdoor cafes and restaurants, as

Le Jardin de Luxembourg (6th).

—PHOTO JONATHAN LEVITT

well as a great street market along Rue Montorgueil & Rue Montmartre. Perusing one of the many street markets of this city is not to be missed. Take a relaxing meander through the market and find some beautiful fruit and cheese to munch on. The following website can help you find a street market for every neighborhood and day of the week: <http://www.parisian-local.com/a-list-of-street-markets-in-paris-by-day-of-the-week/>

Further west of Les Halles, you will find the Jardin des Tuileries (Tuileries Gardens, 1st). It is just west of the Louvre on the Rive Droite, adjacent to the Seine, and is another beautiful space in which to sit or stroll. At the western end of the garden is the Musée de L'Orangerie, a beautiful little gallery; it is much more manageable than the overwhelming Louvre that teems with tourists. I recommend you go there and simply sit quietly while gazing adoringly at Monet's Water Lilies (Les Nymphéas). This will soothe your soul like nothing else.



Panthéon and streets of Latin Quarter (5th).

—PHOTO JONATHAN LEVITT

### Central Paris Along the North Bank of the Seine (East):

Back on the Rive Droite north of the river, Le Marais (The Marsh) in the 3rd and 4th arrondissements, is another nice neighborhood for strolling and viewing the city. Starting from the Pompidou Centre (the crazy-looking modern art museum), walk east along Rue Rambuteau. Within one block you will pass a wonderful bakery named Huré. Get yourself something sweet or savory to nibble. The street then becomes Rue des Francs Bourgeois. Follow it east to the Place des Vosges, which is the oldest planned square in Paris, dating from the early 17th century. It is a nice little grassy square typically full of dogs and children, but surrounded by absolutely stunning housefronts. Sit on the lawn, breathe deeply, and look around you. Just east of here you will encounter another beautiful bit of Paris that is quiet and off the typical crazy tourist track: the Canal St Martin (10th, 11th and 4th/12th border).

The canal intersects the Seine on the north bank just east of the Marais, and runs northwards. It gets quieter and more intimate north of the Bastille monument.

Back at the Place des Vosges, walk west back in the direction you came from. The little streets of this area running south of Rue des Francs Bourgeois make for charming walking. Rue des Rosiers, which is one block south and parallel to Francs Bourgeois has a number of shops, but one must-visit (ok vegetarians here is your opportunity!) is L'As du Falafel (The Ace of Falafel) on 32-34 Rue des Rosiers. Go here for possibly the best falafel you have ever eaten, and certainly the best banter with customers. Further along at number 27 is Sacha Finkelsztajn Bakery, a famous traditional eastern European/Jewish bakery if you have

tired of traditional French pastries. I recommend their Strudel Polonaise (poppyseed strudel), but the Strudel Viennois (with apples, almonds, candied orange peel, and cinnamon) is also yummy.

### South of the Seine:

South of the river, in the 6th, the Jardin Du Luxembourg (Luxembourg Garden) is another lovely place to rest and unwind. There are many chairs and benches out in the sunshine or under the trees, and the location near the Latin Quarter and not far from the river makes it a good restoration destination. The Latin Quarter itself is quite touristy, but it is fun to walk around the narrow crowded streets and student hangouts of the 5th and 6th arrondissements, and to admire the architecture of buildings such

Guimard doorway in Auteuil (16th).

Brancusi headstone in Montparnasse Cemetery (14th).

—PHOTOS JONATHAN LEVITT



River Seine at night in central Paris.

—PHOTOS JONATHAN LEVITT

as the Panthéon or the prestigious schools in the area like the Sorbonne. Further south of the university area is another great street market, on Rue Mouffetard (5th).

Strolling east from this area, close to the river on the south bank, near Gare d'Austerlitz, is the Jardin des Plantes (Botanical Garden), another peaceful spot in which to stroll quietly or just sit among the greenery.

From the Jardin du Luxembourg, if you instead head south into the 14th, you can have a nice walk in the Cimetière du Montparnasse (Montparnasse Cemetery, 3 Boulevard Edgar Quinet). Though not as famous or as visited as Père Lachaise Cemetery, Montparnasse Cemetery has many notable graves and stunning memorials and statuary. Among others you can find the grave of Frédéric Auguste Bartholdi, the French sculptor best known for designing the Statue of Liberty.

If you do find yourself in the Montparnasse area, I also recommend you go for a meal at Le Relais de l'Entrecote on Boulevard du Montparnasse (6th). Go to this fantastic Parisian steakhouse for steak and butter and don't you dare ask for well done! It is delicious and they will give you seconds for free. This is a wonderful place to load up on good protein and butter. (Sorry vegans and vegetarians...)

Further west on the Rive Gauche, out toward the Eiffel Tower, is the Musée Rodin at 79 Rue de Varenne (7th). The Rodin Museum, dedicated to the work of the sculptor Rodin (of "The Thinker" fame) is another oasis in central Paris.

#### **Western Paris:**

Passy-Auteuil (16th) is a neighborhood west of the Seine, across from the Eiffel Tower. It is known for its



quiet and beautiful streets, with great Art Deco architecture of Guimard, the architect who designed the iconic Art Deco Métro stations. Benjamin Franklin lived here during the Revolutionary War. If you really feel like getting away from it all, west of this neighborhood is the Bois de Boulogne (Boulogne Woods), which is a beautiful expansive park on the western edge of the city. If you are staying in Paris or out near the PBP start, cycling through the Bois de Boulogne is a nice way to get some miles in your legs.

#### **Northern Paris:**

Les Puces de Saint-Ouen (aka Les Puces, 18th), at the Porte de Clignancourt on the northern edge of the city, is an enormous and great old flea market. I realize shopping for old bric-a-brac is not necessarily high on most randonneurs' to-do lists, but this place is amazing, and the slow shuffling could be therapeutic for some. Chacun à son goût.

Go to the Basilica of Sacré-Coeur (18th); yes, it is touristy, but so what? It is the one hill from which you can gaze all the way across Paris and see every tourist who is not at that moment at the Louvre. Or you could ride hill repeats up it on your randonneuse as training for Roc Trevezel. After you

gaze out, stroll around the tiny streets surrounding the Basilica. If you are feeling adventurous and need some adrenaline to prepare you for PBP, head east of Sacré-Coeur to the Boulevard Barbès. This is a busy and bustling (ok, it's insane) street market which will transport you to Africa or the Middle East. Guard your wallet, sharpen your elbows, and enjoy the show!

I hope I have convinced you to do some mostly gentle sightseeing in this beautiful and amazing city if you plan to ride PBP. Don't just stay in the sterile suburbs of St-Quentin-en-Yvelines. I hope to ride PBP 2015 with my tandem partner Katie Raschdorf and randonneuring chums from NY/NJ and across the globe, and like all of you hope for fine weather. But writing as an "ancien" (veteran) of the infamous torrentially-rainy PBP of 2007, Willa Cather's comment seems appropriate: "Paris is a hard place to leave, even when it rains incessantly and one coughs continually from the dampness." My recommendation is that you do leave Paris to ride to Brest (even if it has to be in the rain!), and enjoy more of the delights of Paris when you return as reward for having your name written into the "Great Book" of finishers of Paris-Brest. Bonne route! 🚲

# PBP for the “Time-Challenged”

BY NARAYAN KRISHNAMOORTHY

**As I sat at the finish of PBP in 2011 with the smell of fresh crepes in the air, another rider who finished a few hours after me (unfortunately, hors délais) exclaimed, “How the hell did you finish?” I burst out laughing, but he had a point: the slow ones are the improbable finishers. We are the ones everybody counts out, the most likely to fall when spirits sag or the weather turns. I am here to tell you that while some may not give you a chance, the only one that needs to is yourself.**

## Who is this for?

This is for riders who in 2015—like I did in 2011—make PBP their first 1200K ever, and who usually have to extend themselves to stay ahead of the clock on tough rides. I finish most hilly rides, rides including about 6000 feet of climbing per 200K, in about 12 hours. If you do the math, that would mean finishing PBP in 72 hours! Pretty good, right? But no, it doesn't quite work

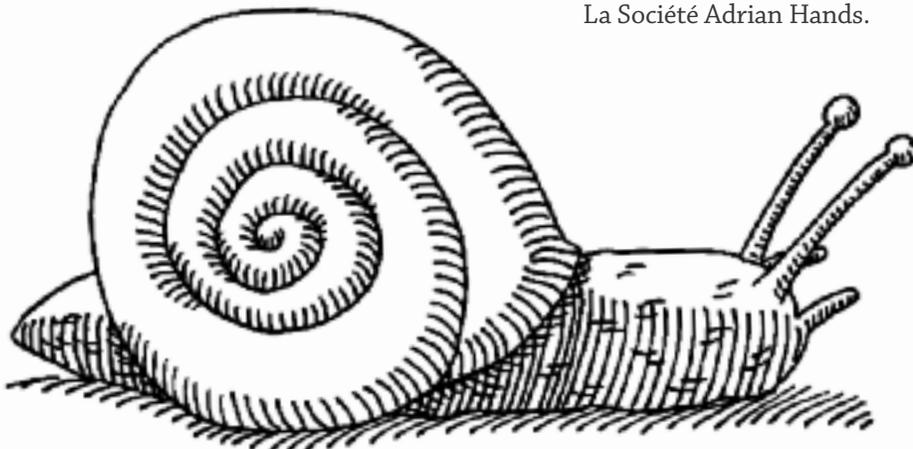
that way because of accumulated tiredness and the need for sleep.

In the rest of this article, I cover issues that I planned for and learned about in 2011, and these lessons learned helped get me to the finish line under the time limit. My sole focus was to finish while making all the control times. Anything else that I managed to enjoy along the way, the scenery, the sights, the food, the people, was gravy. I was there to finish and maybe get into La Société Adrian Hands.

## How to avoid sinking time at the controls (or anywhere)?

What exactly mops up time at the controls? Some would say it's standing in line, but if you are slow, you tend to be behind “the bulge,” that big group of riders who constitute the majority of riders at PBP, and for whom the lines may be a factor. For us, lines aren't likely to be the issue, but a ton of time can still be wasted at the controls. You have to get food, recover a little, fill your water bottles, take care of any lingering mechanical issues, answer the call of nature, and the list goes on. What can you do to avoid wasting time?

- Be organized: before you arrive at a control, make a list of the things that you need to do, and keep this list short. If you have a bad memory, print this “tasks” list in small print and tape it to your top-tube.
- Find a good place to park your bike, and REMEMBER where you parked it. You can waste time looking for it.
- Practice control efficiency during the qualifiers and your training rides and fix your biggest time gobbler. For me it was forgetting water bottles on the bike.
- Carry your own food. This means some form of powdered food. This likely saved me at least 30 minutes at each control. If you are doing well on time, you could always stop at a bakery for macaroons and croissants.
- Leave controls in under 10 minutes!
- Avoid sleeping at Loudeac. Sleep at Tinteniac, or ride on to Carhaix. You will likely find a far quieter room.



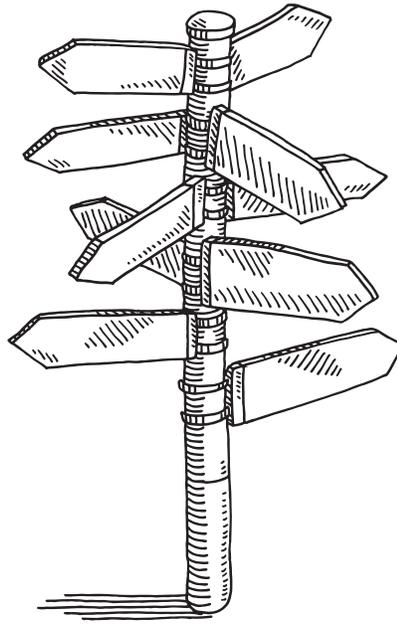
- Use shoes you can easily walk in; you'll do a lot of walking.
- Avoid "faffing": the mindless wasting of time.
- Avoid waiting for faster riders at controls or rest stops. "I'll see you up the road," is my refrain.
- If you see a rider in distress, proceed if they are being helped already.

### How to avoid getting lost?

On US brevets, you can rely upon a RBA crafting a reliable route sheet carefully annotated with pre-ride insight, or you simply have course familiarity, so there are large sections of road where you turn your brain off and just ride. Not so at PBP, as the route sheet is quite complicated to follow and isn't formatted the way US route sheets are. However, there are on-course markers that tell you where to make the next turn. Those markers also happen to be prized souvenirs and so go missing, sometimes at the most inopportune times. It can be quite unnerving if you haven't seen a marker for a while. Sometimes local vandals point these in the wrong direction. Missing/incorrect markers are the second biggest factor in killing time and one of the hardest to defend against. I developed a fuzzy plan of action for this, and still ended up riding about 20K more!

One useful piece of knowledge is to understand why and where these markers are placed. On PBP, they are placed about two to three feet from the ground, along the side of the road, on lampposts, on roundabouts, on stop signs, etc. In general, they are placed anywhere that the route could be unclear to a rider.

- My cardinal rule: I won't make a turn until I see the directional arrow. This is important as hammerheads can afford to get lost, but I am trying to survive.
- If you are alone for a 'significant' period of time you need to stop and reassess, and by 'significant'



I mean a few hundred yards. This is especially true on the first night (you are taking the 90-hour start, right?), where riders tend to be in tight groups for significant periods of time. You should see taillights into the distance and white lights behind you (fabulous sight).

- Keep an eye out for how many are ahead and how many are behind. If you see a sudden drop in either number, stop.
- If somebody yells at you, please stop. "Attention!" and "Paris-Brest" are giveaways!
- If you see a sign with upside down lettering, do not trust it. This is because the organizers take pains to make sure that directional tampering is evident. So, if a sign is pointing left, but the words "Paris" or "Brest" are upside down, that arrow has been tampered with. Stop and wait for other riders and use your collective brain power, or better still, ask locals.
- Beware the language barrier; ensure you understand what is being discussed.
- Folks with a GPS may have an edge.

### What are the hard and soft spots of the course?

In my endless badgering of *anciens* during my qualifying rides with the Seattle Randonneurs, I learned a few things:

- Loudeac to Brest to Loudeac is hard, and you shall not waste time here.
- Leave plenty of time in the bank and gas in the tank for the road between Villaines-la-Juhel and Mortagne-au-Perche, and for a little distance after.
- The Forest of Rambouillet will extract its pound of flesh at the end.
- The course is actually 1230K, but you only get 90 hours to ride it!

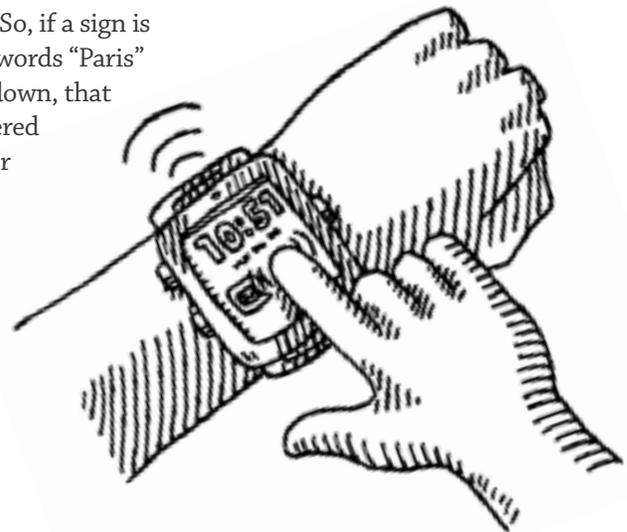
Here's where it's easier to bank time:

### Paris to Brest

- The first 80K from Paris are not that hilly and you have fresh legs!
- Between Fougères and Loudeac (via Tinteniac).
- Some flattish (gently uphill?) sections a little before Mael-Carhaix.
- The descent from Roc Trevezel.

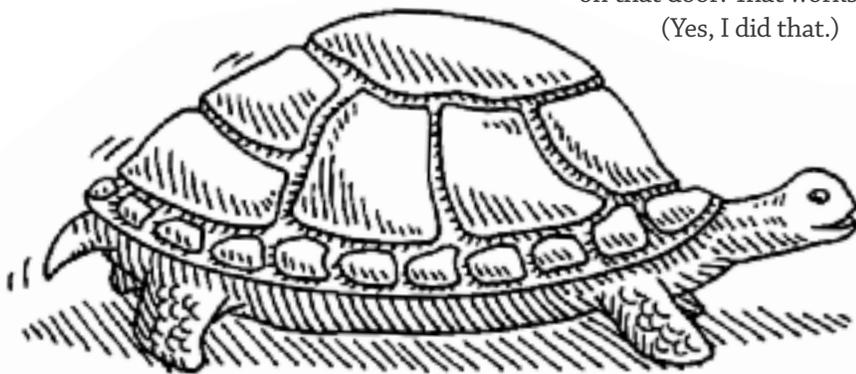
### Brest to Paris

- Loudeac to Fougères.
- 40K or so downhill stretch before Dreux.
- Dreux to the Forest of Rambouillet.
- Gambais to the finish.



**Sundry: preparation, logistics, mechanicals, medical etc.**

- 4 pairs of shorts, socks, and gloves would be great to have. I wore my wool jersey for more than 770K. No complaints!
- Organize your drop bag into three or four separate Zip-Locs each containing clothes and supplies for one day. Read Paul Johnson's excellent article regarding how to pack for a grand randonnee.
- If you have never done a 1000K, do one before heading to Paris, but leave enough time to recover.
- Avoid heading off-course for sleep. French hotels and gites do not have giant neon-signs advertising their presence, so be careful when you book accommodation from afar.
- Recovering while using a soft pedal is better than stopping entirely.
- Socialize on the bike, especially with faster riders.
- Have a Plan B and a Plan C for when things go wrong. These most often center on food, drink and sleep.
- Rumors such as, "You are going to get x hours extra" are just that: rumors. You get 90 hours and that's that. There is some evidence to suggest that if you miss one control and make it up by the next control, your ride is still on, but do not leave your ride in somebody else's hands! Always arrive at controls in time!
- Do not give up until somebody takes your card away. And even if they do, arrive in Paris on two wheels!



- Ride alert! Riders are generally slower as the miles add up. Grabbing some sleep and riding with a purpose can make one go faster.
- It gets cold at night along the course!

**How does one dig oneself out of a DNF?**

The simplest answer would be, "Don't go there," but it is easier typed than done: I nearly sank at Merdrignac on the way to Brest, but the helpful citizens of that town helped me find my gite. I had a short list of things that I told myself back home that I would do if I faced a situation like that. Because of all the soaking rain and being unable to find the gite that I had been banking on for 460K, I would have been glad to be taken out of my misery, but I woke up the next morning and soldiered on.

The thing that helped me the most was analyzing my past DNFs and coming up with an honest list of what I would do if faced with that prospect on PBP.

Usual suspects are:

- **Not enough food:** I've DNFd twice so far as a result of this. Carry extra! If all else fails, knock on a door and ask for food. I did this for a bathroom break.
- **Out of water:** Critical on the first night of PBP. Top off whenever you are down to your last bottle. That may be your last chance! Look for a house with a TV running and knock on that door! That works, too! (Yes, I did that.)



- **Weather:** get the correct gear for rain and cold. Avoid getting sunstroke during extreme temperatures.
- **Stomach distress:** Many of the roads on the route pass by farms using manure to fertilize their fields, which means that if it rains, you'll find a decent amount of "not good stuff" on your water bottle spout. I washed the top of each bottle at every control, and would actually wash the top of one bottle with water from the other. I plan to use flip-top water bottle caps for my next go-around. They cover the spout with a layer of clear plastic.
- **Mechanical:** Complete tune-up before PBP, and no new equipment.
- **Lack of sleep:** a 15-minute nap will do wonders for your spirits and can actually make you ride faster.
- **Getting lost:** get a GPS or an offline maps application on your smart phone!
- **Sagging spirits:** try riding with someone or asking somebody faster to slow down for you. This clearly works better with people you know.

The biggest thing I'd say is, "know thyself." Do everything in the next months to get a great idea of who you are and how you do, once that computer ticks over 600K! But, above all else, stay safe, enjoy yourself and give it the best shot you've got. That way you'll be happy no matter what the outcome! See you in Paris! 🚲

# The Ride With the Devil Permanent

BY KEITH GATES



An undulating road beckons to the hearty randonneur.

—PHOTO TERRY BEASLEY

The 1999 film “Ride with the Devil,” directed by Ang Lee, and with an all-star cast including Tobey McGuire, tells the tale of the volatile battleground which stretched up and down the Missouri River during the U.S. Civil War. The landscape surrounding Kansas City and St. Joseph presents an historic treasure hunt for visitors due to this area’s early involvement in the conflicts of the 1860’s, and local randonneurs who enjoy history have immortalized some of these areas by designing great routes that visit them. The “Ride with the Devil” 200K permanent, designed by local hero and RBA-Liaison Spencer Klaassen, is just such a route. It starts in St. Joseph and travels to the banks of the Missouri River, passing legacy farmsteads and scaling the ever-

changing landscape as it goes—a thrill for the senses, and a challenge for the legs—eventually arriving at Pattonsburg, MO. In Ang Lee’s search for the perfect setting for his movie, “old” Pattonsburg, MO., was discovered by his staff. This town suffered flood after flood for decades, but the final straw arrived with the powerful floods of 1993. Pattonsburg’s residents had had enough and moved the town and

rebuilt their lives on higher ground a few miles to the northeast. For Ang Lee’s needs, however, the old, dismantled and flooded town became the perfect movie set, and “Ride with the Devil” was filmed there. The old buildings and foundations are right on the permanent route, and riding across the wide Missouri floodplain transports riders back in time, with reminders of the future as well since the route winds past new wind farms and agri-business. If you will be anywhere near Kansas City, the Devil’s Permanent will appeal to anyone with an interest in the area’s rich history. Moreover, Missouri’s hills never disappoint, and if that doesn’t pull you in, the home-made pies and comfort food in “New” Pattonsburg will. It’s a randonnuering experience you won’t soon forget, and it’ll check off another box on your way to the American Randonneur Challenge award. Visit [KCBrevets.blogspot.com](http://KCBrevets.blogspot.com) to find out how to register, and come out and see us! 🚲

The intersection of state routes A & Z in rural Gentry County: a metaphor for a region that offers riders a bit of everything.

—PHOTO KEITH GATES



# The Inaugural Natchez Trace 1500

BY KEN BONNER, RUSA #894

It was a very exciting moment when I discovered that Nashville RBA, Jeff Sammons, and his merry band of experienced ultracyclists were planning a 1500K randonné along the historic Natchez Trace from Nashville, TN (home of the Grand Ole Opry), to Natchez, MS (the oldest settlement on the Mississippi River), and back again.

As an experienced randonneur who has ridden many 1200K's, I was impressed with the thought that went into creating this wonderful randonneuring experience. Jeff and his volunteers put a huge effort into the details including the following:

- Posting detailed and helpful web page information for prospective riders
  - Complete pre-event, event and post-event detail.
  - Detailed maps of the NT route.

- RidewithGPS track downloads for a rider's GPS which were accurate.
- Detailed cue sheets.
- Providing transportation to and from the Nashville airport.
- Keeping the ride fee at a reasonable level.
- Experienced randonneur volunteers at overnight controls and on-route support ensuring riders' needs were met in a very positive manner.

Additionally, the start and finish of the event were both graciously hosted by Bill and Sametta Glass. Their large collection of sparkling clean cycles, including a tandem, were on display. In fact, they have so many bikes that I thought I was in a bike store and offered to buy one of them, but it turned out Bill and Sametta have a bike for whatever mood they

are in when they want to ride. As a consolation prize, Bill and Sametta offered me a local Dos Perros Ale.

The Natchez Trace offers a wonderful cycling experience. It is smoothly-paved, gives priority to cyclists, and meanders through scenic and gently undulating terrain. Along the way, you see deciduous and coniferous forests as well as agricultural fields reminiscent of the PBP route but without the quaint villages. There is no commercial truck traffic and the overall traffic count was low, except around cities during the daily commute hours. I did have one experience with traffic in the small agricultural town of Okolona. For such a small town, it was a shock to suddenly experience commuter traffic at the end of the day.

Ken Bonner and Brenda Barnell.  
—PHOTO MARK METCALFE



Ken Bonner on the NT 1500.

There were not a lot of wild animals to be seen along the Trace although I did encounter quite a few dead armadillos on the roadway. One local person told me that it would not be a good idea to sleep on the approximately 450 miles of mown grass on the edge of the Trace, perhaps due to presence of rattlesnakes? In any case, this same person complained that the Park Rangers had stopped him from catching rattlesnakes on the edge of the Trace.

The inaugural edition of the NT 1500 attracted an interesting array of ultracyclists, from relatively unknown participants to well-known and experienced riders such as Bill Olsen. However, there did not appear to be many (any?) riders from outside

North America, with the exception of the engaging leader of the Israeli Randonneurs, Tal Katzir, who not only completed the NT 1500 but was also organizing and promoting an Israeli 1200K randonné out of Tel Aviv a few weeks after the NT 1500.

For those who would like to experience the Natchez Trace in smaller doses, the Nashville Randonneurs have shorter brevets which use the Natchez Trace. You might also consider riding the Nashville Randonneurs 2015 Super Randonneur Series (200K, 300K, 400K & 600K brevets all completed in one week, for a total of 1500K).



Tentative plans for a second Natchez Trace 1500 in 2018, with the possibility of the start-finish being in Natchez, are being discussed. Watch the RUSA website for more details as 2018 draws closer.

Bonne Route 

## American Randonneur — CALL FOR SUBMISSIONS

**The editor welcomes 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](mailto:editor@rusa.org) or [jchernekoff@yahoo.com](mailto: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 Mike Dayton ([president@rusa.org](mailto:president@rusa.org)) for details.

**Submission deadlines:**

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

**Questions?** Please contact the editor at [editor@rusa.org](mailto:editor@rusa.org).

# Chasing States

BY BOBBE FOLIART RUSA # 6440

It seems like September is the time when my husband, Tom Russell, and I get the urge for a long outdoor trip. Last year we hatched a plan to cycle the “Natchez Trace Parkway,” that scenic, historic 444-mile stretch of road that runs from Natchez, Mississippi to Nashville, Tennessee. The roadway is a National Park, the pavement is sublime, no commercial traffic is allowed, and the speed limit is 50 mph. Plus, there is a 3-foot state law for passing a cyclist, which motorists abide by.

We decided to ride permanent in as many states as possible on our drive out from California, taking 30 days for the trip. A fair bit of coordination was needed to register and pick start dates and times for 13 permanent populaire, but route owners were very responsive, most not even charging us their advertised fee. Our pattern would be

to do our ride at sunrise, then drive to the next state and get a budget motel or camp, ready for the next day's ride.

With bikes on top of the car, we headed off from the San Francisco Bay Area. Our first stop was Las Vegas, where a friend hosted us on a dazzling tour of the “Strip.” An early next morning start gave us our first new state, Nevada, with a scenic and hot ride in the “Red Rock” area. The next day was an out and back to Zion National Park from Hurricane, Utah. A beautiful, colorful drive took us through the Navajo Nation, and soon we were in Clovis, New Mexico, for the “New Tex Mex.”

Setting out before dawn, we were surprised by how much rain had fallen, unbeknownst to us in our motel room. After a scramble to put on fenders, we headed off and were treated to

warm, monsoonal rains as we rode the out-and-back route past large cattle lots and silos, on a surprisingly lightly traveled highway with a wide shoulder.

In Baxter Springs, Kansas, we had the pleasure of meeting and riding with Nancy and Mike Myers (RUSA #413 and #414), long-time randonneurs who have done it all, and are still going strong on their recumbent tandem. They gave us a pre-ride tour of some of the damage from the destructive tornado that hit Baxter Springs earlier in the year. As the damage apparently did not warrant FEMA intervention, they described how numerous church groups assisted in the cleanup. Their “Buffalo Ranch” ride took us past corn and sorghum fields on lovely country roads as well as on historic US 66. Everyone in the towns we passed through recognized the Myers on their machine, so we felt we were part of a parade. And there was a live buffalo at the turnaround! Visiting their home after the ride, we were thrilled to see their “American Explorer Award” prominently placed. They were chasing states just as we were, and heading west soon. Describing our trip plan to family and friends routinely drew blank looks, so meeting fellow randonneurs who just “got it” was really special.

The next day treated us to Arkansas and Missouri, on “Mammoth Run” out of Mountain Home. We had been warned about Missouri hills, and they did not disappoint but were a lot of fun.

Uinta Mountains on Bear Rivers  
Headwaters Populaire.

—PHOTO BOBBE FOLIART



Bridge over Tennessee River,  
Natchez Trace, Alabama.

—PHOTO TOM RUSSELL



Then came the coordination of driving to Nashville, leaving our car at milepost 440 of the Trace and renting an SUV to get to Natchez, milepost 0. But there were states to be bagged along the way. So we got rides in on the “Chief Ladiga” trail out of Anniston, (Alabama and Georgia!), then Gulf Shores, Alabama, cycling next to beautiful white-sand Florida beaches, and on to Louisiana. We had an evening out in New Orleans, and the next morning checked in at the “Horschoff Hilton,” meeting Patrick who personally gave us our brevet card and signed our start. His route is a unique ride along the Mississippi, starting with a scramble up the dewy grass to the levee, and even a bit along a swampy bayou. We didn’t see any alligators but could imagine them.

After leaving the New Orleans area, we drove to Natchez and returned the rental car. We began the Natchez Trace just as the 1500K randonnée concluded at the other end. Our first day was a 100-mile permanent, but after that, we were off of “brevet time,” able to stop and read historic markers, wander in the cypress swamps and generally relax for four days. Locals were consistently friendly. Cycling didn’t look to be a common activity, but everyone greeted us and wished us safe travels. As an example, a Mississippi state trooper who was out jogging with friends offered us his cell phone number to call if we ran into trouble along our way. Southern cooking was new for us, but when I ordered fried catfish, fried okra, fried green tomatoes, cole slaw and hush puppies (deep fried) all in one sitting, I knew that populaires were not long enough to burn off all the calories that we were enjoying. We did not want to

see the magical “Trace” end, but soon we encountered our trusty Volvo at the Nashville end.

After a rousing night out at the Grand Ole Opry, the next day found us riding the “Big Sandy” from Murray, Kentucky. Other than some spirited farm dogs, it was a glorious ride on quiet roads. Weather seemed to be in our favor on this trip, but the “wayward wind” faced us everywhere.

Iowa and Illinois were next up, as we cycled “Mississippi Air” on the Great River Trail from Davenport. This unique ride, almost entirely on bike paths, passed Civil War era guard posts and crossed the Arsenal Bridge to Rock Island, which is still an active US Army munitions factory. From there we crossed to the Illinois side of the river and continued along levees and through historic waterfront towns to our lunch stop turn-around. We took so many pictures of the sunrise, bridges and paddle-wheel riverboats that we almost didn’t make the control time at the turn-around!

Continuing west, we rode the “Waterloo Loop” in Nebraska, through miles of corn that was just about to be harvested. Being well into October, it was a late harvest due to the August monsoonal rains and resulting

Red Rock Canyon , Las Vegas, NV.

—PHOTO TOM RUSSELL



high water content in the corn. The wind again harassed us, blowing 20 to 30 mph.

The last ride was out of Evanston, Wyoming, and the route owner warned us that it might be closed due to snow. But, we got lucky and had sunny skies after a frosty 29-degree start. The route does climb all the way to the turn-around, but gently, although the altitude of about 7000 feet made it feel more challenging. “Bear River Headwaters” was just a glorious ride on a quiet road with the aspen and willows in golden splendor and the snow covered Uinta Mountains in view. Las Vegas heat was long forgotten.

Eighteen states in thirteen rides, plus the Trace, made for a memorable road trip! We are already planning a Northern arc for early next year. Ideas and company would be welcome! 🚲

# New RUSA Members

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
10096	Thomas William Aichele	Portland	OR	10143	Larry Bennett	Easley	SC	10190	Nicholas Faust	Nashua	NH
10097	Raj K Chintapalli	Cherry Hill	NJ	10144	David Jackson	Crestwood	KY	10191	Miguel Schor	Des Moines	IA
10098	Tim M Dunaway	Columbus	IN	10145	Randall Haws	Coral Springs	FL	10192	Joseph Borkowski	Somerville	MA
10099	Colin M Adendorff	Montgomery	AL	10146	Dawn Marie Piech	Lombard	IL	10193	Martin Gruebele	Champaign	IL
10100	Emily Rose Wolfe	Olympia	WA	10147	Timothy Horst	North Andover	MA	10194	Sarah Alexander	Cedar Creek	TX
10101	John Ward Smith	Maitland	FL	10148	Bill Pinnell	Carlsbad	CA	10195	Morgan Todd	North Hollywood	CA
10102	Bret D Miller	Pismo Beach	CA	10149	Paul S Hoffman	Delray Beach	FL	10196	Joyce Y Chang	Healdsburg	CA
10103	Ramona G Bryant	Cullman	AL	10150	William Trenfield	San Benito	TX	10197	R Guy Washburn	Stow	MA
10104	Jeffrey M Sedgwick	Tigard	OR	10151	Aaron Dropp	San Francisco	CA	10198	Craig O'Neill	Carpinteria	CA
10105	Ethan Benton	Brooklyn	NY	10152	James Farley Cremer	Iowa City	IA	10199	John B. Woiton	San Angelo	TX
10106	Paul Carpenter	Oakland	CA	10153	Rebecca S Jensen	Seattle	WA	10200	Blake E Wilson	Coronado	CA
10107	Stuart Blumstein	San Francisco	CA	10154	Kate L Byers	Seattle	WA	10201	Ryan Morehouse	San Francisco	CA
10108	Ronald M Morris	Douglas	GA	10155	David J Rice	Republic	MO	10202	Lynn F Best	Santa Rosa	CA
10109	Scott Radliff	Chicago	IL	10156	Peter Markos	Olympia	WA	10203	Rosalind Hain	Frederick	MD
10110	John Anchor	Evans	GA	10157	Steven D Haskins	Hartselle	AL	10204	James Adkins	Raritan	NJ
10111	Scott A Jones	Minooka	IL	10158	Jorge M Rueda	Washington	DC	10205	Roger Young	Los Angeles	CA
10112	Ellen M Pomerantz	Severn	MD	10159	George Andrew Bishopric	Fort Lauderdale	FL	10206	Paul Brodsky	Oviedo	FL
10113	James D Kemper	Indianapolis	IN	10160	David Hao Saenz	Boca Raton	FL	10207	Jim Arnold	Stowe	VT
10114	Breinn Runnels Richter	Fort Worth	TX	10161	Sean F Caffrey	Brooklyn	NY	10208	Howard J Marans	Newport Beach	CA
10115	James L Durham	Alexandria	VA	10162	Mark Guglielmana	Portland	OR	10209	David Ives Turner	Concord	MA
10116	Eric Allen Williams	Silver Spring	MD	10163	R C Shealer	Spring Mills	PA	10210	Philip H Robbins	Hopewell	NJ
10117	Eric Fultz	Westminster	MD	10164	M L Shealer	Spring Mills	PA	10211	Bert Massey	Madison	MS
10118	David J Beigh	Olympia	WA	10165	M J Billus	Camp Hill	PA	10212	Jeff Butler	Santa Ynez	CA
10119	Lorraine M Millay	Olympia	WA	10166	Ben B M Schipper	Huizen	Netherlands	10213	Heather Hurwitz	Santa Ynez	CA
10120	Julie Kanagy	Felton	CA	10167	Razvan Buciu	Tenafly	NJ	10214	Zach Wolz	Lake Worth	FL
10121	Bruce Dorman	Felton	CA	10168	Edward M Kanitra	Lawrence Twnshp.	NJ	10215	Michael Joseph Stokes	Ellisville	MS
10122	Willard Chi	Lake Oswego	OR	10169	Thistle Cone	Severna Park	MD	10216	Sam Carleton	Mason	OH
10123	Jeff A Greaves	Lacey	WA	10170	Debbie A Taylor	Laurel	MD	10217	Robin Bobo	Riverside	MO
10124	Erik Tomas Jansson	Pearland	TX	10171	Tanya Marie Fields	East Providence	RI	10218	Michael A Calabrese	Southbury	CT
10125	Paul Gagnon	Punta Gorda	FL	10172	Christophe Heinz Schilling	San Diego	CA	10219	Miles M Ray	Roseville	MN
10126	Charles F Graebner	Milwaukee	WI	10173	Michael Gerald Turek	Longmont	CO	10220	Francis C M Kowalik	Deerfield	IL
10127	Miles Beach	Longwood	FL	10174	Benjamin Rainbow	Seattle	WA	10221	Cecilia R A Kowalik	Deerfield	IL
10128	Robin M. Penegar	Knoxville	TN	10175	Linwood Tom Howard	Hampton	VA	10222	Jeremy Lee Williams	Rives Junction	MI
10129	Keith J LaBorde, Jr	Washington	DC	10176	Brian Kaemmer	Napa	CA	10223	David Shaun Moore	Seattle	WA
10130	Juan A Torres, Sr	Edinburg	TX	10177	Sofia Torres	La Mesa	CA	10224	Drew Cistola	Asheville	NC
10131	Gerard Victor Schilling	Grosse Pointe Pk.	MI	10178	Mark Hicks	Blaine	WA	10225	Blake Anthony Webster	Beaverton	OR
10132	Sarah Folz	Oostburg	WI	10179	David H Rentschler	Lompoc	CA	10226	David Danovsky	San Diego	CA
10133	Luis Bernhardt	Mount Vernon	WA	10180	Ron Estes	Napa	CA	10227	Roger Hardy	Redlands	CA
10134	James P Bracken	East Aurora	NY	10181	Juliet S. Droege	Chesterfield	MO	10228	Kathy Behrens	Redlands	CA
10135	Dan Brehmer	Newark	CA	10182	Brandon Forde	Atlanta	GA	10229	William C C Lopes	Brusque	Brazil
10136	Winnie Brehmer	Newark	CA	10183	Rick S Wallace	Thousand Oaks	CA	10230	Christopher P Kobrzynski	Perrineville	NJ
10137	Veronica G. Cardenas	Penitas	TX	10184	Steven Long	Vail	AZ	10231	Raymond F Thomas	Porland	OR
10138	Terry L Schleede	Garner	NC	10185	David L Hoyer	Yardley	PA	10232	Carol Tumey	Wauwatosa	WI
10139	Jason K Dirnbauer	Charlotte	NC	10186	Andre Goeritz	Los Angeles	CA	10233	Dennis Meilicke	Wauwatosa	WI
10140	Elizabeth Solis	San Juan	TX	10187	James M Phillips	Springfield	MO	10234	David R McDonald	Apex	NC
10141	Frederick M Germain	Rochester	NY	10188	Jon Fearnow	Canal Winchester	OH	10235	Mary Pickering	Arlington	VA
10142	Douglas C. Shambarger	Springdale	AR	10189	Adam T Miller	Orlando	FL	10236	Fletcher L Smith	Elizabeth City	NC

RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE	RUSA#	NAME	CITY	STATE
10237	Man-Fai Tam	Dublin	CA	10287	Douglas J Church III	Riverside	CA	10337	Clay W Stark	Petaluma	CA
10238	Alex Ramirez	Tampa	FL	10288	Tim A Copeland	Herndon	VA	10338	Douglas I McKenzie	Santa Rosa	CA
10239	Holly A Bronson	Houston	TX	10289	Kevin F Havener	Hendersonville	NC	10339	B J Fish	Odenton	MD
10240	Josh S Hirszen	Chicago	IL	10290	Kraig Pauli	Oregon City	OR	10340	Michael L Chalfant	San Francisco	CA
10241	Nils-Erik M Hilliard	Pasadena	CA	10291	Steve O. Schechter	Encinitas	CA	10341	Mark D Johnson	Cumming	GA
10242	Gregory S Robinson	Westlake Village	CA	10292	John Louis Bauer III	Palm Beach	FL	10342	Eric M Rydman	Richmond	CA
10243	Terry Poindexter	Whitewright	TX	10293	Lee Wilkening	Phoenix	AZ	10343	David N Brown	Piedmont	CA
10244	Ruth A Miller	Eugene	OR	10294	Shravan Mettupalli	San Francisco	CA	10344	George L Cline	Loomis	CA
10245	Robert Golkosky	Seattle	WA	10295	Vinutha Venkatagiriappa	Morrisville	NC	10345	Harry Schwartzman	Brooklyn	NY
10246	Sylvia R Trevino	Edinburg	TX	10296	Jedediah L Staley	Encinitas	CA	10346	Jayson Nunez	Isabela	PR
10247	Stefanie Randolph	Tumwater	WA	10297	Kory Callaway	Seattle	WA	10347	Andrew Benjamin Pattison	Brooklyn	NY
10248	Robert Kent Hudgens	Norfolk	VA	10298	Samuel Lettes	Seattle	WA	10348	Kenneth D Pettrey	Orlando	FL
10249	Renee K Dodge	San Francisco	CA	10299	Karie K Kammerer	Concord	NC	10349	Ben Brummerhop	Oakland	FL
10250	Michael J Killick	Lincoln	MA	10300	Michael Heron	Tallahassee	FL	10350	Amanda E Rosales	Detroit	MI
10251	Patricia M O'Brien	Califon	NJ	10301	Sharon A Dennis	Orlando	FL	10351	Harley S Jacobson	Coral Springs	FL
10252	James G Reilly	Princeton	NJ	10302	Adi Price	San Francisco	CA	10352	Jim Harness	Phoenix	AZ
10253	Kevin Stuart McQuiston	Redondo Beach	CA	10303	Joseph Longley	DeLand	FL	10353	Daniel J Connelly, Jr	San Francisco	CA
10254	Lonnie Wormley	Albany	GA	10304	R Monderer	Johnson City	TN	10354	Julie A Goforth	Palm Beach Grdns	FL
10255	Robert Bettigole	Lakeville	CT	10305	Eli Naeher	Chicago	IL	10355	Matthew C Goforth	Palm Beach Grdns	FL
10256	Ryan E McKenzie	Durham	NC	10306	Douglas J Hanson	Escondido	CA	10356	Paul Ilechko	Lambertville	NJ
10257	Anthony Pizzo	Aliso Viejo	CA	10307	Caroline C Brosius	Washington	DC	10357	Craig M Burgess	Edmonds	WA
10258	Andrew Linn	Sacramento	CA	10308	Robert Gomon	Idlewyde	MD	10358	Phil A Pfeiffer	Downers Grove	IL
10259	Dan Hansen, Jr	Georgetown	TX	10309	Benjamin Kurt Eddy	Chicago	IL	10359	Rich A Gordon	Round Lake Beach	IL
10260	Robyn Hansen	Georgetown	TX	10310	Ted Mayberry	Orlando	FL	10360	Christopher Blake Hilburn	Memphis	TN
10261	Aaron C Brownell	Fort Lauderdale	FL	10311	Kenneth D Smith, Jr	Indianapolis	IN	10361	Carl Pollard	Crystal River	FL
10262	Elaine Roberts	Mountain View	CA	10312	Ester Jensen	Ramona	CA	10362	Joshua Patrick Brown	Cedar Springs	MI
10263	Chad W Frandson	Burnsville	MN	10313	Joesph M Woods	Livermore	CA	10363	Joni Diane Brown	Cedar Springs	MI
10264	Anne Kuhn Holmes	Groveport	OH	10314	Iria Pico	Long Beach	CA	10364	Saili Milind Harsulkar	Portsmouth	NH
10265	Gregg C Mandel	Chicago	IL	10315	Evyng L Brawley	San Diego	CA	10365	William S Martin	McMinnville	TN
10266	S Workman	Redlands	CA	10316	Aaron M.M. Suko	Tallahassee	FL	10366	Matthew G Kramer	Geneva	IL
10267	Brian Hunter Johnston	Scotts Valley	CA	10317	Eric Taube	Palm Beach Grdns	FL	10367	Charlie Lockerson	Jupiter	FL
10268	Shaun Lu	Springfield	IL	10318	Mario Claussnitzer	Jackson Heights	NY	10368	Terrence Phillips	Gainesville	FL
10269	Jerry Roberson	Union	MO	10319	Annina Pope	Parkton	NC	10369	Ganga Pandit Vandenberg	Gainesville	FL
10270	Jan Cesnek	Phoenix	AZ	10320	John R Fry	San Marcos	CA	10370	Jo Lynn Hasler	Edinburg	TX
10271	Bonnie M. Hogue	Santa Rosa	CA	10321	Russell Cammell	San Bernardino	CA	10371	Mark S Samson	Olympia	WA
10272	Sue Duffy	Olympia	WA	10322	Mark A Harrison	Naperville	IL	10372	Nick Mathews	Gainesville	FL
10273	Don Shiggy Person	East Wenatchee	WA	10323	Robert M Beaty	Silver Spring	MD	10373	Minh Nguyen	Gainesville	FL
10274	Joseph A Pixley	Springfield	VA	10324	Nellie Nardone	Millersville	MD	10374	Samuel Lapeyre	Vero Beach	FL
10275	Makena Gray	St. Louis	MO	10325	Tom Vu	San Jose	CA	10375	Dustin Allen Tinnell	Louisville	KY
10276	Jonathan A Melendez	Guaynabo	PR	10326	Ron W Brown	Lexington	KY	10376	Jennifer E Malik	Columbus	OH
10277	Daniel Ross Carroll	Arlington	TX	10327	Richard C. Anderson	Healdsburg	CA	10377	Luann Edwards	Glenwood	IA
10278	Michele Annette Burzynski	Arlington	TX	10328	Anilia Gonzaba	Edinburg	TX	10378	Kris A. Jones	Danville	CA
10279	Jeffrey K. Hazeltine	Redondo Beach	CA	10329	John Gonzaba	Edinburg	TX	10379	James B Parkerson	Augusta	GA
10280	Lisa May	Takoma Park	MD	10330	Ori Schwend	Plantation	FL	10380	Andrew Jelmert	Los Angeles	CA
10281	James P Shields	New Egypt	NJ	10331	Lawrence E Pahman, Jr	Newberry	FL	10381	Juan C Salas	Miami	FL
10282	David Qi	North Potomac	MD	10332	Matthew Thompson	Lumberton	NC	10382	Koyo Tamaki	New York	NY
10283	Richard W Robinson	Farmington Hills	MI	10333	Sultan Kokcha	Sterling	VA				
10284	Will Taylor	Buford	GA	10334	Emre Kaan Kucukarpaci	Lancaster	PA				
10285	Sara Harper	Strongsville	OH	10335	Peter Marco	Gulf Breeze	FL				
10286	Alexandra Bortnick	La Jolla	CA	10336	Void T Void	Void	TN				

# PBP Allure by the Statistics

BY JOHN LEE ELLIS

Paris-Brest-Paris is a unique event—we all know that. However special and extraordinary US and other international 1200K's may be, PBP has a scale and legacy that creates its own gravitational field.

Some folks come to randonneuring simply lured by PBP. This has been the case with some riders in my area—as evidenced at our seminars. (In my case, though, it was Boston-Montreal-Boston although I did ride the PBP centenary and have kept coming back.)

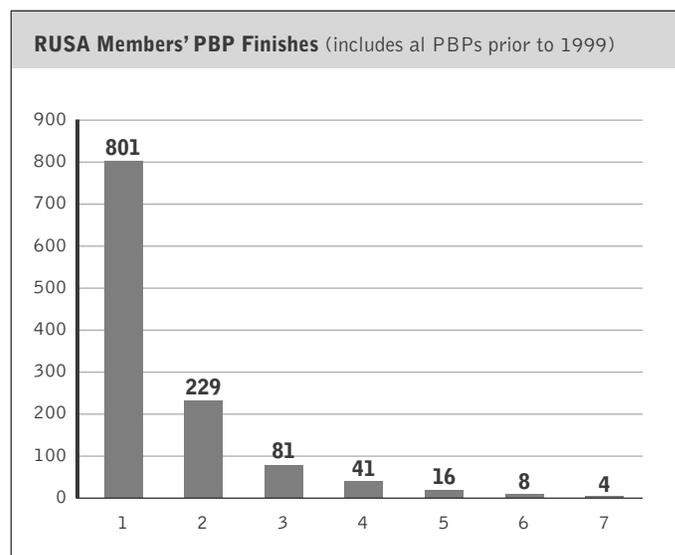
So is there in fact a contingent of riders who whip themselves into shape for PBP every four years, but in the years between aren't attracted to local 1200K's, however convenient and scintillating they might be?

After some digging in the RUSA database, we find:

- **1058** RUSA members have finished PBP since RUSA's inception
- **817** members have finished RUSA 1200K's
- **689** members have only finished PBP
- **448** members have only finished RUSA 1200K's
- **369** members have finished both RUSA 1200K's and PBP.

The statistics certainly hint at the special allure of PBP, given the many riders who may have a domestic 1200K conveniently down the street from where they live, but have only ridden PBP.

And there are quite a few repeat customers! 🚲



## RUSA Awards

### RUSA Cup Recipients

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

#### Riders must complete:

- A 200k, 300k, 400k, 600k, and 1000k brevet
- A 1200k or longer grand randonné
- A rusa team event (dart, dart populaire, arrow, or flèches-USA)
- A populaire
- Any other calendared events—including populaires—to achieve the required 5000 km.

RUSA congratulates the recipients of this prestigious award.

APPROVED	NAME	CITY, STATE
2014/11/01	Keith Moore	Woodinville, WA
2014/11/01	Theodore Roffe [2]	Portland, OR
2014/11/01	Michal Young	Eugene, OR
2014/11/22	W David Thompson [2]	New Smyrna Beach, FL

# RUSA Awards

## P-12 Recipients

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

### Events that count toward the P-12 Award are:

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

APPROVED	NAME	CITY, STATE
2014/11/03	Albert P Meerscheidt [2]	Federal Way, WA
2014/11/05	Shan Perera [4]	Seattle, WA
2014/11/08	Michael Fox	Davenport, IA
2014/11/08	Joseph Platzner	Bellevue, WA
2014/11/09	George Brandt	Glendora, NJ
2014/11/09	Paul G Shapiro [3]	Princeton Junction, NJ
2014/11/13	Ned Williams [3]	Columbus, OH
2014/11/17	Ken Knutson [2]	Tracy, CA
2014/11/28	Brad T Opstad	Cayucos, CA
2014/12/05	Erin Laine (F) [4]	New Orleans, LA
2014/12/06	Greg Olmstead	San Diego, CA
2014/12/08	R Scott Cone	Severna Park, MD
2014/12/08	Alan Woods [2]	Portland, OR
2014/12/10	Chad W Freeze [4]	San Angelo, TX
2014/12/11	Eve W Hush (F)	Pickerington, OH
2014/12/12	Joe Llona [2]	Lynnwood, WA
2014/12/14	Dean Furbish [5]	Raleigh, NC
2014/12/16	J Andrew Clayton	Powell, OH
2014/12/18	Bob Bingham [2]	Graham, NC
2014/12/20	Bobbe Foliart (F) [3]	Alamo, CA
2014/12/20	Rudy Hewitt [2]	Wheaton, MD
2014/12/21	Thomas Russell [3]	Alamo, CA
2014/12/23	Alan Bell [4]	Seatac, WA
2014/12/23	Bruce A Jones	Sioux Falls, SD

2014/12/27	W Thomas Reeder [3]	Alexandria, VA
2014/12/29	Audunn Ludviksson [2]	Seattle, WA
2014/12/30	Jesse Marsh [2]	San Francisco, CA
2014/12/30	Robin R Martin (F)	Littleton, CO
2015/01/01	Hector Enrique Maytorena	San Diego, CA
2015/01/01	Christine Newman (F) [4]	Skillman, NJ
2015/01/02	Dan Driscoll [6]	Arlington, TX
2015/01/05	John Pearch [2]	Olympia, WA
2015/01/07	Jonathan F. L. Gray [3]	Santa Barbara, CA
2015/01/08	William Dennen [3]	Leesburg, VA
2015/01/08	Joe Kratovil [4]	Hillsborough, NJ
2015/01/10	John Lee Ellis [3]	Lafayette, CO
2015/01/15	Becky Berka (F) [2]	Dublin, CA
2015/01/25	Daniel Tuchyner	South Weber, UT
2015/01/27	Vincent Muoneke [3]	Federal Way, WA
2015/01/27	Vincent Muoneke [4]	Federal Way, WA

## LSR Rider Earns Ultra R-12 Award

Lone Star Randonneur **Gary P. Gottlieb** has become the second RUSA member to earn the Ultra R-12 Award.

The Ultra R-12 Award is given to RUSA members who complete 10 R-12 series. An R-12 series is earned by the completion of a 200K or longer qualifying event in each of 12 consecutive months.

Gottlieb began riding RUSA events in 2004 and has earned a national reputation for his annual mileage. To date, he has logged more than 221,000 kilometers in RUSA events. That includes one year (2012) when he rode 40,001 kilometers of qualifying events, two years where he surpassed 30,000 kilometers, and three years with more than 20,000 kilometers.

Gottlieb joins LSR RBA Dan Driscoll, who earned the Ultra R-12 Award in 2014.



# RUSA Awards

## R-12 Award Recipients

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

### Events that count toward the R-12 Award are:

- Any event on the RUSA calendar of 200 Km or longer.
- Foreign ACP-sanctioned brevets and team events (Flèches), Paris-Brest-Paris, and RM -sanctioned events of 1200 Km or longer.
- RUSA permanents—a particular permanent route may be ridden more than once during the twelve-month period for R-12 credit. The applicant must be a RUSA member during each of the twelve months. RUSA congratulates the latest honorees, listed below.

APPROVED	NAME	CITY, STATE
2014/11/01	Janis Ayers (F) [4]	Durham, NC
2014/11/01	Janis Ayers (F) [5]	Durham, NC
2014/11/03	Wallace J Bigler [3]	Houston, TX
2014/11/04	Greg Kline [4]	Balboa, CA
2014/11/04	Stacy Kline (F) [4]	Balboa, CA
2014/11/05	Roy M Ross	Sunnyvale, CA
2014/11/05	Ched Wells	Orlando, FL
2014/11/06	Sol Ameen [4]	Mount Shasta, CA
2014/11/08	John Zenter [3]	Hanover, MD
2014/11/10	Jacob Anderson [3]	Virginia Beach, VA
2014/11/10	David Beckstead [3]	Port Orchard, WA
2014/11/10	Ronald Malinauskas [5]	Chesapeake, VA
2014/11/10	Stuart Keith Sutton [6]	Virginia Beach, VA
2014/11/11	Nancy Russell (F)	San Rafael, CA
2014/11/14	Hugh Kimball [3]	Seattle, WA
2014/11/15	W Thomas Reeder [9]	Alexandria, VA
2014/11/17	Ken Knutson [7]	Tracy, CA
2014/11/18	Holden Hughart	Portland, OR
2014/11/18	Dieter Loibner [2]	Portland, OR
2014/11/20	Theresa A Furnari (F) [5]	Baltimore, MD
2014/11/21	Betty Jean Jordan (F)	Monticello, GA
2014/11/24	John Guzik [4]	Sunnyvale, CA

2014/11/27	Ward Beebe [8]	Oak Harbor, WA
2014/11/27	Keith Moore	Woodinville, WA
2014/11/28	Emma Dixon (F) [2]	Sunnyvale, CA
2014/11/28	Jonathan Dixon [2]	Sunnyvale, CA
2014/12/01	Maria Schur (F) [2]	Portland, OR
2014/12/02	Roger Peskett [3]	Tucson, AZ
2014/12/04	Rudy Hewitt [3]	Wheaton, MD
2014/12/05	Robert L Gundersen	Houston, TX
2014/12/05	Spencer Klaassen [9]	Saint Joseph, MO
2014/12/05	Erin Laine (F) [2]	New Orleans, LA
2014/12/08	Janet Bodine (F) [4]	Millersville, MD
2014/12/08	R Scott Cone [2]	Severna Park, MD
2014/12/08	Alan Woods [4]	Portland, OR
2014/12/09	Richard Grant McCaw [6]	San Jose, CA
2014/12/09	Keith Sherrick [5]	Clermont, FL
2014/12/09	Andy Strickland	Santa Clara, CA
2014/12/09	Bill Willis [2]	Pasadena, MD
2014/12/10	H Edward Boltz [4]	Fulton, NY
2014/12/10	Chad W Freeze [4]	San Angelo, TX
2014/12/11	Kerin Huber (F) [4]	Pasadena, CA
2014/12/11	Eve W Hush (F) [2]	Pickerington, OH
2014/12/13	Michael Anderson	Mansfield, MA
2014/12/14	Kitty Goursolle (F) [6]	San Ramon, CA
2014/12/14	Craig Mathews [7]	The Woodlands, TX
2014/12/15	Martin Meyer [2]	Oakland, CA
2014/12/15	John Russell [4]	Santa Rosa, CA
2014/12/16	J Andrew Clayton	Powell, OH
2014/12/16	Thomas Fortin	San Francisco, CA
2014/12/16	Christopher Michael Webster	Beaverton, OR
2014/12/18	Bob Bingham [5]	Graham, NC
2014/12/18	Metin Uz [3]	Palo Alto, CA
2014/12/19	Raphael Gernez	Los Altos, CA
2014/12/20	Mark Metcalfe [5]	Duncanville, TX
2014/12/20	Mark Metcalfe [6]	Duncanville, TX
2014/12/20	Mark Metcalfe [7]	Duncanville, TX
2014/12/20	Mark Metcalfe [8]	Duncanville, TX
2014/12/20	Jefferson Rogers	Wilmette, IL

2014/12/20	Henrik A. Schroeder [6]	Lighthouse Point, FL
2014/12/21	Jack Nicholson [3]	Arnold, MD
2014/12/22	David Harris [3]	Nashville, TN
2014/12/22	Rob Hawks [6]	Richmond, CA
2014/12/24	Chip Adams [7]	Severna Park, MD
2014/12/24	Linda A Dal Gallo (F) [3]	Mt Shasta, CA
2014/12/24	Georgi Emilov Stoychev	Laurel, MD
2014/12/25	Edward M Bennett [2]	Geneva, FL
2014/12/25	Drew Carlson [3]	Davis, CA
2014/12/25	Lisa Jean Portelli (F)	Winter Park, FL
2014/12/25	Kimberly J Smith (F)	Orlando, FL
2014/12/26	Elaine R Perry (F) [2]	Lakeside, CA
2014/12/27	Greg Merritt [3]	Berkeley, CA
2014/12/28	Charles A Badger [3]	Orlando, FL
2014/12/28	Yogy Namara [2]	Sunnyvale, CA
2014/12/28	Lisa Nicholson (F) [3]	San Diego, CA
2014/12/28	Denise Primrose (F) [2]	Oakland, CA
2014/12/28	Burnley R Willis	Anchorage, AK
2014/12/29	Jeff A Dilcher [2]	Atlanta, GA
2014/12/29	Audunn Ludviksson [2]	Seattle, WA
2014/12/29	Willy Nevin [9]	Pacifica, CA
2014/12/30	Peter W Dusel [4]	Ontario, NY
2014/12/30	Neil Fleming [5]	Atlanta, GA
2014/12/30	Jesse Marsh [4]	San Francisco, CA
2014/12/30	Michael Svihura	Belmont, CA
2014/12/30	Luis Vargas [4]	Davie, FL
2015/01/01	Vince P Beserra	Tustin, CA
2015/01/01	Stephen Hazelton [5]	Garland, TX
2015/01/01	Hector Enrique Maytorena	San Diego, CA
2015/01/02	Michael C Wali [2]	Mount Airy, MD
2015/01/03	Nicholas Bull [9]	Arlington, VA
2015/01/03	Jonathan Levitt [6]	Bronx, NY
2015/01/03	Paul G Shapiro [6]	Princeton Junction, NJ
2015/01/03	Mark Thomas [8]	Redmond, WA
2015/01/03	Kenneth Ward [3]	Kent, WA
2015/01/04	Gary P Gottlieb [10]	Aledo, TX
2015/01/04	Jason Pierce [5]	Oakland, CA
2015/01/04	Ryan Thompson [2]	Graton, CA
2015/01/05	Phil J MacFarlane	San Mateo, CA
2015/01/05	John Pearch [5]	Olympia, WA
2015/01/05	Hal Roseman	Agoura Hills, CA
2015/01/06	Carol Bell (F) [6]	Baltimore, MD

2015/01/09	Kamran Azmoudeh	Santa Rosa, CA
2015/01/10	Jenny O. Hatfield (F) [2]	Oakland, CA
2015/01/12	Becky Berka (F) [6]	Dublin, CA
2015/01/13	Bryan Rierson [5]	Garner, NC
2015/01/17	Mick Walsh	Seattle, WA
2015/01/18	Patrick A Donovan [7]	Orange Park, FL
2015/01/18	Dean Furbish [8]	Raleigh, NC
2015/01/18	Christine Newman (F) [5]	Skillman, NJ
2015/01/25	Adam Morley	Seattle, WA
2015/01/25	Daniel Tuchyner [3]	South Weber, UT
2015/01/26	Tim Lucas [5]	Wilson, NC
2015/01/27	Vincent Muoneke [5]	Federal Way, WA
2015/01/27	Vincent Muoneke [6]	Federal Way, WA
2015/01/28	Charles J Adams [3]	Midland, TX
2015/01/28	Catherine Shenk (F) [7]	Boulder, CO
2015/01/30	Mike Scott	Pocatello, ID
2015/01/30	William Watts	Indianapolis, IN
2015/02/01	Jimmy Atick	Miami, FL

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# RUSA Awards

## 5 Members Earn Mondial Award

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

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

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

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

RUSA congratulates the riders who have just earned this prestigious award.

APPROVED	NAME	CITY, STATE
2014/10/29	Rudy Hewitt	Wheaton, MD
2014/11/01	Jeff Newberry	Austin, TX
2014/11/08	Rob Welsh	Apple Valley, MN
2014/11/16	Christine Newman (F)	Skillman, NJ
2014/12/06	H Edward Boltz	Fulton, NY

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# RUSA Awards

## 5 Riders Earn Ultra Randonneur Award

Five honorees have earned the Ultra Randonneur Award, given to 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) needed 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. Riders can apply with ACP brevets, RUSA brevets, or RM-sanctioned 1200k events.

RUSA congratulates these riders who are the latest to earn this prestigious award.

APPROVED	NAME	CITY, STATE
2014/11/11	Gregory Olson	Gresham, OR
2014/12/22	Gary P Gottlieb [6]	Aledo, TX
2015/01/02	Dan Driscoll [5]	Arlington, TX
2015/01/07	Jeff Loomis	Seattle, WA
2015/01/27	Vincent Muoneke [2]	Federal Way, WA

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<http://www.roadbikerider.com/e-articles/endurance-training-and-riding-3-article-bundle>

# RUSA Awards

## 2014 K-Hound Awards

The K-Hound Award was initiated by Dallas RBA Dan Driscoll as an informal honor for riders who accumulated at least 10,000km during a calendar year. Initially, only events on RUSA's calendar and RUSA permanents were counted. In later years, the set of qualifying rides was expanded to include PBP and other foreign randonnées. RUSA adopted the award in 2014.

- 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. (Riders using foreign 1,200km's are denoted with a \*.)

***RUSA members who accumulate at least 10,000km in qualifying rides during a calendar year are eligible for this award. Qualifying rides include:***

RUSA congratulates our 2014 K-Hound recipients.

RUSA#	NAME	CLUB / ACP CODE	DIST (KM)
2163	ACUFF, Jan	Seattle International Randonneurs / 947018	11235
7199	ANDERSON, Jacob	Tidewater Bicycle Association / 946002	12012
4405	BANKS, Debra C.	San Francisco Randonneurs / 905030	13599
2362	BARNELL, Brenda	Lone Star Randonneurs / 943026	10207
3446	BECK, William	DC Randonneurs / 946012	10579
6628	BERGERON, Robert D	Randonneurs USA / 933095	10320
5285	BERKA, Becky	San Francisco Randonneurs / 905030	14132
2806	BLACKER, D Rick	Seattle International Randonneurs / 947018	10409
6527	BOLTZ, H Edward	Audax Atlanta / 910004	11104
4957	BOOTH, Robert J	Great Lakes Randonneurs / 913005	10294
6949	CARLSON, Drew	San Francisco Randonneurs / 905030	11684
8329	CONE, R Scott	Severna Park Peloton / 920025	10032
1609	DAYTON, Michael J	North Carolina Bicycle Club / 933045	11046
3932	DEBOER, Kelly	San Diego Randonneurs / 905140	20476
390	DRISCOLL, Dan	Lone Star Randonneurs / 943026	16861
153	ELLIS, John Lee	Rocky Mountain Cycling Club / 906002	10219
5699	FENSKE, Charlie	Lone Star Randonneurs / 943026	14762
4070	FURBISH, Dean	North Carolina Bicycle Club / 933045	10206
2565	GOTTLIEB, Gary P	Lone Star Randonneurs / 943026	28275
3301	GOURSOLLE, Kitty	San Francisco Randonneurs / 905030	11357
2807	GRAY, Jonathan F. L.	Pacific Coast Highway Randonneurs / 905051	12267
6176	HANDS, Ian Page	North Carolina Bicycle Club / 933045	11175

6652	HANSEN, Jason L	Seattle International Randonneurs / 947018	10026
5389	HAZELTON, Stephen	Lone Star Randonneurs / 943026	14415
8930	HERLIHY, Patrick	San Francisco Randonneurs / 905030	11539
6169	HOGAN, Michael A	North Carolina Bicycle Club / 933045	10000
2060	HUBER, Kerin	Pacific Coast Highway Randonneurs / 905051	10626
1132	JOHNSON, Ken	Davis Bike Club / 905014	20848
4914	KIMBALL, Hugh	Seattle International Randonneurs / 947018	22752
1989	KLAASSEN, Spencer	Kansas City Ultra Cycling / 925001	10026
3416	KRATOVIL, Joe	New Jersey Randonneurs / 930029	14324
5519	LASHLEY, Lynn	Randonneurs USA / 933095	14234
3439	LLONA, Joe	Seattle International Randonneurs / 947018	10128
6016	LUCAS, Tim	North Carolina Bicycle Club / 933045	10215
7563	LUDVIKSSON, Audunn	Seattle International Randonneurs / 947018	10840
8400	MACFARLANE, Phil J	San Francisco Randonneurs / 905030	10624
4797	MATHEWS, Craig	Houston Randonneurs / 943030	10291
9307	MAYTORENA, Hector Enrique	San Diego Randonneurs / 905140	10009
1589	METCALFE, Mark	Lone Star Randonneurs / 943026	12700
5355	MOORE, Keith	Seattle International Randonneurs / 947018	10802
5004	MUONEKE, Vincent	Seattle International Randonneurs / 947018	15086
413	MYERS, Mike	Lone Star Randonneurs / 943026	13013
414	MYERS, Nancy	Lone Star Randonneurs / 943026	13013
373	NAKAI, David	North County Cycling Club / 905041	10529
8427	NAMARA, Yogy	San Francisco Randonneurs / 905030	10276
4574	NEWBERRY, Jeff	Hill Country Randonneurs / 943025	15521
2861	NEWMAN, Christine	New Jersey Randonneurs / 930029	10457
2917	OLSON, Gregory	Oregon Randonneurs / 937020	11272
2692	PACINO, Dana A	Lone Star Randonneurs / 943026	10670
5290	PEARCH, John	Seattle International Randonneurs / 947018	10663
3525	PHELPS, Jerry L	North Carolina Bicycle Club / 933045	10000
5988	ROFFE, Theodore	Seattle International Randonneurs / 947018	10006
8978	ROSS, Roy M	San Francisco Randonneurs / 905030	10351
2583	SHAPIRO, Paul G	New Jersey Randonneurs / 930029	12001
3911	SPEIER, Andy	Seattle International Randonneurs / 947018	10202
3596	STEVENS, Sharon	Lone Star Randonneurs / 943026	13237
4089	SWARTS, Geoff	Seattle International Randonneurs / 947018	13953
64	THOMAS, Mark	Seattle International Randonneurs / 947018	15341
4226	THOMPSON, W David	Central Florida Randonneurs / 909062	11816
4495	TYER, Vickie	Lone Star Randonneurs / 943026	15480
3205	WRIGHT, Pamela	Lone Star Randonneurs / 943026	11339

# RUSA RBA Directory

REGION & WEBSITE	RBA NAME & E-MAIL	RBA MAILING ADDRESS	RBA PHONE(S)
<b>AK: Anchorage</b> www.alaskarandonneurs.org/	<b>Kevin Turinsky</b> kjturinsky@mac.com	2301 Saint Elias Drive Anchorage, AK 99517	907-276-6299
<b>AL: Birmingham</b> www.alabamarando.com	<b>Steve Phillips</b> rba@alabamarando.com	9011 Hwy 31N Kimberly, AL 35091	205-914-1441
<b>AZ: Casa Grande</b> www.azbrevet.com	<b>Carlton van Leuven</b> jonifide5@gmail.com	233 W. Raven Drive Chandler, AZ 85286	480-254-7606 480-254-7606
<b>AZ: Northern</b> NO URL	<b>John Ingold</b> ingoldjm@gmail.com	880 N. Inland Shores Drive Flagstaff, AZ 86004	928-310-8096
<b>CA: Davis</b> davisbikeclub.org	<b>Dan Shadoan</b> dj@shadoan.org	812 Eucalyptus Street Davis, CA 95618	530-756-9266
<b>CA: Fresno</b> fresnocycling.com	<b>Lori Cherry</b> LCherry@aol.com	1426 N. Echo Fresno, CA 93728	559-906-1491
<b>CA: Los Angeles</b> www.pchrandos.com	<b>Greg Jones</b> gsjco@pacbell.net	4465 Cedarglen Ct Moorpark, CA 93021	805-523-2774
<b>CA: San Diego</b> www.sandiegorandonneurs.com	<b>Dennis Stryker</b> dstryker@cox.net	4233 Arguello Street San Diego, CA 92103	619-977-9334
<b>CA: San Francisco</b> sfrandonneurs.org/	<b>Rob Hawks</b> rob.hawks@gmail.com	5630 Santa Cruz Ave. Richmond, CA 94804	510-526-2653
<b>CA: San Luis Obispo</b> slorandonneur.org/	<b>Vickie Backman</b> vbackman@charter.net	1108 Poppy Ln San Luis Obispo, CA 93401	805-550-1181
<b>CA: Santa Cruz</b> www.santacruzrandonneurs.org	<b>Bill Bryant</b> bill@bryant-springsteen.net	226 West Avenue Santa Cruz, CA 95060	831-425-2939
<b>CA: Santa Rosa</b> srcc.memberlodge.com/	<b>Robert Redmond</b> redmond.bob@gmail.com	PO Box 750221 Petaluma, CA 94975-0221	707-799-0764 707-769-9678
<b>CO: Boulder</b> www.rmccrides.com/brevets.htm	<b>John Lee Ellis</b> jellisx7@juno.com	3936 Dale Drive Lafayette, CO 80026	303-604-1163
<b>FL: Central</b> floridarandonneurs.com/wordpress	<b>Paul Rozelle</b> prozelle@gmail.com	1300 Friendly Way St. Petersburg, FL 33705	727-498-8048 614-565-3483
<b>FL: Gainesville</b> gainesvillecyclingclub.org/	<b>Jim Wilson</b> wilson@afn.org	620 NW 27th Way Gainesville, FL 32607	352-373-0023
<b>FL: Southern</b> southfloridarandonneurs.info/	<b>John Preston</b> john@johnandjuliet.com	6751 NW 9th St. Plantation, FL 33317	954-444-0910
<b>GA: Atlanta</b> www.audaxatlanta.com	<b>Kevin Kaiser</b> kkaiser23@comcast.net	1223 Hardy Pointe Dr Evans, GA 30809	706-860-8785
<b>IA: Central</b> iarando.drupalgardens.com/	<b>Greg Courtney</b> iowarando@gmail.com	1916 Meadowlane Ave Ames, IA 50010	515-233-3280 515-450-7901
<b>IL: Chicago</b> www.glrando.org/	<b>Jim Kreps</b> jimmyk22@aol.com	2732 N. Central Park Chicago, IL 60647	773-862-9879
<b>IL: Quad Cities</b> www.qcbrevets.net	<b>Michael Fox</b> mikeyfoxman@gmail.com	1316 Columbia Court Davenport, IA 52804	319-266-5230
<b>IN: Indianapolis</b> sites.google.com/site/indianarandonneurs/home	<b>William Watts</b> wwatts@butler.edu	2650 Kessler Boulevard North Drive Indianapolis, IN 46222	317-925-5801
<b>KY: Louisville</b> www.louisvillebicycleclub.org/	<b>Steve Rice</b> srickey@gmail.com	40 Plantation Drive Shelbyville, KY 40065	502-494-5288
<b>LA: New Orleans</b> NO URL	<b>Patrick Horchoff</b> larba1955@aol.com	8909 Ormond Place River Ridge, LA 70123	504-738-1352 504-957-1768
<b>MA: Boston</b> www.bostonbrevets.com	<b>Jake Kassen</b> me@jkassen.org	87 Monument St #2 Medford, MA 02155	617-921-0484
<b>MA: Westfield</b> www.GreatRiverRide.com	<b>Don Podolski</b> don@newhorizonsbikes.com	55 Franklin St. Westfield, MA 01085	413-562-5237
<b>MD: Capital Region</b> www.dcrand.org/dcr/	<b>Nicholas Bull</b> nick.bike.bull@gmail.com	6113 N 9th Rd. Arlington, VA 22205	703-241-0167 703-470-1359
<b>MI: Detroit</b> detroitrandonneurs.org/	<b>Tom Dusky</b> tdusky@gmail.com	10705 Lincoln Dr Huntington Woods, MI 48070	248-544-4443
<b>MN: Twin Cities / Rochester</b> www.MinnesotaRandonneurs.org	<b>Rob Welsh</b> TCBCBrevet@aol.com	7907 Upper Hamlet Court Apple Valley, MN 55124	612-801-4196 612-801-4196

REGION & WEBSITE	RBA NAME & E-MAIL	RBA MAILING ADDRESS	RBA PHONE(S)
<b>MO: Kansas City</b> www.kcbrevets.blogspot.com/	<b>Bob Burns</b> bobgburns555@aol.com	P0 Box 1387 Blue Springs, MO 64013	816-229-6071
<b>MO: St. Louis</b> www.stlbrevets.com/	<b>John Jost</b> stlbrevets@yahoo.com	9122 Conser Court St. Louis, MO 63123	314-843-4486
<b>MS: Jackson</b> groups.google.com/group/magnoliarandon	<b>Michelle Williams</b> mwilliams_spmr@hotmail.com	213 Hillside St. Ridgeland, MS 39157	601-573-2057
<b>MT: Bozeman</b> sites.google.com/site/montanarando/Home	<b>Jason Karp</b> belgradebobcat@msn.com	713 Cheery Drive Belgrade, MT 59714	406-388-1099 406-599-2897
<b>NC: High Point</b> www.bicycleforlife.org/rusa/index.html	<b>Tony Goodnight</b> RUSA.2012@bicycleforlife.org	1939 Barringer Rd Salisbury, NC 28147	704-637-6289
<b>NC: Raleigh</b> www.unc.edu/~alanj/	<b>Alan Johnson</b> alanmj@mindspring.com	308 Ashe St Morrisville, NC 27560	919-467-8457
<b>NE: Omaha</b> www.nebraskasandhillsrandonneurs.com	<b>Spencer Klaassen</b> sklaassen@ponyexpress.net	1617 S. 20th St. St. Joseph, MO 64507	816-244-9692
<b>NJ: NYC and Princeton</b> www.njrando.com	<b>Joe Kratovil</b> joekratovil@comcast.net	15 Apple Hill Road Hillsborough, NJ 08844	908-359-3368 908-507-0422
<b>NM: Cedar Crest</b> www.nmbrevets.com	<b>John Mazzola</b> nmnightrider@comcast.net	PO Box 811 Cedar Crest, NM 87008	505-263-7090
<b>NY: Central/Western</b> www.distancerider.net	<b>Peter Dusel</b> pdusel@sprintmail.com	1119 Lake Road Ontario, NY 14519	315-524-8519
<b>NY: Long Island</b> lirando.com	<b>Steve Yesko</b> syesko@yahoo.com	93-38 71 Drive Forest Hills, NY 11375	718-575-9313
<b>NY: Saratoga</b> www.adkultracycling.com	<b>John J. Ceceri Jr</b> john@adkultracycling.com	7 Pearl Street Schuylerville, NY 12871	518-583-3708
<b>OH: Columbus</b> ohiorandonneurs.org	<b>David Roderick</b> roderickdavid@sbcglobal.net	6357 Hudnell Rd. Athens, OH 45701	614-397-5495
<b>OK: Norman</b> www.facebook.com/groups/1514201805512796/	<b>Michael Schmit</b> meschmit65@gmail.com	325 Baker Street Norman, OK 73072	405-401-3770
<b>OR: Portland</b> www.orrandonneurs.org/	<b>Susan France</b> susan.m.france@gmail.com	25797 SW Neill Rd. Newberg, OR 97132	503-685-1337
<b>PA: Eastern</b> www.parandonneurs.com	<b>Tom Rosenbauer</b> trosenbauer@rcn.com	300 Burke St Easton, PA 18042	610-559-1145
<b>PA: Pittsburgh</b> www.pittsburghrandonneurs.com	<b>Jim Logan</b> jimlogan@verizon.net	215 Lindenwood Dr Pittsburgh, PA 15209	412-822-7778
<b>TN: Nashville</b> harpethbikeclub.com/ultra/	<b>Jeff Sammons</b> jsammons@bellsouth.net	1512 Aberdeen Dr Brentwood, TN 37027	615-373-2458
<b>TX: Amarillo</b> www.hellweek.com/	<b>Nick Gerlich</b> nickgerlich@gmail.com	P.O. Box 53 Canyon, TX 79015	806-499-3210
<b>TX: Austin</b> www.hillcountryrandonneurs.com	<b>Wayne Dunlap</b> wgundlap@aol.com	3108 Creeks Edge Parkway Austin, TX 78733	512-402-9953 408-857-5458
<b>TX: Brownsville</b> www.rgvrandos.org/	<b>Richard Cavin</b> rwc5830@gmail.com	5830 FM 509 San Benito, TX 78586	956-642-6108
<b>TX: Dallas</b> www.lonestarrandon.org/	<b>Dan Driscoll</b> dansmark@flash.net	2811 Hollywood Dr Arlington, TX 76013	817-925-0158
<b>TX: Houston</b> www.houstonrandonneurs.org	<b>Robert Riggs</b> elantier@hotmail.com	4418 Kingfisher Houston, TX 77035	713-301-7093
<b>TX: West Texas</b> www.pbbatx.com/html/randonneur.html	<b>Mark Hardwick</b> mark@mphardwick.com	2512 Concord Avenue Midland, TX 79702	432-683-3322 432-553-8553
<b>UT: Salt Lake City</b> www.SaltLakeRandos.org	<b>Richard Stum</b> richard@eogear.com	11874 E 18500 N Mt. Pleasant, UT 84647	435-462-2275 435-851-9558
<b>VA: Northern</b> www.romabrevet.org/	<b>Matt Settle</b> mattsettle.roma@gmail.com	67 Cullers Lane Strasburg, VA 22657	540-335-4981
<b>VA: Tidewater</b> tidewaterrando.com/	<b>Keith Sutton</b> sksuttonmd@cox.net	1104 Battle Royal Cir. Virginia Beach, VA 23455	757-252-9050
<b>WA: Seattle</b> www.seattlerandonneur.org	<b>Mark Thomas</b> mark@muthomas.net	13543 160th Ave NE Redmond, WA 98052	206-612-4700
<b>WA: Tri-Cities</b> drrando.blogspot.com/	<b>Norman Carr</b> normcarr@gmail.com	9617 Mia Lane Pasco, WA 99301	509-308-5266 509-308-5266
<b>WI: Southwest</b> NO URL	<b>Greg Smith</b> driftlessrandos@gmail.com	23295 McDougal Lane Richland Center, WI 53581	608-475-2040

# ACP Events

PAYS COUNTRY	CLUB ORGANISATEUR ORGANISER CLUB NAME	ACP CODE	DATES DES ORGANISATIONS EVENTS CALENDAR														
			200		300		400		600		1000		1200 et +		Flèche		
Alabama (AL)	Alabama Randonneurs	901004	24-Jan	14-Feb	21-Mar	20-Jun	27-Jun										
			20-Jun	16-May	23-May	16-May											
Alaska (AK)	Alaska Randonneurs	902006	25-Apr	16-May	23-May	16-May											
			30-May	20-Jun	25-Jul												
Arizona (AZ)	Arizona Randonneurs	903020	06-Aug	03-Oct	12-Sep												
			26-Sep	03-Oct													
	Davis Bike Club	905014	03-Jan	17-Jan	21-Feb	31-Jan	14-Feb	29-Mar									
			28-Feb	07-Mar	14-Mar	13-Jun											
	Fresno Cycling Club	905058	21-Mar	16-May													
			01-Jan	07-Mar	23-May	28-Mar											
	Channel Islands Bike Club	905082	14-Feb	21-Feb	23-May	14-Mar											
			03-Jan	10-Jan	11-Apr	07-Feb	21-Feb	14-Mar									
California (CA)	San Diego Randonneurs	905140	02-May	07-Jun	18-Jul	06-Jun											
			05-Sep	03-Oct		02-Mar											
	San Francisco Randonneurs	905030	17-Jan	01-Mar	02-Mar	02-Mar											
			04-Mar	06-Mar		28-Feb	11-Jul	19-Sep									
	San Luis Obispo Randonneurs	905166	24-Jan	07-Feb	18-Apr	28-Feb											
			13-Jun	21-Jun	11-Jul												
	Santa Cruz Randonneurs	905106	12-Jul	02-Aug	29-Aug												
			05-Sep	10-Oct		15-Feb											
Colorado (CO)	Rocky Mountain Cycling Club	906002	03-Jan	14-Mar	18-Jul	04-Apr											
			15-Feb	14-Mar	18-Jul	14-Mar											
	Central Florida Randonneurs	909062	19-Jul														
			17-Jan	03-Oct		18-Jan	21-Feb										
Florida (FL)	Gainesville Cycling Club	909005	31-Jan														
			10-Jan	11-Jan	07-Feb	10-Jan	07-Feb										
	Audax Atlanta	910004	14-Mar	19-Apr	09-May												
			13-Jun	11-Jul	08-Aug	28-Feb											
Georgia (GA)	Great Lakes Randonneurs	913005	12-Sep	10-Oct													
			03-Jan	17-Jan	14-Mar	31-Jan	11-Apr	20-Jun									
Illinois (IL)	Quad Cities Randonneurs	913042	23-May	20-Jun	18-Jul												
			12-Sep	10-Oct		18-Apr	02-May	16-May									
Indiana (IN)	Iowa Randonneurs	915005	18-Apr	02-May	13-Jun	18-Apr	02-May	16-May									
			30-May	13-Jun		25-Apr	17-May										
Kentucky (KY)	Crescent City Randonneurs	918002	11-Apr	20-Jun	03-Oct	02-May	20-Jun										
			11-Apr	02-May	23-May	02-May	13-Jun										
Louisiana (LA)	DC Randonneurs	946012	13-Jun														
			18-Apr	07-Mar	06-Jun	07-Mar											
Maryland (DC)	New England Randonneurs	921005	21-Feb	14-Feb	06-Jun	04-Apr	18-Apr	02-May									
			03-Oct	11-Apr	25-Apr	09-May	06-Jun	30-May	27-Jun	01-Aug							
Massachusetts (MA)	Northeast Sport Cyclists	921033	25-Jul	29-Aug	25-Apr	12-Apr	09-May	09-Aug									
			22-Mar	25-Apr	13-Sep	30-May	30-May										

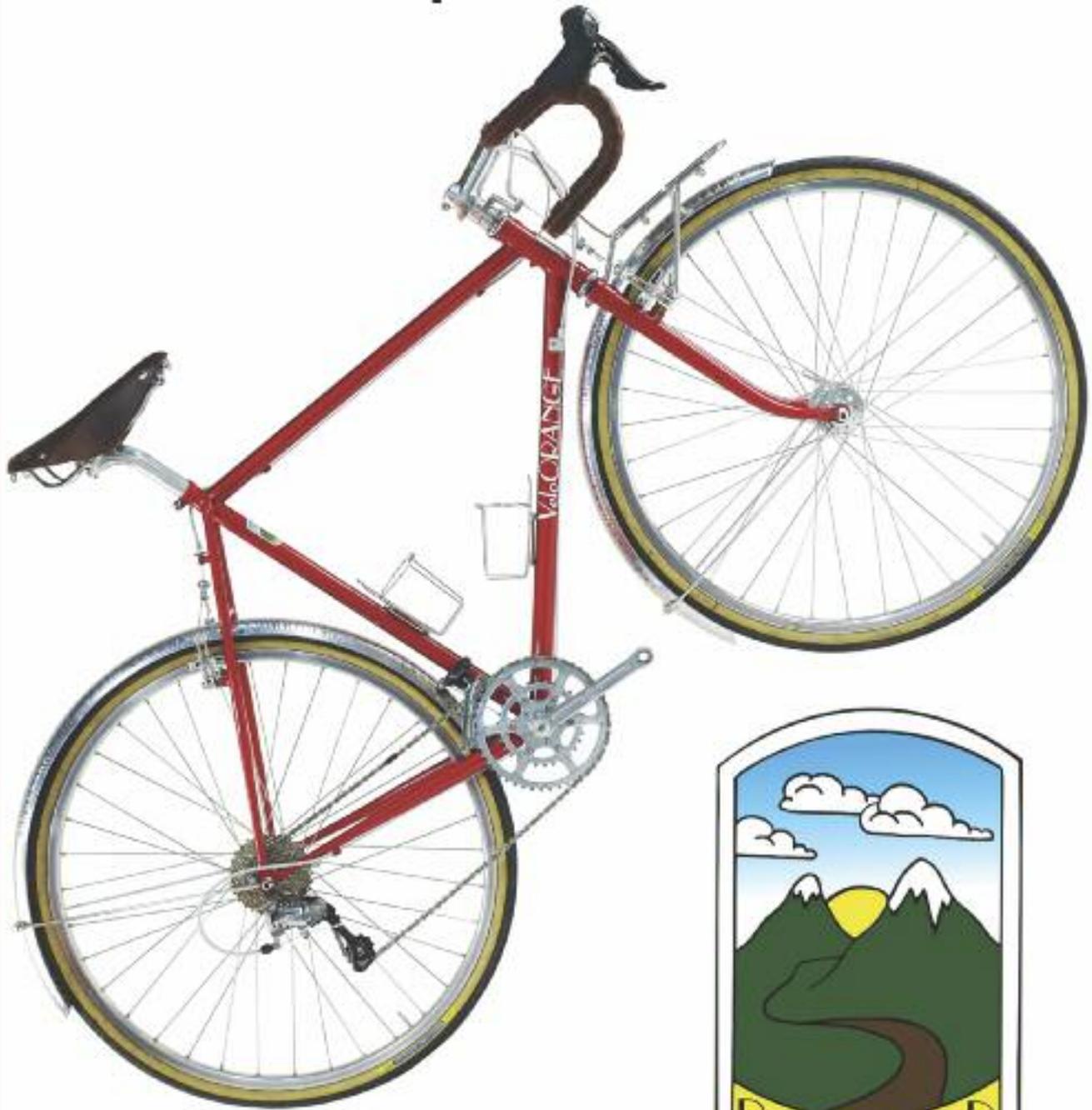
PAYS COUNTRY	CLUB ORGANISATEUR ORGANISER CLUB NAME	ACP CODE	DATES DES ORGANISATIONS EVENTS CALENDAR													
			200			300			400			600			1000	1200 et +
Michigan (MI)	Detroit Randonneurs	922015	25-Apr	26-Sep	09-May	16-May	23-May	30-May	20-Jun	12-Sep	20-Jun	27-Jun	19-Sep			
Minnesota (MN)	Minnesota Randonneurs	923003	18-Apr	30-May	09-May	01-Aug										
			09-May	11-Jul	30-May											
Mississippi (MS)	Magnolia State Randonneurs	924002	18-Jul	01-Aug	02-Aug											
Missouri (MO)	Kansas City Ultra Cycling	925001	03-Oct													
			28-Mar													
Montana (MT)	Gallatin Valley Bicycle Club	926001	28-Mar	04-Apr	11-Apr	25-Apr	09-May	06-Jun	23-May	06-Jun	20-Jun	03-Oct				
			25-Apr	09-May												
Nebraska (NE)	Nebraska Sandhills Randonneurs	927005	18-Apr	16-May	19-Sep	01-Aug	25-Apr	09-May	19-Sep	16-May	06-Jun	11-Jul				
New Jersey (NJ)	New Jersey Randonneurs	930029	04-Apr	18-Apr	25-Apr	16-May	31-May	16-May	06-Jun	06-Jun	20-Jun					
New York (NY)	Rochester Cycling Club	932030	11-Apr	03-May	31-Jul	02-Aug										
			09-May	12-Sep	10-Oct											
North Carolina (NC)	Bicycle For Life Club	933057	29-Mar	25-May												
			09-May	09-May												
Ohio (OH)	North Carolina Bicycle Club	933045	09-May	17-Jan	18-Apr	02-Aug										
			29-Mar	02-Aug												
Ohio (OH)	Ohio Randonneurs	935012	03-Jan	01-Aug	18-Apr	07-Feb	02-May	07-Feb	28-Feb	21-Mar	28-Feb	27-Jun				
			18-Apr	01-Aug	01-Aug											
Oklahoma (OK)	Oklahoma Randonneurs	936006	11-Apr	19-Sep	25-Apr	10-Jul	11-Jul	16-May	06-Jun		06-Jun					
			28-Feb	07-Mar	07-Mar											
Oregon (OR)	Oregon Randonneurs	937020	14-Feb	07-Mar	04-Apr	11-Apr	18-Apr	25-Apr	09-May	31-Aug	06-Jun	29-Aug				
			09-May	06-Jun	04-Jul											
Pennsylvania (PA)	Pennsylvania Randonneurs	938017	01-Aug	12-Sep	03-Oct											
			03-Jan	07-Feb	21-Mar											
Tennessee (TN)	Western Pennsylvania Wheelmen	938016	18-Apr	31-May	13-Jun											
			25-Jul	08-Aug	12-Sep											
Texas (TX)	Hell Week Randonneurs	943037	15-Mar	19-Apr	11-Apr	23-May	21-Jun	09-May	21-Jun							
			31-Jan	21-Feb	14-Mar	11-Apr	19-Apr	22-Apr	24-Apr	30-May						
Virginia (VA)	Hill Country Randonneurs	943025	28-Mar	11-Apr	19-Apr	22-Apr	22-Apr	30-May								
			20-Apr	09-May	18-Mar	20-Mar										
Washington (WA)	Seattle International Randonneurs	947018	01-Jan	16-Mar	18-Mar											
			01-Jan	14-Feb	04-Apr	04-Apr	21-Feb	21-Feb	25-Apr	09-May						
Wisconsin (WI)	Desert River Randonneurs	949007	09-May	31-Jan	11-Apr	11-Apr	11-Apr	21-Mar	22-May	08-Jun	08-Jun	10-Jul				
			10-Jan	07-Feb	09-May	09-May	09-May	10-Jul	10-Jul	19-Sep						
	Driftless Randonneurs	949007	28-Mar	01-Aug	25-Apr	18-Apr	21-Apr	27-Jun	16-May							
	Tidewater Bicycle Association	946002	21-Mar	26-Apr	26-Apr	04-Apr	04-Apr	02-May	02-May	13-Jun	13-Jun	03-Oct				
	Driftless Randonneurs	949007	14-Mar	05-Apr	26-Apr	04-Apr	21-Apr	27-Jun	16-May	13-Jun	16-May	30-May				
	Desert River Randonneurs	947004	02-Aug	19-Sep	02-Aug	28-Feb	26-Sep	21-Mar	20-Jun	13-Jun	16-May	11-Sep				
	Driftless Randonneurs	949007	28-Feb	26-Sep	21-Mar	20-Jun										

# RUSA Events

REGION	RBA NAME	RUSA EVENTS
AK: Anchorage	Kevin TURINSKY	2015/04/11 (100 km) 2015/04/25 (100 km) 2015/05/16 (100 km) 2015/06/14 (100 km) 2015/07/25 (100 km) 2015/08/08 (100 km) 2015/08/22 (100 km) 2015/09/12 (100 km) 2015/09/26 (100 km) 2015/10/03 (100 km) 2015/10/17 (100 km) 2015/10/17 (200 km)
AL: Birmingham	Steve PHILLIPS	2015/01/01 (121 km) 2015/01/01 (167 km) 2015/02/07 (108 km) 2015/07/07 (100 km)
AZ: Casa Grande	Carlton VAN LEUVEN	2015/01/03 (100 km)
CA: Davis	Dan SHADOAN	2015/10/03 (dart) 2015/10/31 (103 km) 2015/10/31 (200 km) 2015/12/31 (200 km)
CA: Los Angeles	Greg JONES	2015/10/25 (201 km)
CA: San Diego	Dennis STRYKER	2014/12/13 (200 km)
CA: San Francisco	Rob HAWKS	2015/01/10 (117 km) 2015/04/19 (120 km) 2015/06/06 (dart) 2015/06/06 (dart) 2015/09/12 (100 km) 2015/09/12 (110 km) 2015/10/17 (200 km) 2015/11/07 (200 km) 2015/12/05 (200 km)
CA: Santa Rosa	Robert REDMOND	2015/04/11 (400 km) 2015/05/16 (200 km) 2015/05/17 (200 km)
CO: Boulder	John Lee ELLIS	2015/03/15 (108 km) 2015/04/05 (122 km) 2015/10/11 (129 km)
FL: Central	Paul ROZELLE	2015/06/06 (100 km)
FL: Southern	John PRESTON	2015/11/14 (200 km) 2015/12/12 (200 km)
GA: Atlanta	Kevin KAISER	2015/11/07 (200 km) 2015/11/21 (200 km) 2015/12/05 (200 km)
MA: Boston	Jake KASSEN	2015/01/04 (107 km) 2015/02/01 (105 km) 2015/03/28 (100 km) 2015/04/18 (100 km) 2015/05/16 (dart) 2015/05/16 (dart) 2015/09/26 (114 km)
MA: Westfield	Don PODOLSKI	2015/03/15 (100 km) 2015/10/11 (100 km) 2015/10/11 (170 km)
MD: Capital Region	Nicholas BULL	2015/01/24 (106 km) 2015/11/07 (205 km) 2015/12/05 (205 km)
MN: Twin Cities/Rochester	Rob WELSH	2015/04/04 (100 km) 2015/04/11 (120 km) 2015/04/25 (100 km) 2015/05/09 (100 km) 2015/06/20 (100 km) 2015/07/25 (125 km) 2015/08/02 (100 km) 2015/08/08 (100 km) 2015/09/26 (150 km) 2015/10/17 (100 km)
MS: Jackson	Michelle WILLIAMS	2015/01/10 (103 km) 2015/02/28 (103 km)
MT: Bozeman	Jason KARP	2015/07/04 (100 km)
NC: High Point	Tony GOODNIGHT	2015/03/07 (100 km) 2015/12/19 (200 km)
NC: Raleigh	Alan JOHNSON	2015/09/19 (100 km)
NY: Saratoga	John J. CECERI JR	2015/05/28 (100 km)
PA: Eastern	Tom ROSENBAUER	2015/10/17 (150 km) 2015/10/17 (200 km) 2015/11/01 (200 km) 2015/11/15 (100 km) 2015/12/05 (200 km)
PA: Pittsburgh	Jim LOGAN	2015/03/08 (100 km) 2015/06/07 (100 km)
TN: Nashville	Jeff SAMMONS	2015/10/24 (200 km) 2015/11/28 (200 km)
TX: Amarillo	Nick GERLICH	2014/12/31 (200 km) 2015/12/31 (200 km)
TX: Austin	Wayne DUNLAP	2015/02/28 (200 km) 2015/03/07 (300 km) 2015/03/14 (300 km) 2015/03/28 (400 km) 2015/04/11 (600 km) 2015/12/05 (200 km)
TX: Brownsville	Richard CAVIN	2015/01/24 (200 km) 2015/01/24 (300 km) 2015/03/28 (200 km) 2015/03/28 (300 km) 2015/11/14 (200 km) 2015/11/14 (300 km)
TX: Dallas	Dan DRISCOLL	2015/01/01 (100 km) 2015/01/24 (217 km) 2015/02/21 (100 km) 2015/03/14 (325 km) 2015/03/28 (305 km) 2015/04/18 (206 km) 2015/04/18 (317 km) 2015/05/23 (211 km) 2015/05/23 (308 km) 2015/06/13 (150 km) 2015/06/13 (255 km) 2015/07/04 (200 km) 2015/07/04 (362 km) 2015/08/08 (200 km) 2015/09/05 (200 km) 2015/09/05 (362 km) 2015/09/07 (205 km) 2015/10/24 (212 km) 2015/10/24 (308 km) 2015/10/24 (412 km) 2015/10/24 (600 km) 2015/11/14 (100 km) 2015/11/14 (400 km) 2015/11/21 (100 km) 2015/11/21 (300 km) 2015/11/28 (100 km) 2015/11/28 (210 km) 2015/12/05 (200 km) 2015/12/12 (211 km)
TX: Houston	Robert RIGGS	2015/05/30 (200 km) 2015/05/30 (300 km) 2015/07/11 (207 km) 2015/07/11 (314 km) 2015/08/01 (200 km) 2015/10/10 (200 km) 2015/12/12 (200 km)
TX: West Texas (215 km)	Mark HARDWICK	2015/01/01 (101 km) 2015/08/15 (215 km) 2015/08/16 (120 km) 2015/09/18 (117 km) 2015/09/18
UT: Salt Lake City	Richard STUM	2015/03/21 (100 km) 2015/04/11 (100 km) 2015/04/25 (200 km) 2015/05/09 (134 km)
VA: Tidewater	Keith SUTTON	2015/01/01 (100 km)
WA: Seattle	Mark THOMAS	2015/03/07 (100 km) 2015/09/26 (100 km)

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