

AMERICAN RANDONNEUR



Attitude
Is Everything

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RBA
Directory

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Australian
Great Southern
Randonnée

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adventureCORPS: *San Diego!*



April 15-19, 2013

We invite you join us for our new five-day cycling retreat is based in Julian, CA, the premier mountain getaway just an hour east of San Diego in the beautiful Cuyamaca mountains. You will enjoy five days of SAG-supported world-class cycling in and around the Mount Laguna - Julian - Lake Cuyamaca - Anza-Borrego area. Multiple distances will be offered each day, offering something for riders of all levels. Wine tasting, a group dinner at a cozy Italian restaurant, yoga classes, a hike, and more are included. The riding, camaraderie, and setting are so fabulous that we believe this camp will become an annual pilgrimage for all who attend. Option to stay also to ride our Mount Laguna Bicycle Classic!



April 20, 2013

First held in 2010, this 'bucket list' event features up to 101 miles with over 10,000 feet of climbing and three different ascents of San Diego County's Mount Laguna! There are just three stop signs and NO traffic lights on this incredible route which starts and finishes just 44 miles east of San Diego in Pine Valley, CA! 45- and 75-mile routes are also offered at what is truly one of California's most superb cycling events.

Stage One of the King Of The Road Challenge!



May 11, 2013

This event is brand new and it's so fantastic, you do not want to miss out on the inaugural edition! New for 2013, this superb ride combines the 11-mile, 4000-foot ascent of Montezuma Valley Road from Borrego Springs to Ranchita, a luscious cruise west to Lake Henshaw, and then the world-famous East Grade ascent of Mount Palomar. The round-trip is 94 miles with 9000 feet of gain, but 34- and 69-mile options are also offered and all of it is held on great roads with little to no traffic, no traffic lights, and only six stop signs!

Stage Two of the King Of The Road Challenge!

Information and Registration: www.adventurecorps.com



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On the cover

Enjoying the Vermont
Lake Champlain 300k.

Happy New Year and welcome to the 2013 brevet season. As I write this, I'm just back from a January 200k. When I began randonneuring more than a decade ago, the thought of a January brevet was a foreign notion. Our randonneuring season began in April and wrapped up by early June. For the next eight months we had to live off memories and shop-worn stories until the next season rolled round.

That finite brevet season is long gone. Year-round riding is now the norm for riders in randonneuring regions that stretch from the Deep South to the great Northwest. I counted more than 30 events scheduled across the country in January.

A year-round schedule is just one of the many ways that our sport has evolved in the past decade. Ten years ago the general cycling population didn't know a brevet from a baguette. But we've recently seen widespread publicity of randonneuring on popular cycling websites, in local newspapers and even in a cycling comic strip. Thus, it should come as no surprise that your Saturday morning club riders have heard of Paris-Brest-Paris and actually know what it is. We've slowly gained the respect of our cycling peers, and we've caught the eye of the biking industry. Framebuilders now market randonneuring-specific models, while tire makers and bag makers and seat makers tout the virtues of their products on long distance events.

Inside our organization, we've seen tremendous growth in membership. Membership Committee Chair Don Hamilton stays busy sending packets to new members. Don may well be assigning number 9,000 to some lucky new member this year!

The brevet schedule is just part of the story for year-round riding. Permanent rides have become monthly goals for many randonneurs as they pursue the R-12 Award or the relatively new P-12 Award. Permanents account for a large bulk of the mileage we accumulate each year, with more than 5,000 rides in 2012 totaling over 820,000 kilometers. This year, we'll see riders attempting the new Super Randonnée 600K permanents, which feature challenging courses of at least 10,000 meters (32,800 feet) of climbing.

Besides the permanents program, RUSA has added several new awards to keep us motivated. The RUSA Cup is earned

by completing various RUSA events; the American Explorer requires riders to log events in 10 or more states. Those join awards such as the Mondial and Galaxy, which are earned by logging cumulative distance of 40,000 km and 100,000 km respectively. There is one RUSA award that requires absolutely no riding — the American Randonneur Award honors a RUSA member who has made significant and outstanding contributions to randonneuring in the United States. You'll find a profile of this year's recipient on page 50.

Of course, nothing will give your early season riding greater purpose than signing up for one of our domestic 1200ks. We have a record seven U.S. events to choose from. You can do one a month from May through October, with two in June: May 1: — Texas Rando Stampede (Texas); June 6 — Shenandoah (Virginia); June 24 — the Gold Rush Randonnée (California); July 21 — The Big Wild Ride (Alaska); August 8 — Endless Mountains (Pennsylvania); September 11 — Last Chance Randonnée (Colorado); and October 10 — Taste of Carolina (North Carolina).

Before I wrap up, a few thanks are in order. First, a tip of that cap to Mark Thomas for his capable leadership as RUSA's outgoing president. Mark will remain on the board and we'll regularly seek his counsel. Jennifer Wise -- also known as RUSA #1 -- has just finished two terms on the board and has rotated off. We all owe Jennifer our gratitude for helping to create our organization and ensuring that it has remained on firm footing. Jennifer will still be in charge of the RUSA store, and we promise to keep her actively engaged in the newsletter as well. Speaking of the newsletter, I'm delighted to announce that Central Florida RBA Paul Rozelle has agreed to step up to serve as editor. Please welcome him and send all of your story ideas his way. Our thanks to William DeRosset for serving as editor during the past year and continuing to help on the Newsletter Committee.

That's all for now. Time for a little training — that 600k is only two weekends away. . . .

Mike

—Mike Dayton
RUSA President

LUXOS



The Luxos U headlight from Busch & Müller has their new IQ2 optical system, which projects a much wider beam than any other dynamo headlight. The illumination of the road surface is uniform, near to far, so you can see well on fast descents. At speed, most of the LED's output is concentrated at the very top of the beam where it illuminates the road furthest from the rider.

As your speed drops below 15 km/h, the Luxos U automatically transitions between optimal illumination for fast riding and slow speeds by gradually shifting power from the driving LEDs to close up "panorama" LEDs. This ensures you always have the optimal beam pattern regardless of your speed.

The headlight can be switched directly, or via a handlebar mounted switch which also provides the connection to the built-in USB charger and cache battery for cell phones, GPS units and beer coolers. Don't forget the beer.

The Luxos U also monitors the status of your taillight. A flashing LED on the headlight switch warns you if the taillight malfunctions. There's even a headlight flashing mode for increased safety during daylight. The Luxos U is amazing.

The less expensive Luxos B model has the same new IQ2 optics for riding at speed. Both Luxos models have Licht 24 daytime running lights, and standlights. Both models may be used with or without a wired taillight.

Find comparison photos of many popular bicycle headlights including the new Busch & Müller Luxos U and Luxos B models on my website at: www.PeterWhiteCycles.com/headlights.asp

Luxos manual: www.PeterWhiteCycles.com/Downloads/B&M_LUXOS_B_U.pdf

Busch & Müller 2013 catalog: www.PeterWhiteCycles.com/Downloads/B&M_2013.pdf

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New RUSA Members

RUSA #	Name	City	State/Prov.	RUSA #	Name	City	State/Prov.
7986	Garret S Wong	Anchorage	AK	8107	Rachel K Brilliant	San Rafael	CA
7990	Amber Michelle Markalonis	Fort Worth	TX	8108	Mark Heinrich	Gunter	TX
7994	Jen C Collins	Portland	OR	8109	Michael Ghitelman	Harrison	NY
8005	Simon A Bull	Arlington	VA	8110	Joshua E Stadler	Lee's Summit	MO
8022	Emily Warm	Boulder	CO	8111	Dan Catlin	Franklin	IN
8034	Patty Conklin	South San Francisco	CA	8112	Walter Donald Lyon	DeLand	FL
8035	Megan Conklin	South San Francisco	CA	8113	Karen Lydia Lyon	DeLand	FL
8061	Ron Brassell	Franklin	KY	8114	Daniel McNamara	San Rafael	CA
8062	Terry Arzie DeFever	Pasco	WA	8115	David Nichols	San Francisco	CA
8063	Jon E Beckham	San Francisco	CA	8116	Mariah Whitney	San Francisco	CA
8064	Brian Clark	Clive	IA	8117	Jason D Lewis	Belton	MO
8065	Julien E Lyall	Pittsburgh	PA	8118	Celeste D Fritsche	Houston	TX
8066	Sarah E Alexander	Dahlgren	VA	8119	Lynn R Stein	Boulder	CO
8067	Dan McKenzie	Mill Valley	CA	8120	Jay I Stein	Boulder	CO
8068	Richard J Nicholson Jr	Austin	TX	8121	Vick Dyer	Knoxville	TN
8069	Virginia J Vaquero Casey	Morgan Hill	CA	8122	Christopher Niebylski	Washington	DC
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8071	Bruce P Williams	Berkeley	CA	8124	Kim S Collier	Concord	CA
8072	Bill D Mullins	Spokane	WA	8125	Omri D. Ben-Amos	Jamaica	NY
8073	Ronell C Mallari	Santa Clara	CA	8126	Lars Soderstrom	Rotonda West	FL
8074	Ann K Klein	Oakland	CA	8127	Patrick Lamb	Huntsville	AL
8075	Gary H Hsueh	Oakland	CA	8128	Gar N Rochon	Milledgeville	GA
8076	Michael Hansen	San Francisco	CA	8129	Joe Dickens	Santa Clara	CA
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8094	Jonathan Dixon	Sunnyvale	CA	8147	Timothy R Knowles	San Diego	CA
8095	Katherine Gibson Sharpe	Berkeley	CA	8148	Ty Rilleau	San Francisco	CA
8096	Bob Peatman	Atlanta	GA	8149	Alan G Miller	Woodinville	WA
8097	Jean C Prevost	Canandaigua	NY	8150	David Sykes	Virginia Beach	VA
8098	Kathleen M Colvard	Des Moines	WA	8151	Bill Lower	Puyallup	WA
8099	John L Colvard	Des Moines	WA	8152	Dennis Dong	Fremont	CA
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8101	Michael Wellman	Austin	TX	8154	Kirsten H McDaniel	Campbell	CA
8102	Teng Gao	San Francisco	CA	8155	Kent K Peckham	Central Square	NY
8103	Tobe-Ano O'neal	Richmond	CA	8156	Tracy Jones	Katy	TX
8104	Jonathan S Simon	Berkeley	CA	8157	Miki Miyashiro	Sacramento	CA
8105	Parviz Aliyev	Ashburn	VA	8158	Toshi Tajima	San Jose	CA
8106	Eric A Carr	Knoxville	TN	8159	Marcelo Tavares	Golega	Rio de Janeiro

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8162	Wendell C Neville Jr	Reidsville	NC	8215	Crystal Bae	Washington	DC
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8164	Nandan Shah	Chicago	IL	8217	Bill Skibbe	Magnolia	TX
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8166	Mary S Roach	Summerfield	NC	8219	James C Bowes IV	Mountlake Terrace	WA
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8168	J Scott Franzen	Wernersville	PA	8221	Mike Kelly	Flower Mound	TX
8169	Ashutosh Kaushik	Fremont	CA	8222	Vanessa S Mize	Longmont	CO
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8172	Jonathan T Ghazarian	San Francisco	CA	8225	B W Weathered	Poquoson	VA
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8175	Patrick J Dwyer	Glidden	WI	8228	Terry A O'Connor	Kalamazoo	MI
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8177	Alan J. Tolkoff	West Hills	CA	8230	Heather M Barnett	Seattle	WA
8178	Aysegul Jones	Madera	CA	8231	Ronald Cortez	Lincoln Park	NJ
8179	David C King	Spring	TX	8232	Ben Stovall	Austin	TX
8180	William Frank	Fort Worth	TX	8233	George Provine	Millersville	MD
8181	Nick Renzler	Washington	DC	8234	Joan E Sandstrom	Spring	TX
8182	Wil Otis Sanders	Olympia	WA	8235	Robin H Cosgrove	Davis	CA
8183	Eric Gene Welborn	N. Richland Hills	TX	8236	John Richard Krone Jr	Moorpark	CA
8184	Vaune Davis	Toronto	ON CAN	8237	Jonathan McMillan	Fort Worth	TX
8185	Paul Wesley Knopp	Lincoln	NE	8238	Henry van den Broek	Lexington	MA
8186	Kathy Henry	Kingston	WA	8239	Truett Evan Cantrell	Portland	TX
8187	Curtis D Shaw	Longview	TX	8240	Benjamin Mayer	Knoxville	TN
8188	Michael Dean Pedersen	Albuquerque	NM	8241	Dane Carlson	Walnut Creek	CA
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8191	John M. Ward	Austin	TX	8244	William Hui-Chao Chiang	Seattle	WA
8192	John A Bodine	Millersville	MD	8245	Scott MSprenger	Provo	UT
8193	Diane Ruth Sandvik	Seattle	WA	8246	Riley Carson Kendig	Olympia	WA
8194	George Dawson	Hubert	NC	8247	Jim Q Zhang	Bothell	WA
8195	Timothy William Scanlon	Cobourg	ON CAN	8248	Jason M McFarland	Longmont	CO
8196	Jeffrey L Escote	Novi	MI	8249	Peter G Widjaja	Woodland	CA
8197	P Gary Swanson	Yuba City	CA	8250	Keith Davis	Los Angeles	CA
8198	Bill L Penland Jr	Ottawa	KS	8251	Mark Mullen	Arlington	VA
8199	Richard Lengyel	Rainbow City	AL	8252	Kathleen A Grisdale	Cypress	TX
8200	Lan T Tran	San Diego	CA	8253	Michael Handforth	San Diego	CA
8201	C R Whitehead	Seattle	WA	8254	Naoki Iwakami	Redwood City	CA
8202	Wendy Stevens	Raleigh	NC	8255	Kip Pierson	Washington	DC
8203	Gary Lynn Smith	Raleigh	NC	8256	Cheryl Scott	Reidsville	NC
8204	Christopher Friesen	San Jose	CA	8257	Corwin Kruse	Saint Paul	MN
8205	Martin Bialas	Olympia	WA	8258	Jon Eggert Gudmundsson	Miami	FL
8206	Steven Thomas Hardy-Braz	Farmville	NC	8259	May Toms	Greensboro	NC
8207	Rodney Lee Brown Jr	Seattle	WA	8260	DeeAnne K ---Doseman	Huntington Beach	CA
8208	Erik Jay Brown	Olympia	WA	8261	Ricardo Miro Sr	Apopka	FL
8209	George V Rux	North Oaks	MN	8262	Erick Alberto Martinez	Nevada City	CA
8210	James P Vasapolli	Lakewood	CA	8263	Mark Etheridge	Jacksonville	FL
8211	William Boyd Turek	Escondido	CA	8264	George J Freeman Jr	Traverse City	MI
8212	Timothy M Barry	Rockville	MD	8265	Kevin M Haywood	Valley Center	CA

New RUSA Members continued

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8267	Lulu Nevin	Pacifica	CA	8321	Oliver Lee	Davis	CA
8268	David Hudson Baker	Seattle	WA	8322	Peter Ettel	Seattle	WA
8269	Daniel H McKinley	Thomaston	GA	8323	Peter L Cousseau	Seattle	WA
8270	Aidan Nuttall	Carlsbad	CA	8324	Andy Strickland	San Jose	CA
8271	Andrew Thai	Louisville	KY	8325	Chad Barr	Grove City	PA
8272	J B Wachs	Huntsville	AL	8326	Patty Danko	Irving	TX
8273	Benjamin Parrilla	Newark	NJ	8327	John Carr III	Milwaukee	WI
8274	Mark C Davies	Wellington	FL	8328	Jon F Spallino	Redondo Beach	CA
8275	Andrew Reeder	Santa Rosa	CA	8329	R Scott Cone	Severna Park	MD
8276	Michael C Lindsey	Madison	AL	8330	Julia Treiber	Chamblee	GA
8277	Ray Moore	Dripping Springs	TX	8331	Andrew Jopling	Arlington	TX
8278	Maria E Leyva	The Woodlands	TX	8332	Jenny M Roberts	Mansfield	TX
8279	C Bryan Miller	Colorado Springs	CO	8333	Kathryn C Hall	Eugene	OR
8280	Joe D Schmidt	Wasilla	AK	8334	Ty Thomas Beede	Redondo Beach	CA
8281	Fred Deutsch	Florence	SD	8335	David J Naar	Beachwood	OH
8282	Kristopher Rhodes	Seattle	WA	8336	Sora Chong	San Francisco	CA
8283	Jenny Hatfield	Oakland	CA	8337	Andrew P Schlotfeldt	Seattle	WA
8284	Shawn Hatfield	Oakland	CA	8338	Scott Johnsen	Framingham	MA
8285	Todd H Wright	Lakeville	MN	8339	Jonathan Lee White	Converse	TX
8286	Allen Booker	Tempe	AZ	8340	Evan Scott Gordon	Pompano Beach	FL
8287	Jose A Moreno	Miami Gardens	FL	8341	Rick E Bush	Canal Winchester	OH
8288	Jason Connell	Bellevue	WA	8342	Robert L Trombley	Seattle	WA
8289	David M Dimston	Austin	TX	8343	Michael Goodman	Valley Village	CA
8290	Stephen E Hahn	Millersville	MD	8344	Robert Cleymaet	Reno	NV
8291	Shayla Bishop	Greenville	SC	8345	Bill Brandon	Zephyrhills	FL
8292	Keith N Olsen	San Diego	CA	8346	Cindy Riordan	Christmas	FL
8293	Amy R Romig	Columbus	IN	8347	Kit D Oslin	Fridley	MN
8294	Stephen K. Hudson	Jamestown	NC	8348	Gary L Boal	San Jose	CA
8295	Dan Colvin	Dripping Springs	TX	8349	Bruce A Ivy	Seminole	FL
8296	Michael A Bombka	Debary	FL	8350	John Sanchirico	Brighton	MI
8297	Marsha Arnold	Sacramento	CA	8351	Dave E Buell	Cary	NC
8298	Doug Arnold	Sacramento	CA	8352	Scott S Elliott	Adrian	MI
8299	Phillip Kingsbury	Wantagh	NY	8353	P.J. Gilmore	Guysville	OH
8300	Jacob Lee Hansen	Vallejo	CA	8354	Pierre Romain Muron	San Ramon	CA
8301	Anthony Clayton	Ovilla	TX	8355	Jeffrey C Jones	Greensboro	NC
8302	Terry Duffy	Greensburg	IN	8356	John Roche	Washington	DC
8303	Tony Padilla	Lake Mary	FL	8357	Manuel Acosta	Fremont	CA
8304	Michelle R. Cannedy	Orange Park	FL	8358	Robert J Peterson Jr	Auburn	CA
8305	Jeff W Clark	Oceanside	CA	8359	Chris Bailey	Berkeley	CA
8306	Christopher J Davies	Commerce Twp.	MI	8360	Koji Kimura	San Diego	CA
8307	Bruce Hodson	Garrettsville	OH	8361	Joe Sirkovich	Lexington	MA
8308	W Harry McGowan III	Acworth	GA	8362	Jean-Marc Sayers	Gainesville	FL
8309	Karen S McGregor	Clovis	CA	8363	Lisa Cummings	Spring	TX
8310	Daniel J McGregor	Clovis	CA	8364	Stephanie Ann Burch	Pittsburgh	PA
8311	Matthew S Loftus	Charlottesville	VA	8365	T.C. Chappelle II	Wheeling	WV
8312	Edward M Bennett	Geneva	FL	8366	Christina Schmidt	Apopka	FL
8313	Steve C Backman	Santa Rosa	CA	8367	Bob Pooler	Longwood	FL
8314	Jeffery W Clinton	Independence	OR	8368	Matthew Thomas DeWitt	Saint Petersburg	FL
8315	Donnice Cocheour	Fort Collins	CO	8369	Steve G Cook	Santa Barbara	CA
8316	Jimmy R Mann	Kemah	TX	8370	Andrew Rubin	Houston	TX
8317	Candace M Mann	Kemah	TX	8371	Josh Parrish	Bellingham	WA
8318	Craig J Pasek	Brookline	MA				
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Larry Graham at the Little Egypt 600k brevet.

Attitude Is Everything

Last October, Larry Graham (RUSA #114), along with four other randonneurs, came to Little Egypt to complete a 600k brevet. The riders all dealt with cool, wet weather, a head wind for too many miles, and other common brevet difficulties. But Larry faced an additional frustration with such equanimity that I decided to inquire about his ability to maintain a positive attitude as he dealt with an unexpected obstacle to completion.

Larry had made reservations at a motel near the 219-mile control, but on arriving there after 23:00, he was disappointed to discover that he was unable to locate the manager to obtain a key to the room. Larry rode back to the control and informed me that he would switch to Plan B and just ride on through the night. Asking him to wait for a minute before implementing Plan B, I used my approach. I “found” the sleepy manager and explained his responsibilities to him more clearly. Larry would get that shower and shut eye he was expecting, after all.

Explaining things more clearly, or perhaps just putting a boot where someone’s B-17 fits, is both a gift I have and a skill set at which I work.

Unfortunately, I am pathetic at maintaining a positive attitude in the darkness when the candle I’ve counted on turns out to be a wax stick with no wick.

My approach to life, which is more “General Patton” than “Dalai Lama,” often leaves me cursing the darkness, and looking for the guy who sold me the candle. I sensed, in Larry’s approach to this difficult situation, an opportunity to learn a better way.

Miles (M): Larry, the brevet you were riding represented the final qualifying brevet for the Ultra Randonneur Award. Completion was crucial. And yet you kept a good attitude when it appeared that you would be unable to access the room which you had planned on using for rest. What is the philosophy you use to maintain a good attitude?

Larry (L): Miles, I was living the dream, and sometimes you just have to follow along as the story plays out. Not only was this my 10th SR for the Ultra Award, but I had finally got my act together enough to do a double SR in one season; something that had eluded me. I've been at this randonneuring stuff since 1998, and I have learned: "Have a plan, work the plan, and things never go as planned." I've failed many times; had my share of melt downs, but I believe that you are not a failure unless you fail to get back up.

M: Newer randonneurs have to learn about clothing choices, training routines, and nutrition as well as many other important aspects of successful randonneuring. What about attitude? Where would you place attitude in that hierarchy?

L: Yes, at first it is all about the equipment, clothing, shoes, what to eat and how to train for these rides. But if you can survive through a couple of SRs then you realize that the mental aspect ranks right up there with your stomach as far as what it takes to finish.

You have to develop the attitude that you are having fun, whether it is raining, cold, windy, dark, or all of the above.

It can be a real mental battle to silence the voices in your head telling you to quit or even not to start. Once you let that doubt in, then everything will hurt — everything is ugly — and the route sucks. You start thinking, "I'm never, ever doing this again." Just like all the other aspects of randonneuring, it takes training to be mentally successful.

M: So a positive attitude is something that can be developed, not merely a gift given to a privileged few?

L: Two things have helped me develop a positive attitude. First of all, the book *Thinking Body, Dancing Mind* by Jerry Lynch opened up to me the concept of training your mind as well as your legs and lungs to cope with the tremendous challenges you will face when you decide to ride a bicycle 380 miles. Most people can't get their heads around that. But where the mind leads, the body will follow.

The second was a personal experience. I rode a 1200k brevet which was "under organized," and I found myself at a control with no way to support myself, so I spent the night in a porta potty. You have plenty of time to think about why you are participating in this sport when you spend the night in a plastic outdoor potty. I had to decide whether I was willing to accept not finishing because of an obstacle in my way – or would I remember that I was "living the dream" and push on?

M: Thanks Larry, your results as well as your attitude challenge me to push on and train my mind. Congratulations on your Ultra Randonneuring Award.

Well, there you have it, friends. A good attitude is everything. And it can be developed. Perhaps you will find me, on some ride, on a dark night, holding a wax stick with no wick, yet with a good attitude. (Perhaps.)

A positive attitude is everything. Get one for yourself today.



Miles Stoneman (RUSA# 5169) is the RBA for Little Egypt Randonneurs.

Larry Graham (RUSA #114) is a newly minted Ultra Randonneur and member of Ohio Randonneurs.

RUSA Events

Region	RBA Name	RUSA Events
AK: Anchorage	Kevin TURINSKY	04/13 (100 km) 04/27 (100 km) 06/16 (100 km) 08/24 (100 km) 09/14 (100 km)
AL: Birmingham	Steve PHILLIPS	10/26 (200 km)
AZ: Casa Grande	Susan PLONSKY	04/27 (200 km) 04/27 (300 km) 05/10 (200 km) 05/25 (200 km) 05/25 (300 km)
CA: Davis	Dan SHADOAN	09/28 (103 km) 11/16 (dart) 11/16 (dart) 12/31 (200 km)
CA: Los Angeles	Greg JONES	01/06 (101 km) 03/10 (100 km) 04/06 (117 km) 08/24 (dart) 09/28 (212 km) 10/27 (201 km) 11/09 (206 km) 12/07 (103 km) 12/07 (206 km)
CA: San Diego	Dennis STRYKER	03/23 (100 km) 06/01 (120 km) 10/19 (200 km) 11/16 (200 km) 12/14 (200 km)
CA: San Francisco	Rob HAWKS	01/26 (114 km) 06/08 (dart) 06/08 (dart) 06/22 (114 km) 09/14 (114 km)
CA: Santa Cruz	Lois SPRINGSTEEN	08/17 (dart) 08/17 (dart)
CO: Boulder	John Lee ELLIS	03/17 (103 km) 04/07 (108 km) 10/13 (129 km)
GA: Atlanta	Kevin KAISER	11/09 (300 km) 12/07 (200 km)
IA: Central	Greg COURTNEY	10/05 (100 km) 10/05 (200 km)
IL: Marion	Miles STONEMAN	01/05 (102 km) 02/09 (102 km) 03/23 (102 km) 03/23 (177 km) 03/23 (235 km) 05/04 (122 km) 06/03 (139 km) 06/04 (132 km) 06/05 (122 km) 06/06 (158 km) 06/08 (103 km) 10/19 (158 km) 10/19 (321 km) 11/30 (210 km)
KY: Louisville	Steve RICE	02/24 (100 km) 04/07 (100 km)
MA: Boston	Bruce INGLE	04/20 (107 km) 09/29 (114 km)
MA: Westfield	Don PODOLSKI	03/17 (100 km) 10/13 (100 km) 10/13 (170 km)
MD: Capital Region	Nicholas BULL	01/12 (100 km) 11/09 (200 km) 12/07 (200 km)
MN: Twin Cities / Rochester	Rob WELSH	04/06 (100 km) 04/27 (100 km) 07/13 (100 km) 07/20 (100 km) 07/21 (100 km) 10/19 (100 km)
MT: Bozeman	Jason KARP	07/04 (109 km)
NC: High Point	Tony GOODNIGHT	01/01 (100 km)
NC: Raleigh	Alan JOHNSON	08/17 (100 km)
NJ: NYC and Princeton	Katie RASCHDORF	04/20 (120 km) 05/04 (115 km) 11/03 (200 km)
NM: Cedar Crest	John MAZZOLA	03/23 (200 km) 04/20 (300 km) 05/18 (200 km) 09/07 (300 km) 12/07 (200 km)
NY: Central/Western	Peter DUSEL	10/19 (200 km)
OH: Columbus	Bob WADDELL	03/30 (100 km) 07/13 (150 km) 09/07 (200 km)
OR: Portland	Susan FRANCE	03/16 (100 km) 11/02 (110 km)
PA: Eastern	Tom ROSENBAUER	10/19 (150 km) 10/19 (200 km) 11/02 (200 km) 12/07 (200 km)
PA: Pittsburgh	Jim LOGAN	03/09 (100 km) 03/30 (100 km) 05/25 (100 km) 06/29 (100 km) 07/13 (200 km) 07/14 (200 km) 08/17 (100 km) 09/28 (100 km)
TN: Nashville	Jeff SAMMONS	09/28 (250 km) 10/26 (200 km) 11/23 (200 km)
TX: Amarillo	Nick GERLICH	12/31 (200 km)
TX: Austin	Wayne DUNLAP	01/19 (200 km) 02/02 (200 km) 02/02 (300 km) 03/30 (300 km) 03/30 (400 km) 04/20 (400 km) 04/20 (600 km)
TX: Dallas	Dan DRISCOLL	01/01 (107 km) 01/19 (217 km) 03/02 (206 km) 03/02 (317 km) 03/16 (211 km) 03/16 (308 km) 04/06 (206 km) 04/06 (317 km) 04/06 (400 km) 04/13 (208 km) 05/25 (200 km) 05/25 (362 km) 05/25 (600 km) 05/27 (205 km) 06/15 (255 km) 06/22 (400 km) 07/06 (200 km) 07/06 (362 km) 07/06 (600 km) 11/02 (213 km) 11/02 (309 km) 11/02 (400 km) 11/16 (400 km) 11/23 (307 km) 11/30 (200 km) 12/14 (200 km)
TX: Houston	Robert RIGGS	07/20 (207 km) 07/20 (314 km) 11/09 (200 km)
UT: Cedar City	Lonnie WOLFF	04/13 (100 km) 07/06 (100 km)
UT: Salt Lake City	Richard STUM	08/17 (200 km)
WA: Seattle	Mark THOMAS	03/03 (100 km)
WA: Tri-Cities	Paul WHITNEY	03/02 (100 km)

RUSA Notes

How to Share Your Ride Photos with the RUSA Flickr Group

You've probably seen the ride pictures in the photo gallery on RUSA's website. The photo gallery is located at: <http://www.rusa.org/pbpphotogallery.html>.

Did you know you can add your photos to the website? Mike Beganyi (RUSA# 3214), a regular contributor, explains how it's done:

Randos from all over have been sharing images from their RUSA rides via the photo sharing site Flickr. Flickr offers both paid and free memberships. Shutterbugs will likely opt for the paid version, as the free version limits you to only displaying your last 200 photos.

Here's the Web address for Flickr: www.flickr.com. If you are a member, sign in. If not, you'll have to create an account. Flickr gives you options to log in with your Google or Facebook account.

Upload your most recent ride photos, and be sure to add some tags, titles, and descriptions. Having your local ride name in the title or description is helpful to showcase your region's events. You can even geotag photos (something that might happen automatically from your smartphone) so you can have a record of exactly where that convenience store hot dog was eaten.

After you have added your ride photos online, do a quick Flickr search for the RUSA group, or point your



A fall ride in Vermont, photo by Mike Beganyi.

browser to <http://www.flickr.com/groups/rusa/> to become a member.

You can then add specific photos, one at a time, to the group, or use Flickr's advanced Organize feature to bulk title, tag, and share groups of photos. There is a 10 photo per day limit for the RUSA group, so choose your best shots and share them with other Flickr-using Randos!

Little Egypt Randonneurs Photo Contest

Little Egypt Randonneurs (Southern Illinois) is having a photo contest for those who ride their brevets in 2013. There are three categories: Humor, Scenic, and "Pharaoh's choice." So join them and bring along your camera when you do. Send photos to Miles (milesstoneman2006@hotmail.com) or Ben

(eagleson520@hotmail.com) within 10 days of the event. In December 2013, members will vote on the best photos for categories 1 and 2 and Miles and Ben will choose the winner of category 3. Winners receive a membership for the year 2014! Now that's worth dragging a camera along!

Randonneuring in Uzbekistan: The Silk Route 1200k



by Paul Rozelle

Entering the Gates of Timur

Every Fall, as the brevet season winds to a close, Randonneurs Mondiaux publishes a list of events for the upcoming year. Randonneurs Mondiaux is the organization that certifies 1200km Grand Randonnées (other than PBP, which is certified by the Audax Club Parisian), and their annual events list reads like an international travel brochure: France. Belgium. Germany. Australia. Uzbekistan.

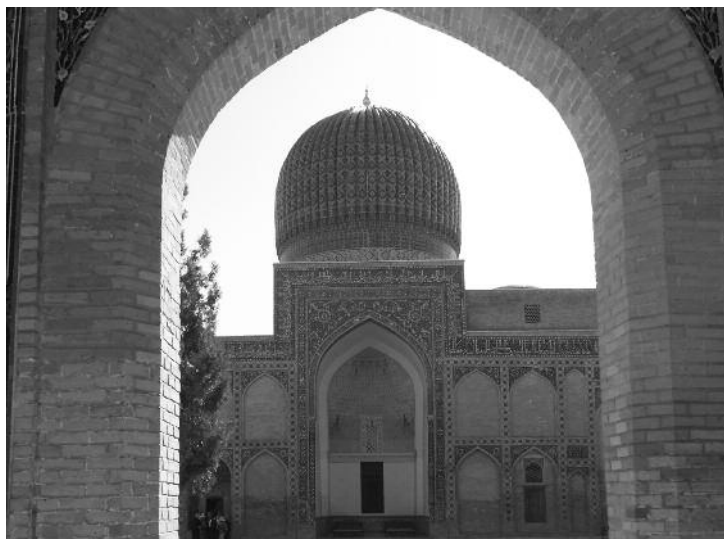
Uzbekistan? In the waning days of 2011, I had some familiarity with the country, which had recently been in the news due to Presidential hopeful Herman Cain (“And when they ask me who is the president of Ubeki-beki-beki-beki-stan-stan I’m going to say, you know, I don’t know.”) and from passing references (most of them profane) in Sacha Baron Cohen’s Borat movie (Borat, you’ll recall, hailed from rival, northern-neighboring Kazakhstan). On a somewhat higher level, I’d taken a Soviet Geography class in college and recalled Professor Katzenellenbogen’s lectures on the ecological and environmental devastation wrought by various Soviet schemes, such as diverting water from the Aral Sea (once the 4th largest lake in the world, but which has now nearly disappeared) to irrigate cotton fields. Imagine emptying Lakes Erie and Ontario in an attempt to grow cotton in Cleveland, which is farther south than most of Uzbekistan, and you get the idea.

I also knew that Uzbekistan lay in the midst of one of the oldest, continuously traveled trade and migration routes on Earth and was home to a vast number of peoples and cultures.

Ancient cities like Khiva, Samarkand, and Bukhara lay en route from the Far East to the Near East, oases of rest for caravans that made their way thousands of miles between Japan and Persia along the Silk Route. Alexander the Great, Tamerlane, Genghis Khan, and Marco Polo traveled the very same roads riders would use on this brevet. Some of these places, which have been continuously inhabited for more than 5,000 years, were already ancient at the time Rome was settled. If the recorded history of this region were compressed into a single day, independence in 1991 happened less than six minutes ago.

I pondered all of this as I thought about riding the recently announced Silk Route 1200k, traveling a figure-eight through the Amu-Darya and Sry-Darya river

valleys between Tashkent in the East and Bukhara in the West, passing twice through the start/finish in Samarkand. I had recently ridden a fixed-gear bike up Mont Ventoux four times a few days before PBP '11. (See 15:1 American Randonneur 32 (Spring 2012).) How do you top that? I thought. As I perused the list of forthcoming Grand Randonnées, do a 1200k in Uzbekistan, seemed to fit the bill.



Tamerlane's Mausoleum in Samarkand.

The line between having a healthy sense of adventure and a death wish — the line between Epic! and Stupid! — admittedly becomes blurred at some point. Just how safe is this? The dangers I learned about seemed to be ones I could readily avoid. I wasn't going there to proselytize, photograph sensitive sites, foment revolution, or document child-labor abuses. Crime was low, thanks in no small part to an overwhelming police presence. Don't drink the water (it's poisoned from that Aral Sea debacle). Don't act immodestly. Have good situational awareness.

Most of the challenges were logistical, starting with how to get there. The trip from St. Petersburg, Florida to the start in Samarkand takes three days as you fly 7,400 miles to Tashkent through New York and Moscow and then take either a train or hire a private car (the bus is not recommended) for the final 200-mile journey to Samarkand. Before you can even get on the plane, though, you've got to get your visa sorted out, a process that would have warmed Franz Kafka's heart. Allow only two months for this process like I did, and you'll get your visa the week before you depart.

Once there, you've got to pay for stuff. If, like me at age six, you used to tote the entire Monopoly bank around to pretend you were rich, then Uzbekistan is for you. Ex-

changing \$100 at even the official exchange rate (the black market increases your return 50%, but obviously carries risk) means that you'll have 200 banknotes in your wallet. The largest note (the currency is called the soum, which ironically means "real," as in "having real value" or "authentic") is worth a mere 50¢. In Uzbekistan, you can "leave home without it:" outside a few luxury hotels, almost no one takes credit cards.

You've also got to communicate. I don't speak Uzbek (or Russian, Uyghur, Pashto, Tajik, or Farsi, or any other useful language for travel along the part of the Silk Road we'd be riding. Investing some time in reading the Cyrillic script was wise, so I could at least pronounce the words that I saw written.

One of the biggest mysteries was what the road conditions would be. One clue is that every photo of the Uzbek randonneuring club that I could find showed these guys on mountain bikes. It's not like they didn't have road bikes. After all, Djamolidine Abdoujaparov — the Terror of Tashkent — wasn't racing a mountain bike in the TdF. Further photographic examination of past routes showed a lot of dirt, gravel, and utterly smashed pavement. Uzbekistan's "extreme continental weather" — 120F in the summer; -30F in the winter — isn't kind to tarmac.

Those of you who are fans of wide(r) tires and randonneuring-specific bicycles should smile knowingly as I report that the 28mm tires I went with were a bad idea, but not nearly as much of a cause of my DNF as the aluminum-framed, straight-raked fork, fixed-gear bicycle that I was riding. I'd ridden an unpaved fire road up Mont Ventoux on that bike (and on 23mm tires, too!). That was a cake-walk compared to riding flat terrain in



Enjoying a roadside pomegranate.

Uzbekistan (the Silk Road 1200k has a mere 7,000 feet of climbing on it, making it less than half as hilly as the Last Chance). Words and even pictures can't do the lousy road conditions justice. The road was paved, but it was randomly three-dimensional and so rutted and irregular that I frequently had to worry about pedal strike (on a fixed-gear, I could not coast over the extra-choppy bits). I felt more abused by the time I got to Tashkent (mile 193) — an endeavor that took me nearly 17 hours — than I had at the conclusion of any of the previous six 1200ks I'd done (three of them on the same bicycle).



Group photo at ride start.

But the assault on my body from the road wasn't the worst of my maladies. Uzbekistan is a full sensory experience. Riding with eyes cast a few feet in front of my wheel, trying to pick a clean line down the pavement, I also concentrated to avoid the chickens, goats, herds of sheep, donkeys, cattle, horse carts — and, of course, pedestrians, bicycles, and automobiles (including ones driving on the wrong side of the road) — while keeping in mind that all of these animals poop and get hit by cars, adding further to the variety of things obstructing my intended path of travel.

I did manage some recovery in Tashkent. The ride was only supported at the overnight controls, but riders were well-fed with home-made plov (a dish of rice, meat, and vegetables), meat and vegetable stews, non (clay-oven baked bread), various potato dishes, and copious amounts of green and black tea. Well fed and somewhat rested, I started off Day 2 before dawn, and hoped for better fortune as I traveled back to Samarkand. We were on different routes for the first half of the day than we'd used on the outbound leg. The scenery was just as spectacular, but the roads — how was this possible? — were even worse. By the time I entered the Gates of Timur, a steep, rocky valley separating the Eastern and Central parts of the country, I was toast. I'd also met up with Rob Gray, a fellow fixed-gear rider (from Leicester, England) who was faring no better than I was, and occasionally Jamshid (from Tashkent, appropriately riding a mountain bike). After many solo miles, it was a pleasure to have company, though pacelining on these roads was a danger no one wanted to court.

Despite my difficulties, Uzbekistan continued to offer up new and exciting randonneuring experiences. A roadside vendor gave Rob and me pomegranates. They refused money, but delighted in riding our bikes up and down the road while we took a short break and savored these desert delicacies. I had a similar experience with a young girl selling water, who — while I took on much-needed hydra-

tion — proceeded to put my bike through sharp turns, a track-stand, and a skid-stop to the complete astonishment of the men present, all of whom refused turns on the bike, likely not wanting to be shown up by a girl. Then there were the dozens of conversations with locals to ask directions, borne of the cue sheet containing no directions within the towns or cities and the total absence of road signs or signage indicating anything about where you were or where you were headed. From these conversations, held at every major intersection between Samarkand and Tashkent, I can report that the Uzbek people are the friendliest and most helpful I've ever met.

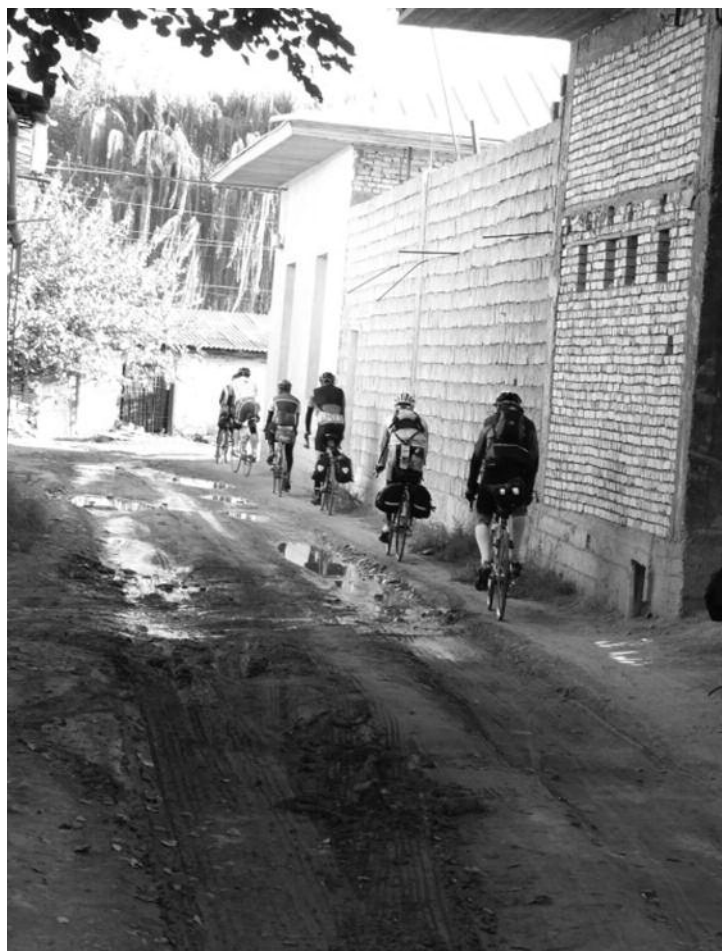
As night arrived for the second time, and with increasing lack of sleep, I became more acutely aware of how getting hurt in this part of the world meant being days away from decent medical care and that my spousal hall pass for adventurous rides would be quickly, and justly, revoked should I fail to return unscathed. When Rob and I realized that we'd taken a full 16 hours to ride a mere 240km — with nothing other than brief stops — and the prospects for increasing our forward progress were not realistic, the bicycling portion of our adventure came to an end and the how-to-hitchhike-in-the-middle-of-nowhere-in-Central-Asia portion of our exploits commenced. Fortunately, this new chapter was greatly aided by Ivo Miesen (from the Netherlands, but with proficient Russian skills), who helped us flag down a truck headed to Samarkand. I knew I'd made the right decision to abandon — my first DNF — when I noted that the truck's speedometer never passed 30 kph (about 18 mph) on a descent of the only mountain pass on the route, owing to the ridiculous condition of the road.

In the wee hours of the morning, with sleep and a desperately needed shower nearly at hand, we then encountered the militsiya — the local militia — at a military

checkpoint outside Samarkand. The Silk Road 1200 is likely the only Grand Randonnée that includes, “Do not stop if the police wave to you at a checkpoint,” among the instructions at the pre-ride meeting. The truck driver must have missed the meeting (or had a healthy sense of self-preservation), so he stopped. Apparently, the authorities took a dim view of him giving us a lift and promptly sent him one way and us another, fortunately without further consequence. With no language skills, no map or directions to the obscure control, and a dead cell phone — and the streets absolutely empty of friendly folks to ask directions — we nevertheless managed to dead-reckon our way to the other side of the city and, miraculously, found the control. Our ride was over.

Nine of the 15 starters would finish the ride within time, the first one taking 81:28, hardly a scorching leader’s pace and further testament to the difficulty of this event. Finishers reported that the western half of the route was even more desolate and challenging than the part we’d seen. Rob and I played tourist in Samarkand during the two days we should have been riding and “rehydrated” with many liters of \$.60 local beer while contemplating our return.

Paul Rozelle (RUSA# 2955) is the RBA for Central Florida.



Departing the ride start.

Articles for Brevet Riders

Trilogy By John Hughes

Paris-Brest-Paris '79, '87, '91, '95, '99,

Boston-Montreal-Boston '92 (Course Record), Rocky Mountain 1200 '04

1. Beyond the Century—How to train for 200 km to 1,200 km events.— 16 page eArticle

2. Nutrition for 100K and Beyond—What to eat and drink for a successful and enjoyable ride.— 14 page eArticle

3. Mastering the Long Ride—Riding and finishing 200 km and longer events.
— 16 page eArticle

Available now: www.RoadBikeRider.com

Riding the Team Event

So, what kind of brevet is this where you get to design the course, you get to pick the controlés, and you get a little medal even if you don't ride your whole route within the allotted time? It's a team event!

There are 18 Flèches-USA team randonnées on tap for 2013. These are the 360 km/24-hour events held around Easter that feature a nearly equal amount of daytime and nighttime cycling. They are homologated by the Audax Club Parisien and count toward the prestigious ACP Randonneur 5000 medal.

Search the ride schedule at www.RUSA.org and you will see that five of these events are scheduled in the west, four in the central region, and nine in the east. At present, there are no 360 km/24-hour RUSA arrow team randonnées on next year's calendar. Unlike the Flèches-USA team rides, which must be ridden near Easter, an arrow can be run any time of year and requires only five weeks notice by RBAs to RUSA HQ. Scheduling one to coincide with next year's "super moon" on June 23 could create a great summer ride, or what better way to celebrate RUSA's 15th anniversary on Saturday, August 17 than to ride 24 hours with your friends?

Currently there are only three 200km DART team randonnées on the 2013 calendar. Since a DART requires no more than five weeks' notice before the event date, and they are popular with folks chasing the R-12 medal, no doubt more will appear before the year is done. For those interested in a less demanding team event, consider scheduling a Dart Populaire. This event requires teams to complete a minimum of 120km in 8 hours, and like the other RUSA team events, it only requires 5 weeks' advance notice to receive RUSA approval. If you are interested in riding one of these RUSA-approved team events find one on the schedule listed on the RUSA website. If there isn't one nearby, work with your RBA to sponsor an event in your area. Remember, they only need 5 weeks to get the event approved by RUSA.

Now that you know what is possible, let's talk about the differences between team events and a regularly sched-

uled brevet. The most obvious difference is, you ride as a team not as an individual.

As you have probably learned from your brevet experiences, things almost always go better when riding with others than when you ride solo.

Another of the more obvious differences is that you, not the brevet organizer, get to design your route! I am sure you can think of a bucket full of benefits to this significant difference. From here, some of the significant differences are a little more challenging to comprehend. Probably the single biggest difference that confuses those new to team events is the fact that you have to ride for the full duration (time) of the event. If you are riding a flèche or an arrow, you must ride for the full 24 hours. Success here depends not so much on racing through the course as fast as possible but more on your ability to pace yourself, ...on the course you designed, ...to ensure that you complete the minimum event distance (360km in the case of the Flèche and Arrow), ...while riding for the full 24 hours. It gets even more existential: Even if your planned route was more than 360km, you still get a 'win' even if you don't complete your planned distance within the 24 hours, so long as you complete the minimum event distance (again, 360km in the case of the flèche and arrow). There are more differences, but get comfortable with these gems and you are well on your way to success.

Consider Bill Beck's very first Flèche team experience in 2007:

The average speed required to ride 360km in 24 hours is only 9.3 mph. So if everything goes smoothly there should be plenty of time to lounge at controls. But my first fleche provided a good example of why it is good to have a plan for a smooth ride, but also a fallback plan in case "stuff happens."

The five members of Team "838 Pounds of Flèche" planned to ride from Newark, DE through five states (DE, PA, MD, WV, and VA) plus DC to the finish of the

DC Randonneurs' flèche in Arlington, VA. The flèche rules allow a maximum stay of two hours at any control, and our plan included a full two hours at the last two controls and progressively shorter stops toward the start of the ride. The long planned stops toward the finish would use up the extra time we expected to have, or could provide a cushion if we got behind schedule.

Our family members and friends drove us to Newark, joined us for a big dinner, and then departed for home, leaving us with bicycles as our only way back. That night in our hotel we stared obsessively at the weather forecast, which included a 60% chance of snow and a high temperature of 41F. But bicycles were our only way home, and we'd already eaten all those calories at dinner. So we had to ride!

It turned out that we didn't get much snow, but faced a 15-25 mph headwind from the west. And since almost our entire route headed west, we steadily slipped behind schedule. The wind also took its toll on one of our riders, who bonked and started slipping off the back. Add in some broken cables (that were repaired in the vestibule of the Blue Moon restaurant to avoid the dark and the cold), and we were way behind schedule. We had already shortened our dinner stop from the planned two hours to less than 45 minutes, but were still worried that we might not finish within the allotted 24 hours.

One of the tough decisions that a team may have to make toward the end of a flèche is whether to stay together, and possibly have everyone miss the cutoff, or to leave a struggling rider at a control and continue on with at least three remaining riders. We were almost at that point, but still had our planned two-hour stop at the 22-hour control remaining as a final time cushion. So we gambled that we could get there in time as a full team and rode on together. It turned out that we made it to the all-night diner serving as our 22-hour control about 40 minutes ahead of the 22-hour mark, which even left time to eat some pancakes before the final push to the finish. We arrived as a full team, all proud to have completed our first flèche, and really glad that we had planned our schedule with short stops at the beginning and long ones near the end.



Team 835 Pounds of Flèche

The first official Flèche Velocio

The original idea for riding to a common meeting place grew out of the events Paul de Vivie, known as Velocio, put together in early 1900s in France, where riders would convene in a central location for a weekend, talk about riding, often hold some special events like a hill-climb contest, and generally enjoy themselves on their bicycles before returning to their homes after the weekend. The first official Flèche Velocio was organized by ACP in 1947. In the French version of the event, riders from all over France ride to a common finish location in Provence on Easter weekend. Once riders arrive in Provence they enjoy an opportunity to socialize with other Randonneurs.

As you're considering the history of the flèche and the words of wisdom in the Riding the Team Event article, you might check your ride schedule and make room for the 2nd Annual Upper Midwest Flèche Get Together sponsored by Minnesota Randonneurs on May 17-19, 2013. Flèche teams can start from six states (WI, MN, IA, IL, IN, MI) finishing in the resort town of Wisconsin Dells where they will be welcomed with food, refreshments and a chance to celebrate your 24 hours of team riding. After relaxing, a proper meal, and a good night's sleep, riders reconvene for a catered breakfast and awards, recognition, and fun storytelling.

One commonly voiced frustration among randonneurs is that our sport cuts into our family time. Participants in the Upper Midwest Flèche Get Together have the chance to combine riding the bike-friendly back roads of Wisconsin with a family vacation or outing. The Dells is one of the Midwest's most well-known family vacation locations, including its reputation as the "Waterpark Capital of the World."

For more information, go to www.MinnesotaRandonneurs.org or send an email to DDiehn@Diehn-Law.com and let them know you're interested. Teams should register and have their route approved by May 1, 2013.

One Bike to Rule Them All: The Practical Side of Randonneuring

It may seem odd to claim that randonneuring is practical. Those of us who have tried to explain what we do to disbelieving listeners in small-town controls in the middle of the night know how hard it can be to make sense of it.

Yet, when it came time to build my own bike last year, I was struck by how much my randonneuring experiences and needs informed the many decisions I had to make. Randonneuring has not only made me a better cyclist, but it has also given me a better bike.

They don't tell you this when you join RUSA, but randonneuring seems inevitably to lead one to commission a custom-built bike.

It begins innocently enough. One day, you ask yourself, "Is there a way I could mount my fenders without using zip ties?" And then you ask yourself, "Could I arrange things so that my cables do not obstruct my front light?" Soon after you ask these questions, you find yourself writing a check for several thousands of dollars to get your builder started.

In choosing a builder, I was very lucky. My long-standing habits as a cyclist have led me to choose local suppliers of goods and services. We have a booming craft beer scene in Indianapolis, and I am happy patronize it, and I buy my milk and meat from local producers. The local builder I chose, Kevin Harvey, of Harvey Cycle Works, is relatively new to the business, and I was one of his first paying customers. Nevertheless, Kevin is a skilled metal worker, having spent much of his career as a machinist for an Indy 500 racing team. Moreover, Kevin is deeply immersed in bicycle culture, and keeps abreast with developments in design and technology.

I wanted a new bicycle that would serve three distinct purposes. I commute daily to work, and I use a bicycle for most routine errands and trips around Indianapolis. In addition, I do three or four loaded touring trips per year, and need to carry up to fifty pounds of camping gear and clothes. And, finally, I have been a randonneur for four years, completing PBP in 2011, and I plan to keep at it as long as I am able. For both my touring and my randonneuring, I needed a bike with couplers which would allow me to put it in a suitcase and check it as baggage on air flights.

Many cyclists would have separate bikes for these different purposes, and perhaps a speedy road bike to boot. But I have never been a fan of multiple bikes, partly because I don't want to spend all of my spare time maintaining them. I do have a separate bike equipped with studded snow tires for commuting in the snow and ice, but I expected to do 98% of my riding on this new bike.

For me, then, there was a remarkable convergence between what I wanted in a touring bike and in a commuting bike. Like most cyclists who grew up with 10-speeds in the late sixties and early seventies, I have ridden most of my adult life without fenders. Obviously, fenders make a lot of sense if you are doing a 1200K in heavy rain. They also make a lot of sense, though, when you have to commute to work in a cold winter rain. I am glad I have them.

Likewise, I have a sophisticated electrical system which I devised for randonneuring, but which is also very useful for commuting and touring. I have, of course, a Schmidt dynohub in the front, and Kevin used special dropouts that allow the wiring to be routed through the fork, giving the front of the bike a very clean look. I have an Edelux light in the front, and a Toplight in the back. If I were building a bike strictly for commuting, I would not need such high-end lighting; having ridden the bike



Photo by Michelle Craig

for four months now, though, I can say that there is nothing wrong with riding a bike equipped with an Edelux home from work when it is dark.

I also installed the Plug II, now distributed under the Supernova brand, at the top of my headset. This device draws power from the dynohub to charge my GPS and my phone through a USB port. It is a great help on longer brevets that exceed the 14-hour battery life of my Garmin. The Plug also gives me a wonderful sense of autonomy when I am touring, allowing me to bypass hotels because I do not need access to electrical outlets. I even find the device useful for commuting; on those occasions when I forget to charge my phone overnight, I charge it on my way to work.

One of the great pleasures of working with a builder is that it becomes a collaborative process.

I had some ideas about what I wanted in a new bicycle, Kevin had some ideas, and the final product was a synthesis of our ideas. My previous bicycle was a Ritchey Breakaway, and I preferred the simple couplers of that bike. Kevin thought that Ritchey couplers allowed too

much twist in the frame, and suggested that I go with S&S couplers, but I didn't like the bulky appearance of these couplers, especially on the top tube. We ended up with a compromise: an S&S coupler at the bottom of the down tube, where it is less visible, and a Ritchey coupler joining the top tube to the seat tube. I am very happy with this compromise.

Kevin also brought the skills he had learned in outfitting race cars to the wiring of my bike. A wire runs all the way from the front of the bike to the back to power the rear light. Kevin managed to route the wire through the S&S coupler at the bottom of the down tube, and he created four separate places where the wire detaches so that I can disassemble the bike for packing. Most of the wiring is concealed, and Kevin even routed the wiring inside of the rear rack, which he also built, to the rear light. The result of all of Kevin's planning and hard work is an electrical system that is both ingenious and practical.

In addition to having a bike that fits my needs and my body almost perfectly, I have also ended up with a very beautiful bike. Prior to building my own bike, I had a pragmatic approach to my means of transportation: If it worked, I didn't much care how it looked. My new bike has taught me the pleasures of owning and a riding a beautiful machine.

When it came time to paint my bike, I spent a good deal of time thinking about the colors I wanted. I have enjoyed seeing the light blue used by Boulder Bicycle, and I also like the contrasting blue and yellow of the Swedish flag. Kevin did a wonderful job of painting the bike, and the blue and yellow colors are what first draw attention to my bike. But the overall effect of the bike is harmonious and elegant.

The year before he died, I heard Sheldon Brown bemoan the fact that bicycle manufacturers aim their development toward the needs of racers. They would do much better, Brown argued, to base their development on the needs of commuters because cyclists who depend on their bikes to get to work would be a demanding but appreciative audience. As someone who has commuted by bicycle for over 30 years, I appreciated what Brown had to say.

But I also think that randonneuring is a good venue for bicycle development. As my experiences suggest, a bicycle that can stand up to the demands of randonneuring is, by definition, versatile and practical, and can be used for many other purposes.



*Bill Watts (RUSA# 5365) most recently completed the South Florida 200K on his beautiful new bike.
Photo by Michelle Craig*

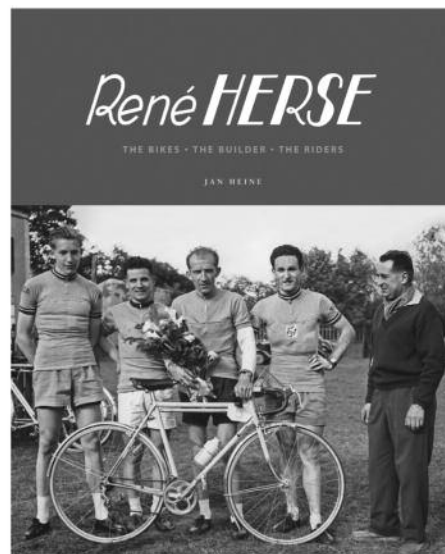


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RUSA Names New Board Members and Officers

Mike Dayton, who currently serves on RUSA's Board, has been re-elected and former DC Randonneurs RBA Bill Beck has been elected to RUSA's Board for three-year terms from 1/1/2013 to 12/31/2015.

Also, Colorado RBA John Lee Ellis has been re-elected as RBA Liaison for a one-year term.

Dayton, who has been a RUSA member since 2002, served as editor of *American Randonneur* for eight years and remains active on the Newsletter Committee. He previously served as RUSA's Secretary and Vice President. He has participated in several international randonnées, including Paris-Brest-Paris (3x), London-Edinburgh-London, and the Great Southern Randonnée (Australia).

Beck, who rode his first brevet in 2006, has been active at the local level as Treasurer for the DC Randonneurs. He served as the RBA for that region for four years and is a member of the RUSA Team Randonnées Committee. Beck has completed three 1200Ks: Paris-Brest-Paris, Endless Mountains, and Colorado High Country.

A former Board member and RUSA Vice President, Ellis is the RBA for the Boulder, CO region. He serves as the Board's liaison for RUSA's 53 RBAs. A veteran randonné participant, Ellis has completed PBP (4x), Boston-Montreal-Boston (3x), Last Chance (4x), Cascade 1200K, Shenandoah 1200K, Colorado High Country, and Taste of Carolina.

Election Statistics

In the latest election, 330 members cast ballots. Of those, 21 members cast only one vote for a single candidate; 46 ballots were cast by mail, and 286 voted by e-mail.

The vote tally for Board candidates was: Bill Beck — 135; Mike Dayton — 199; Paul Johnson — 93; Tom Rosenbauer — 123; and Paul Rozelle — 88.

In voting for the RBA Liaison, these votes were recorded: John Lee Ellis — 13; Bob Riggs — 9. Only RBAs can vote for RBA Liaison candidates.

We express our thanks to all of the candidates who stood for election this fall.



Clockwise from top left:
Mike Dayton, Bill Beck,
John Lee Ellis.



2013 Board Officers

At its January 2 meeting, the Board elected these officers for 2013:

President — Mike Dayton. He replaces Mark Thomas, who remains on the Board.

Rob Hawks — Vice President. Hawks, the RBA for the San Francisco region, replaces Jennifer Wise, who is term-limited after serving two full terms.

Eric Vigoren — Treasurer. Vigoren, an active SIR member, was reelected to the post as treasurer, a position he has held for several years.

Bill Beck — Secretary. Beck replaces Dayton as RUSA's secretary.

The 2013 Board is comprised of Beck, Dayton, Hawks, Lois Springsteen, Mark Thomas, Vigoren, and John Ellis.

ACP Events

PAYS COUNTRY	ACP CODE	DATES DES ORGANISATIONS EVENTS CALENDAR														
		200			300			400			600			1000	1200 et +	Flèche
Alabama (AL)	901004				2-Mar			27-Apr			18-May					29-Mar
Alaska (AK)	902006	13-Apr	27-Apr	18-May	18-May			1-Jun	22-Jun		22-Jun				21-Jul	
		26-May	1-Jun	22-Jun												
		24-Aug	14-Sep													
Arizona (AZ)	903020	17-Aug						2-Mar			13-Apr					22-Mar
California (CA)	905014	2-Mar	28-Sep	31-Dec	23-Mar			20-Apr			3-May				24-Jun	
	905082	3-Mar	13-Apr	18-May	23-Feb	18-May	31-Aug	2-Mar	6-Apr	27-Apr	6-Apr	18-May	12-Oct	13-Sep		15-Mar
		19-May	8-Jun	13-Jul				21-Sep								
	905140	10-Aug	7-Sep													
		20-Jul	14-Sep	19-Oct	15-Jun	17-Aug		16-Mar			20-Apr			11-May		
	905030	16-Nov	14-Dec													
		30-Jun	13-Jul	14-Jul	9-Mar	13-Jul	24-Aug	13-Apr	20-Jul		11-May					29-Mar
905106	10-Aug	7-Sep	21-Sep													
905048	5-Oct	2-Nov														
Colorado (CO)	906002	13-Apr	20-Apr	27-Apr	11-May	18-May	3-Aug	18-May	1-Jun	8-Jun	18-May	22-Jun		22-Jun	11-Sep	3-May
		13-Jul	27-Jul	17-Aug				22-Jun						11-Sep		
		21-Sep	5-Oct													
Florida (FL)	909062				23-Feb			16-Mar			20-Apr			12-Oct		29-Mar
	909005				2-Mar											
	909014							9-Mar			6-Apr					
Georgia (GA)	910004	13-Apr	25-May	26-May	2-Mar	13-Apr	22-Jun	16-Mar	27-Apr	27-Sep	13-Apr	25-May	28-Sep	27-Sep		29-Mar
		20-Jul	17-Aug	12-Oct												
Illinois (IL)	913005	11-May	1-Jun	22-Jun	11-May	1-Jun	22-Jun	13-Jul	27-Jul		13-Jul	27-Jul				
		13-Jul	27-Jul		13-Jul	27-Jul										
	913044	4-May	3-Jun	7-Jun	23-Mar	4-Jun		4-May	5-Jun		7-Jun					
	913042	6-Apr	25-May	22-Jun	25-May	22-Jun	6-Jul	22-Jun	6-Jul		6-Jul					
6-Jul																
Iowa (IA)	915005	20-Apr	11-May	8-Jun	11-May	13-Jul		8-Jun	13-Jul		13-Jul					
Kentucky (KY)	917002	2-Mar			23-Mar			20-Apr			18-May					
Louisiana (LA)	918002	22-Jun			23-Mar			20-Apr			25-May					
Maryland (MD)	946012	9-Mar	23-Mar	13-Apr	20-Apr	4-May	11-May	18-May			1-Jun					5-Apr
		7-Sep	5-Oct													
Massachusetts (MA)	921005	4-May	29-Sep		1-Jun			22-Jun			20-Jul	3-Aug				17-May
	921033	24-Mar	27-Apr		13-Apr	11-May	17-Aug	1-Jun			22-Jun					3-May
Minnesota (MN)	923013	4-May	1-Jun	13-Jul	1-Jun	20-Jul	3-Aug	15-Jun	24-Aug		29-Jun	7-Sep				17-May
		20-Jul	21-Jul	3-Aug												
		21-Sep	5-Oct													

Code	Ride Organizer	Contact E-mail Address	Code	Ride Organizer	Contact E-mail Address
901004	Steve PHILLIPS	rba@alabamarando.com	910004	Kevin KAISER	kkaiser23@comcast.net
902006	Kevin TURINSKY	kjturinsky@mac.com	913005	Jim KREPS	jimmyk22@aol.com
903020	Susan PLONSKY	susan@azbrevet.com	913044	Miles STONEMAN	milesstoneman2006@hotmail.com
905014	Dan SHADOAN	djshadoan@ucdavis.edu	913042	Joe JAMISON	j-jamison@sbcglobal.net
905082	Greg JONES	gsjco@pacbell.net	915005	Greg COURTNEY	iowarando@gmail.com
905140	Dennis STRYKER	dstryker@cox.net	917002	Steve RICE	sriceky@gmail.com
905030	Rob HAWKS	rob.hawks@gmail.com	918002	Patrick HORCHOFF	larba1955@aol.com
905106	Lois SPRINGSTEEN	lois@bryant-springsteen.net	946012	William BECK	william.a.beck@gmail.com
905048	Robert REDMOND	redmond.bob@gmail.com	921005	Bruce INGLE	bruceingle@rcn.com
906002	John Lee ELLIS	jellisx7@juno.com	921033	Don PODOLSKI	don@newhorizonsbikes.com
909062	Paul ROZELLE	prozelle@gmail.com	923013	Rob WELSH	TCBCBrevet@aol.com
909005	Jim WILSON	wilson@afn.org	924002	Michelle WILLIAMS	mwilliams_spmr@hotmail.com
909014	John PRESTON	john@johnandjuliet.com	925001	Bob BURNS	bobgburns555@aol.com

PAYS COUNTRY	ACP CODE	DATES DES ORGANISATIONS EVENTS CALENDAR															
		200			300			400			600			1000	1200 et +	Flèche	
Mississippi (MS)	924002	2-Mar			6-Apr												
	925001	23-Mar			6-Apr			27-Apr				11-May			25-May	19-Apr	
Missouri (MO)	925034	6-Apr	20-Apr	4-May	4-May	18-May											
		18-May															
Montana (MT)	926001	4-May	28-Sep		15-Jun			20-Jul				31-Aug					
Nebraska (NE)	927005	8-Jun			9-Jun			11-Jun									
New Jersey (NJ)	930029	24-Mar	20-Apr	18-May	4-May			18-May	7-Sep			8-Jun					
		20-Jul	6-Oct	3-Nov													
New York (NY)	932030	27-Apr	5-May	21-Sep	18-May	2-Jun		8-Jun				22-Jun		4-Sep		10-May	
	932005	19-Oct			22-Jun												
	932034	28-Apr			13-Apr			11-May				1-Jun					
North Carolina (NC)	933057	23-Feb	9-Mar	30-Mar	9-Mar	22-Jun	4-Jul	9-Mar	22-Jun	4-Jul	9-Mar	22-Jun	4-Jul	4-Jul	10-Oct	29-Mar	
		22-Jun	4-Jul	27-Jul	27-Jul	7-Sep	12-Oct	27-Jul	7-Sep	12-Oct	27-Jul	7-Sep	12-Oct	12-Oct			
		7-Sep	12-Oct														
	933045	6-Apr	17-Aug		20-Apr			11-May				1-Jun					
Ohio (OH)	935012	13-Apr			4-May			25-May				22-Jun				19-Apr	
Oregon (OR)	937020	30-Mar	11-May	29-Jun	20-Apr	20-Jul		11-May				1-Jun					
		5-Oct															
Pennsylvania (PA)	938017	23-Mar	20-Apr	4-May	20-Apr	4-May		18-May				1-Jun			8-Aug	5-Apr	
		2-Jun	13-Jul	17-Aug													
		7-Sep															
	938016	23-Mar	13-Apr	27-Apr	27-Apr	18-May		18-May									
		15-Jun	3-Aug	7-Sep													
Tennessee (TN)	942046	23-Feb	9-Mar	23-Mar	23-Mar			20-Apr				11-May					
Texas (TX)	943037	11-Mar	13-Mar	15-Mar	13-Mar	15-Mar											
		31-Dec															
	943048	23-Mar	20-Apr		20-Apr												
	943026	27-Jul	14-Sep		14-Sep			2-Mar	16-Mar	14-Sep	16-Mar	6-Apr	14-Sep		1-May	29-Mar	
	943030	18-May			13-Apr	18-May			9-Mar	13-Apr	9-Mar			12-Oct			
	943003	23-Mar						23-Mar			13-Apr						
		13-Apr	20-Sep														
Utah (UT)	944007	5-Oct															
	944008	20-Apr			11-May			1-Jun	12-Jul		12-Jul						
Virginia (VA)	946013	23-Mar	24-Mar	3-Aug	13-Apr	24-Aug		4-May	14-Sep		25-May	28-Sep		12-Oct	6-Jun		
Washington (WA)	947018	9-Mar	16-Mar	21-Apr	23-Mar	6-Apr	17-Apr	19-Apr	18-May	24-Aug	15-Apr	8-Jun	7-Sep	28-Jun		3-May	
		20-Jul			3-Aug									15-Aug			
	947004	16-Mar	18-May	14-Sep	6-Apr			27-Apr						20-Sep			

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932034	John J. CECERI JR	john@adkultracycling.com
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943026	Dan DRISCOLL	dansmark@flash.net
943030	Robert RIGGS	elantier@hotmail.com
943003	Mark HARDWICK	mark@mphardwick.com
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944008	Richard STUM	Richard@DistanceBiker.com
946013	Matt SETTLE	mattsettle.roma@gmail.com
947018	Mark THOMAS	mark@muthomas.net
947004	Paul WHITNEY	pdwhitney@gmail.com

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1. Keep fluid intake during exercise between 16-28 ounces per hour.

Most athletes, under most conditions, will satisfy hydration needs with a fluid intake in the range of 20-25 ounces per hour, the equivalent of the typical regular-to-large size water bottle. Lighter athletes and/or athletes exercising in cool weather conditions may only require an intake of 16-18 ounces per hour. Heavier athletes or athletes exercising in hotter conditions may consider intakes of up to 28 ounces per hour.

Consistent fluid intake over 30 ounces per hour greatly increases the potential for dilutional hyponatremia. Unless you enjoy nausea, cramping, bloating, and DNFs, forget advice like “drink to replace” or “drink even when you’re not thirsty”—it’s just plain wrong.

2. It is never a good idea to attempt to “sodium load.”

“Electrolyte replenishment” does not just mean “sodium or salt replenishment.” Calcium, magnesium, potassium, and the other key minerals found in the Endurolytes products must be replenished as well in proper proportions and ratios. These minerals also play key roles in the maintenance of many important body functions.

Most athletes, like the general population, consume too much salt every day, creating a reservoir of upwards of 8,000–10,000 mg stored in body tissues. The best thing an athlete can do to get an edge on heat stress is reduce dietary sodium levels to as close to, if not less than, 2,300 mg per day. Lower dietary sodium intake allows for reasonable Endurolytes intake during exercise to support the maintenance of normal body functions.

3. Take a “less is best” approach to caloric intake.

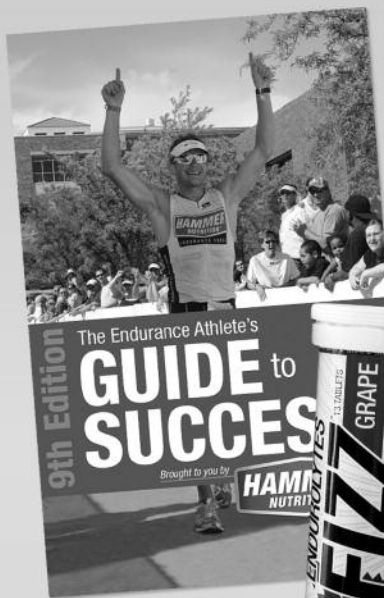
Your workout or race can go down the drain fast if you follow the “calories out, calories in” protocol that many “experts” recommend. Athletes who attempt to replace all of the calories they lose will end up with bloating, nausea, vomiting, and/or diarrhea.

If you want to achieve your best performance, replenish calories in “body cooperative” amounts, allowing your fat stores to make up the difference, which they will easily do. While 240-280 calories per hour is a theoretical hourly maximum (based on the liver converting one gram of carbohydrates—four calories—per minute into glycogen), almost all athletes report success with a far lower hourly caloric intake.

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Bob Riggs – Houston, Texas RBA

What is a Texas Speed-Bump?

How did you get involved with randonneur cycling?

In 2004, while recovering from a cycling-related injury, I read, in the local paper, that a randonneuring group was starting up in the Houston area. I joined Randonneurs USA in December 2004, and rode my first brevet in January of 2005. It was the first brevet that the Houston Randonneurs hosted.

What made you want to be a RUSA RBA?

The previous RBA was moving away and asked me to take over. I was hesitant at first, but I've enjoyed it very much.

When did you start hosting RUSA events?

I became RBA in 2006, and hosted my first 200k on January 14 of that year.

What is the most popular (or well-attended) ride in your area?

Our most popular ride is that first 200k held in early January. We've always been lucky with the weather for that ride.

What is the most popular (well-attended) brevet distance?

200k events pull in the most local riders. A lot of out-of-towners come for the longer distances, especially from the Dallas/Fort Worth area.

What is the most rewarding part of being an RBA?

Watching new riders get involved. Some try to push their limits and some just want to join the fun.



Bob Riggs

What is the most difficult part of being an RBA?

Finding new riders. Marketing is not my strong suit, so it's usually word of mouth that brings them in.

What attracts riders to ride a brevet in your region?

Weather is a big draw in the winter. We have a reputation for easy terrain, although I try to make the routes as scenic and as challenging as possible.

What animal will riders see in your region, that they won't see in another part of the country?

Armadillo. We call them Texas speed bumps.

What does the future hold for randonneuring in your region?

Our brevets are mostly no frills, but occasionally we pull out all the stops for a special event. Stay tuned.

Who is the cyclist you most admire?

Dennis Cook. (RUSA# 1837) Dennis has the qualities that make for a great riding companion: resourcefulness, an upbeat attitude, and the willingness to persevere. As a volunteer, Dennis goes beyond the call of duty. Like driving all night to make sure riders are accounted for, making surprise appearances at controls with supplies and equipment, and driving 50 miles, at a moment's notice, to pick up a sick rider.

What was your favorite bike ride?

The 600k brevet, PBP 2007 qualifier. Thirty minutes after we started, the most blinding, torrential rain hit us and riders scattered. Once the storm had passed, everyone struggled into the first control. Five of us stayed together

to the finish: Arturo Ortiz, Fran Guilfoyle, Edward Robinson, Mark Wooldridge and me. Despite a flooded road that caused a five-mile detour, everyone had a great time. The best part was pulling into a gas station 17 miles from the finish and finding a huge contingent of LSR riders who had come down for the brevet. Dan Driscoll held them up to wait for us. All the tiredness was instantly gone, and we all flew down the road to finish together.

What is your greatest randonneur cycling achievement?

Officially finishing PBP 2011. (At PBP 2007 I worked really hard and finished just beyond the cutoff time.)

What is your motto?

Never adopt a motto.



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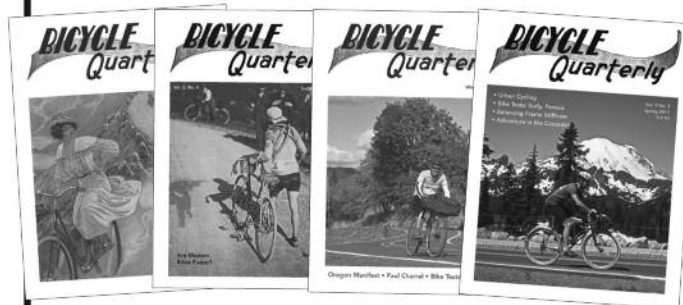
700C: 32, 29, 25, 23 mm

650B: 42, 38, 32 mm

Compass 26": 44 mm, 37 mm

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RUSA RBA Directory

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Elite Tour

(Warning: This is the toughest two week tour in the world.)

San Diego, CA to Savannah, GA

May 11-29

17 riding days 2,850 miles 165 miles per day

This tour intended for the most serious riders who are looking for a very challenging ride across America. Daily miles range from 140 to 200 miles per day. Riders completing 100% of the tour will qualify for the Race Across America. All riders must routinely ride 200 miles in 10-12 hours in training. An Elite Team Division is being offered for two riders to share participating by individually riding 80-120 miles each day.

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Northern Transcontinental

Everett, WA to Williamsburg, VA

July 6 to August 8

32 riding days 3,571 miles 115 miles per day

Our new route spends the first day exploring the coastal region of Puget Sound on Whidbey Island. The next day we climb through the Cascade Mountains while crossing the rural roads of northern Washington. On the third day we visit Grand Coulee Dam. As we continue east we cross the rugged Rocky Mountains in Montana and the Big Horn Mountains of Wyoming. We have several active recovery days with shorter miles to see the sites along the way. In the Black Hills of South Dakota we spend a shorter day visiting Mount Rushmore. Our new route across Minnesota, Wisconsin and Michigan includes a rest day crossing Lake Michigan on the ferry boat. The eastern States include the steep Appalachian Mountains of West Virginia before ending in the historic town of Williamsburg, Virginia.

New for 2013

Two Tours in Wisconsin

Southwest Hill Country September 7-14

Beginning in Beloit, Wisconsin this tour explores the remote roads of rural Wisconsin. Daily rides will be 75 to 90 miles with plenty of steep, rolling hills. We will travel to a different small town each night to experience their local hospitality. Our rest stops will be at many hometown cafes and ice cream shops famous for their Wisconsin dairy desserts.

Saturday, September 14 is a transition day for the following Door County Tour.

Tour of Door County (along Lake Michigan) September 14-22

This route travels around beautiful Door County in northeastern Wisconsin. Daily rides will be 65 to 85 miles. We will cycle up to Door County along Lake Michigan on this loop tour beginning and ending near Milwaukee, Wisconsin. This tour travels to different towns and hotels each night. This is a fun tour suitable for intermediate to advanced riders. This tour is intended for riders who can travel 50 miles in four hours.

Pedal Across Peru Andes to the Amazon

October 26 to November 9th (approx.)

This diverse route covers deserts, mountains and jungle on a rural highway across Peru. Lodging is at hotels with restaurant meals. More details soon.....

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R1



by Jerry Phelps

Jerry Phelps explains how that first brevet led to an R-79 streak

My first brevet was the North Carolina Bike Club 200k on April 8, 2006. I had no idea what I was doing. A friend from one of my Spinning classes asked me to find a spring century that we could ride together. A quick search of the NCBC website led me to something called a “brevet,” which of course I couldn’t pronounce correctly. We signed up, but in the interim, he got a job offer in Ohio and split town — a pretty drastic action to avoid a bike ride, I’ve always thought!

I didn’t know a dynohub from a dinosaur. I didn’t know how fast I could ride.

I thought I was sort of fast from other group rides, but I figured these guys would be pretty hardcore and would eat my lunch.

I’d never done any sort of bike racing except for four inglorious triathlons. I’d never gone more than 100 miles in one day and I had ridden maybe 10 centuries. 200km I thought I could handle, but I just couldn’t imagine going 300 or 400 in a single day. These guys must be crazy, I thought.

But I showed up and soon found myself at the front with three very experienced and welcoming riders. I felt really good all day until about 95 miles when I just ran out of gas — I didn’t know a bonk from a bong! So I “dropped them from my front wheel” (a phrase shamelessly stolen from Martin Shipp — RUSA# 6218) and watched them ride away. I was kind of dejected, but still proud that I’d stayed with them for so long. I have since learned that I experience a low-point at 90-110 miles on most every ride. It’s come to be like an old, somewhat annoying relative that shows up regularly.

I made a quick stop at a convenience store for a Snickers bar and a Coke, which I ate and drank on the bike. Along came Mike Dayton (RUSA# 1609) who I didn’t know from Adam Randonneur, but he was wearing a PBP jersey so he obviously knew a lot more than I did. Mike inspired me with his stories about PBP and talked me all the way back to the finish. Mike perked me up and with about 13 miles to go those same three guys ran us down. They had made a stop somewhere else and we hadn’t seen them when we rode past. So we all finished together and were the first five finishers.

That ride, my performance, and their kindness to a rookie are the main reasons why I became hooked on this sport and why I continue to love it so much. In fact I was so

hooked, I came home that day and the first words out of my mouth to my wife and daughter (Beth and Emily) were, "How would you like to go to Paris next summer?" That has to be the smartest thing I've ever said — how could they say no? That was R1 in a streak that stands at 82 months as of this writing.

I went on to complete an SR series that year with each successive ride being the longest I had ever done. Mike was a frequent riding companion, but I met lots of other equally friendly, helpful, and encouraging folks along the way. I rode BMB that summer in 81 hours with Beth and Emily providing support, and we did go to the "Rainfest" known as PBP 2007, which I completed in 87 hours and change.

I often wonder if I would have ever done another brevet if it hadn't been for the kindness of the riders I met on that first ride. And yes I can pronounce that word sort of correctly now but with a southern accent.

Jerry Phelps (RUSA# 3525) has since ridden more than 42,000km of brevets since this first ride.



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Jerry on tour down the Mississippi River with the Fuji Professional used on R1.

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The Jersey Project

How many cycling jerseys do you have?

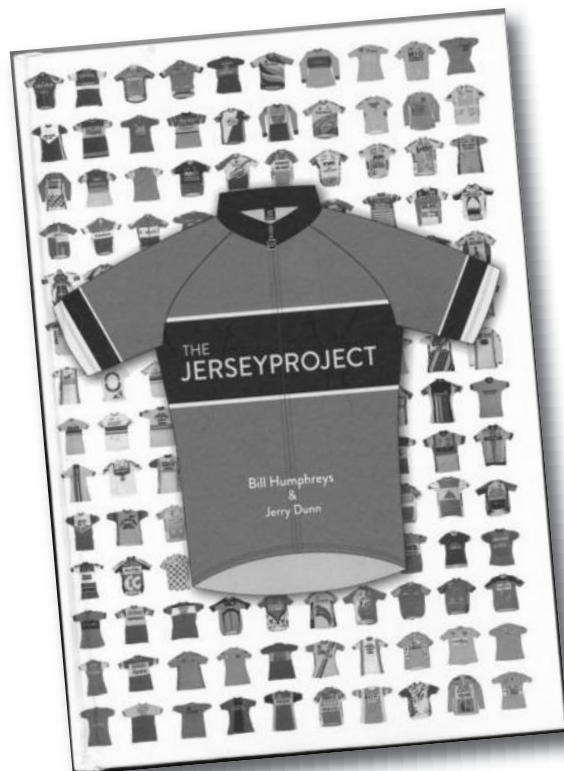
Is each jersey a souvenir of a memorable cycling event? Do you have a club jersey? Long-sleeve and short-sleeve?

If you laid each jersey, end-to-end, would they stretch across the room? Down the hall? Across the street?

The Jersey Project (by Bill Humphreys & Jerry Dunn) documents 770 classic and memorable cycling jerseys from a collection representing 60 years of bike racing. Each photo has a caption bearing the name of the cyclist to whom the jersey belonged, the year he wore (or won) the jersey and the team or event. It's historic, fun, and fascinating.

American cycling history, as told through the jerseys, is in the first 50 pages. Greg LeMond's yellow jerseys from 1983 and 1986, plus an original 7-Eleven team jersey from 1981. The author has his place in American cycling history and his own Raleigh Team pro cycling jersey is on display.

But wait, there's more. There's even a jersey that belongs to American randonneur legend, Scott Dickson.



www.thejerseyproject.com

The book documents cycling jerseys from well-known European pros, along with interesting, and previously unknown tidbits of information about the person who wore the jersey. For example: who won Stage 13 of the Tour de France in 1967, the day Tommy Simpson's death got all the attention? (see page 143). Check out the jerseys of Fausto Coppi and Eddy Merckx, along with an assortment of classic woolen Tour de France Yellow jerseys, King of the Mountain jerseys and polka-dot jerseys. This book is a treasure-trove of cycling history, illustrated with photos of the jerseys that were worn on the backs of our heroes. You won't find the Randonneurs USA jersey in this book, but you will be delighted to examine each page of jerseys from famous events and cycling's cast of characters.





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Great Southern Randonnée: An Appreciation

by Mike Dayton

Spencer Klaassen on the Great Ocean Road. Photo by Ende

Welcome to the Land Down Under, where several U.S. riders — including Vincent Muoneke, John Ende, Spencer Klaassen, Mark Thomas, Rick Blacker, and Thomas Russell — assembled in October with 60 other riders for the latest running of the Great Southern Randonnée. Things are a little different here. Fall is spring, day is night. The world gets colder as you head south. The water swirls in the opposite direction down the pipes and the doorknobs often turn counterclockwise to open. No one blinks if you order a beer at breakfast but eyebrows are raised if you also order French fries.

Yes, things are turned upside down in Australia, but there are unwavering truths, no matter the location, on any 1200K. The cold rain will sting, headwinds will conspire to thwart forward progress, well-placed convenience stores shine like jewels in the night, and the laws of gravity will be strictly enforced on the climbs.

Of course, at the end of 90 hours, you'll have new life-long friends who share a common bond formed during 750 miles of collective woes and triumphs.

For U.S. riders looking for an audax adventure, the GSR 1200K is highly recommended. It's a first-rate randonneuring event of quiet roads, extraordinary views, exceptional company, and an enthusiastic army of volunteers.

If you're looking for a straightforward ride report about the GSR, allow me to direct your attention to a 2008 blog post by three time GSR rider Mark Thomas. His full report is here: <http://rusa64.blogspot.com/2008/11/great-southern-randonee-2008.html>.

For the encapsulated version of the 2012 event, here's how Australian rando legend Peter Matthews summed it up on the U.S. Randon list: "As befits its reputation, the Great Southern Randonnée, run along the Great Ocean Road and up into the Grampians, dished out some tough weather to match its challenging terrain. We had hot, wet, and windy but no snow! Of the 1000 km group I started with, only two of 12 finished. Most of us were blown away by extreme heat riding over the Otways. The ride was magnificently supported by a cast of thousands, led by Stephen Rowlands and including Ronnie, Keith, Andrew, Simon, Chris, Peter and Eileen,

Kim, Helen, Dave, and many other well-known Audax Oz luminaries.”

Getting There. Get ready — it’s a haul, especially if you’re coming from the East Coast. On the up side, here’s your chance to find out how many movies you can watch during a 15-hour flight. You’ll touch down in Melbourne, about an hour northeast of the ride start in Anglesea, and then the living is easy. The Australians really know how to throw a party. Our hosts, including Simon Maddison and his family, George Judkins, and Peter and Eileen Donnan, helped with airport pick-up and accommodations before and after the ride. A big thanks to all of the Australian volunteers and ride organizers who took the stress out of our travels. All we had to do was show up and ride.

Terrain. The GSR carves its way through a particularly picturesque corner of the massive Australian continent. The course took us along the rocky coastal canyons and heads of the Great Ocean Road, with its vast and stunning views to infinity and beyond. We also enjoyed inland sections of rolling Victoria farmland and mile after secluded mile through the Otway National Park and the Grampian Mountains National Park. The first 200 km featured a nighttime loop north of Anglesea on the Bellarine Peninsula, south-west of Melbourne, where we encountered a handful of hills, a midnight ocean view and a bit more traffic than other sections. The big surprise of the course was the jagged section around Lavers Hill with lengthy climbs. The locals mentioned Lavers several times during the pre-ride gatherings, but we brushed those comments aside — at only 430 meters

(1,500’), how hard could it be? But as riding buddy Cap’n Ende commented after we’d had a look from two angles, with hills like that, who needs mountains?

Roads & Drivers. As in England, traffic travels on the left side of the road, and that is something that takes a few hours of adjustment.

The Great Ocean Road apparently attracts a lot of tourist drivers accustomed to driving on the right side of the road. So there were regular signs reminding drivers to stay left.

Road surfaces were in good repair and mostly quiet. There were a few smaller roads where passing cars had driver side wheels on a narrow strip of pavement and the outside wheels on a dirt shoulder. Drivers were largely polite and tolerant of cyclists on the road. However, even in rural areas many drivers passed without shifting into the other lane. To keep from being startled, use a mirror suitable for left-side driving.

Wildlife. A week before heading over, I dusted off Bill Bryson’s *In a Sunburned Country*. It had been parked in the downstairs bathroom since my last trip to Australia in 2001. Talk about snakes on a plain — Australia has an elite line-up of poisonous serpents, the deadliest on the



Spencer Klaassen (l) and Cap'n John Ende take a break during GSR. Photo by Mike Dayton.

planet. Bryson's book also details a teeming complement of killer fish, reptiles, spiders, and plants. The locals shrugged them off just as we would our own venomous critters — sure, timber rattlers are out there, but how often do you have occasion to trip over one?

The locals wisely focused our attention to the hazards that were most likely to wander into the road or jump unpredictably into our paths. Watch out for the kangaroos, they said. That warning was reinforced by a pre-ride incident. A car bearing riders headed to Anglesea from New South Wales was sideswiped by a kangaroo. No word on the kangaroo, but the collision took out the front wheels of two bikes on the rear carrier.

The other road hazard we were expressly warned about was wombats, which are prone to head out into traffic at a waddle pace.

It would be easy to plow into one, our hosts said. Try as I might, I had a hard time taking the wombat threat too seriously. The name wombat sounds like the animal equivalent of seeing someone hit in the face by a clown pie. The Australian riders also warned us about dive-bombing magpies. One way to keep them at bay is to attach uncut zip ties to the top of your helmet. Mark rode the entire ride like that. It must have worked; we didn't have a single magpie attack.

Other wildlife items of note: here in the States, we often see squirrels dart into the road. Unhappily, or happily, depending on your view of squirrels, many fail to make safe passage. The Australian version of the squirrel appears to be the irascible blue tongue lizard, which doesn't walk into the road as much as it saunters on short plump limbs, where it ends up as



SIR Rider Rick Blacker at the 12 Apostles. Photo by Mark Thomas.

road kill about the height of a penny.

Finally, Australia has an abundance of birds, many of them crow-sized. Anytime you're near woods, expect a racket. Also, you haven't lived until you've seen a flock of brilliant white cockatoos take wing from a ripe municipal trash barrel.

Weather. The GSR is held in Australia's spring, and we showed up expecting mild

temperatures with sun during the day and the occasional rain shower, then cooler temperatures at night which would require light jackets, wool jerseys and leg / arm warmers. Much of the ride, those conditions held true to form. What we didn't count on was the extreme heat on Day 2. The worst heat, 40 degrees or 104 Fahrenheit -- hit just as we got into the lumps around Lavers Hill. We were properly roasted, draining two full water bottles every 10 miles and what we wouldn't have given for a third. The heat on Lavers Hill decimated nearly the entire 1000k field, whose morning start time put them on the slopes in the worst of the midday sun. Ten of 12 starters on the 1000k would eventually abandon. The heat in the Otways also took out several 1200k riders at the Port Campbell control.

Controls, Food & Lodging. Expect to be looked after in fine fashion at the controls. We're talking Shepherd's Pie, Apple Crumble, Outback hot dogs, spaghetti Bolognese and Down Under Banana Splits. As for sleeping arrangements at the overnights, there were ample beds at Port Ferry and Dunkeld, the two preferred sleep stops. Accommodations at Horden Vale, our last overnight stop, were sparse. But with only 98K between you and the finish, that is no time to get too comfortable, anyway. Perhaps the finest control featured a tarp attached to a small trailer slap dab in the middle of nowhere, also known as Hopkins Falls. Simon Watt and Andrew Matthews set up shop there for two solid days and dished up sandwiches and hot soup. In the middle of a battering windstorm that literally pushed the water back up Hopkins Falls, Simon diverted us for a half-hour with tales of randonneuring bravado. It was the oasis we needed.

Sights & Sounds. The highlight of the course was anywhere along the Great Ocean Road. You don't want to miss the Twelve Apostles, a series of rock formations a short distance off the route near Port Campbell. When we neared it on the return leg, we were in the rando mindset of constant forward motion and we nearly rode straight past. That would have been a mistake. Thanks to Mark Thomas for persuading us to invest 15 minutes and take in the sights. Also notable were the two national parks we passed through, especially the Grampians, which featured high rock cliffs on both sides of a remote valley road. And, of course, we insisted that an Australian rider point out the Southern Cross, and he obliged as we warmed ourselves around a small campfire at a nighttime control.

Game Plans. Funny how plans change. Before the ride started, we threw great logs into the furnace of ambition. If things went according to the master plan, we'd tackle a 600K in the first 30 hours or so, landing us at the overnight stop of Dunkeld, where we'd shower and bed down with taut bellies for hours of sleep. We didn't fac-

tor in membership in the 3-H Club: Heat, Hills, and Headwinds. When we reached Port Campbell, five minutes shy of 2 p.m., we were fairly whipped and pretty close to the time cut-off. Our big mileage plans had evaporated in the arid heat. Cap'n questioned whether, at our current pace, there was any hope for an on-time finish. We spent exactly one hour off the bike before pushing on. By then, the heat was still up, but the course shifted slightly downwind, and we began to rebound. We refueled for water 15 miles up the road and reached the next control as the day began to cool, rolling into our overnight stop in Port Fairy at just after 9.

Then came Plan B, which was the right strategy all along: connect with other riders, keep an agreeable group together, and enjoy the ride's flow as it develops.

The next GSR is scheduled for 2016. It's not too soon to put it on your calendar and start training.

Mike Dayton (RUSA# 1609) is the President of RUSA.



Australian rider Andrew Bragg approaching the Grampian Mountains. Photo by Cap'n John Ende.

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 permanent s — 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.

Date Approved	Name	City, State
2012/10/03	Jan Acuff (F)	Seattle, WA
2012/10/07	Luis Vargas [2]	Davie, FL
2012/10/08	Ted Meisky	Columbus, OH
2012/10/10	Larry D Graham	Westerville, OH
2012/10/10	Mark Vinette [6]	Bethesda, MD
2012/10/11	Jack Nicholson	Arnold, MD
2012/10/12	John Guzik [2]	Sunnyvale, CA
2012/10/13	Steve Davis [3]	Auburn, WA
2012/10/13	Karen Easterday (F)	Des Moines, WA
2012/10/16	Janet Foster (F)	Marshall, NC
2012/10/16	Norman Smeal	Philadelphia, PA
2012/10/16	John Zenter	Hanover, MD
2012/10/18	Mohammed Adawi	Centreville, MD
2012/10/19	Michele Brougher (F) [3]	St Louis Park, MN
2012/10/19	Amanda Orr (F) [2]	Blacklick, OH
2012/10/21	Jonathan F. L. Gray [5]	Davis, CA
2012/10/21	Mark Peterson	Mountlake Terrace, WA
2012/10/21	Charles Witsman [3]	Pana, IL
2012/10/22	Donald Jagel [3]	Germansville, PA
2012/10/22	Chris Mento [6]	Glen Burnie, MD
2012/10/23	Susan Gishi (F)	Davis, CA
2012/10/24	Michael A Hogan [2]	Raleigh, NC
2012/10/28	Greg Kline [2]	Balboa, CA
2012/10/28	Stacy Kline (F) [2]	Balboa, CA
2012/10/30	Linda Bott (F) [5]	Ventura, CA
2012/10/31	Jerry Austin [6]	Arlington, TX
2012/10/31	Ronald Malinauskas [3]	Chesapeake, VA

2012/11/05	Jacob Anderson	Virginia Beach, VA
2012/11/05	Stuart Keith Sutton [4]	Virginia Beach, VA
2012/11/05	David Tumlin	Fort Worth, TX
2012/11/06	Corey Thompson [2]	Olympia, WA
2012/11/07	Lara Sullivan (F) [2]	Ely, MN
2012/11/08	Phillip Haradon	Holly Springs, NC
2012/11/09	David L Meridith	Pewaukee, WI
2012/11/16	Clint Provenza [4]	Millersville, MD
2012/11/19	Gabrielle Friedly (F)	Menlo Park, CA
2012/11/19	Ken Mattina [2]	Portland, OR
2012/11/20	David Beckstead	Port Orchard, WA
2012/11/21	Kimber Guzik (F) [2]	Sunnyvale, CA
2012/11/21	Ken Johnson [2]	Sacramento, CA
2012/11/21	Timothy J Sullivan [2]	Coronado, CA
2012/11/23	Ward Beebe [6]	Oak Harbor, WA
2012/11/24	Hugh Kimball	Seattle, WA
2012/11/24	Hugh Kimball [2]	Seattle, WA
2012/11/25	Barbara Schaeffler (F)	Seattle, WA
2012/11/26	Theresa A Furnari (F) [3]	Baltimore, MD
2012/11/26	David Harris	Nashville, TN
2012/11/26	Sue Matthews (F)	Monroe, WA
2012/11/27	Richard Grant McCaw [4]	San Jose, CA
2012/11/28	Terry L Beasley	Saint Joseph, MO
2012/11/29	Alex Hernandez	Aventura, FL
2012/11/30	Phillip Magallanes [2]	Santa Cruz, CA
2012/12/02	Craig Mathews [5]	The Woodlands, TX
2012/12/02	George C Moore [4]	Fairfax, VA
2012/12/02	Michal Young	Eugene, OR
2012/12/03	Janet Bodine (F) [2]	Millersville, MD
2012/12/03	H Edward Boltz [2]	Hartsville, SC
2012/12/03	David Buzzee [2]	Columbus, OH
2012/12/03	Fran Keenan	Millersville, MD
2012/12/04	Spencer Klaassen [7]	Saint Joseph, MO
2012/12/05	Peter W Dusel [2]	Ontario, NY
2012/12/05	Ping Xiang (F)	Hanover, MD
2012/12/06	Tommy North	Bartlett, TN
2012/12/06	Roger Peskett	Tucson, AZ
2012/12/06	Alan Schwartz [2]	Memphis, TN
2012/12/06	David N Staats	Columbus, OH
2012/12/07	David Baxter [2]	Austin, TX
2012/12/07	Peter Hoff [5]	Boulder, CO
2012/12/09	Mark Kaufman	Brea, CA
2012/12/09	Willy Nevin [7]	Pacifica, CA
2012/12/09	Jason Pierce	Oakland, CA
2012/12/09	Jason Pierce [2]	Oakland, CA
2012/12/09	Jason Pierce [3]	Oakland, CA

R-12 Award Recipients continued

2012/12/10	Henrik A. Schroeder [5]	Lighthouse Point, FL
2012/12/11	Paul I Kingsbury III	Elmira, NY
2012/12/11	Jesse Marsh [2]	San Francisco, CA
2012/12/11	Wanda S Tocci (F)	Elmira, NY
2012/12/12	Garrett Pless	St Petersburg, FL
2012/12/13	Michelle Grainger (F) [2]	Boulder, CO
2012/12/14	Neil Fleming [3]	Atlanta, GA
2012/12/14	Maria Schur (F)	Portland, OR
2012/12/15	Kitty Goursolle (F) [4]	San Ramon, CA
2012/12/15	Ely Rodriguez	San Francisco, CA
2012/12/15	Terrance Washington	Cordova, TN
2012/12/17	Chip Adams [5]	Severna Park, MD
2012/12/17	Martin D Cochran [2]	North Augusta, SC
2012/12/17	Pendulumn JoAn Weaver (F) [2]	Gainesville, FL
2012/12/19	Colin Stokes	Mission Viejo, CA
2012/12/19	Julie Stokes (F)	Mission Viejo, CA
2012/12/21	Gretta G. Cullen (F)	Melrose, FL
2012/12/22	Clyde Butt [3]	San Jose, CA
2012/12/23	Diana Lynn Charalambous (F)	Ocoee, FL
2012/12/24	Chad W Freeze [2]	San Angelo, TX
2012/12/27	Daniel Oldale [3]	Arnold, MD
2012/12/27	W Thomas Reeder [7]	Alexandria, VA
2012/12/28	Charles A Badger	Orlando, FL
2012/12/28	John Pearch [3]	Olympia, WA
2012/12/28	Theodore Roffe	Portland, OR
2012/12/28	Keith Sherrick [3]	Winter Garden, FL
2012/12/29	Mark Stone [3]	Greenville, SC
2012/12/30	Juliayn Clancy Coleman (F)	San Francisco, CA
2012/12/30	Foster T Nagaoka [2]	Ventura, CA
2012/12/31	Bob Bingham [3]	Graham, NC
2013/01/01	Francisco Grajales	San Francisco, CA
2013/01/02	Becky Berka (F) [4]	Dublin, CA
2013/01/02	Scott Ebbing	Hamilton, OH
2013/01/02	Mark Thomas [6]	Redmond, WA
2013/01/03	Sol Ameen [2]	Mount Shasta, CA
2013/01/03	Steven Elliott [3]	San Diego, CA
2013/01/03	Todd Law	San Rafael, CA
2013/01/04	Roy Burnham [2]	Dublin, OH
2013/01/05	Dean Furbish [6]	Raleigh, NC
2013/01/06	David Walker	Fremont, CA
2013/01/07	Darell Dickey [2]	Davis, CA
2013/01/08	Patrick A Donovan [5]	Orange Park, FL
2013/01/08	Rudi E Saldia	Sewell, NJ
2013/01/08	Rick Shields	Alachua, FL

RUSA Awards



P-12 Award 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.

Date Approved	Name	City, State
2012/10/08	Kitty Goursolle (F)	San Ramon, CA
2012/10/09	Robert Riggs [2]	Houston, TX
2012/10/10	Ned Williams	Columbus, OH
2012/10/14	Darell Dickey	Davis, CA
2012/10/14	Wayne W Methner	Lake Forest Park, WA
2012/10/30	Benny Kincer	Glen Burnie, MD
2012/10/31	Raymond Kosar	Glen Burnie, MD
2012/11/08	Shan Perera [2]	Seattle, WA
2012/11/12	Maile Neel (F)	University Park, MD
2012/11/14	Robert Payne	Auburn, CA
2012/11/17	Jerry L Phelps	Durham, NC
2012/11/19	Christopher Heg	Seattle, WA
2012/11/19	Deena Heg (F)	Seattle, WA
2012/11/19	Ken Mattina	Portland, OR
2012/12/02	Gloria Munson (F) [3]	Grand Prairie, TX
2012/12/07	Dean Furbish [3]	Raleigh, NC
2012/12/08	Dan Driscoll [4]	Arlington, TX
2012/12/08	Bobbe Foliart (F) [2]	Alamo, CA
2012/12/08	Joe Kratovil [2]	Hillsborough, NJ
2012/12/10	William Beck	Woodbine, MD
2012/12/13	Michelle Grainger (F)	Boulder, CO
2012/12/22	J Martin Shipp	Raleigh, NC
2012/12/27	W Thomas Reeder	Alexandria, VA
2012/12/29	Chad W Freeze [2]	San Angelo, TX
2012/12/30	Robert Owen	St George, UT

RUSA Awards

Mondial Award

The Mondial Award is for RUSA members who have successfully completed at least 40,000 km in RUSA events. The name “Mondial” comes from the French adjective meaning worldwide or global. The name relates to the fact that the circumference of the Earth is approximately 40,000 km.

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

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

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



Date Approved	Name	City, State
2012/11/17	Joe Kratovil	Hillsborough, NJ
2012/11/23	Maile Neel (F)	University Park, MD
2012/12/15	William Beck	Woodbine, MD
2012/12/15	Nicholas Bull	Arlington, VA
2012/12/17	Henrik A. Schroeder	Lighthouse Point, FL
2012/12/28	Chuck Wood	Rockville, MD

Remember to Renew Your RUSA Membership

With the New Year comes a reminder to renew your membership online at:

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

Remember, if you want RUSA “credit” for your ride — one of those great awards, an ACP medal, or to use it for qualification for a 1200k — you’ll need to be a RUSA member at the start of the brevet for which you seek credit. So, don’t delay and renew today!

RUSA Awards

New RUSA Cup Recipients Announced

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.



Within two years of the first counting event, riders must complete:

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

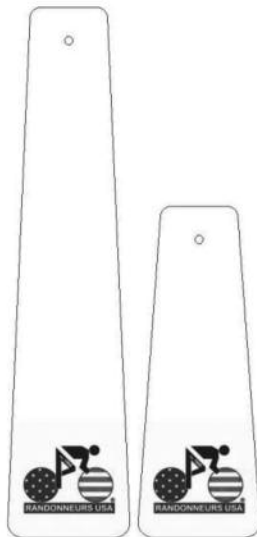
RUSA congratulates the most recent RUSA Cup recipients:

Date Approved	Name	City, State
2012/06/21	Steve Frey	Seattle, WA
2012/06/23	Hugh Kimball [2]	Seattle, WA
2012/06/23	Gary Prince	Seattle, WA
2012/07/09	Christopher Heg	Seattle, WA
2012/07/09	Mark Thomas [5]	Redmond, WA
2012/08/11	Tim Lucas	Wilson, NC
2012/08/29	William Beck	Woodbine, MD
2012/08/29	H Edward Boltz	Hartsville, SC
2012/08/29	Maile Neel (F)	University Park, MD
2012/08/29	Jerry L Phelps	Durham, NC
2012/08/29	Keith Sherrick	Winter Garden, FL
2012/10/06	Michele Brougher (F)	St Louis Park, MN
2012/10/06	Ian Page Hands	Raleigh, NC
2012/10/20	W David Thompson	New Smyrna Beach, FL
2012/11/24	Robert D Bergeron	Raleigh, NC
2013/01/01	Joel Lawrence	High Point, NC

WHAT'S IN STORE?

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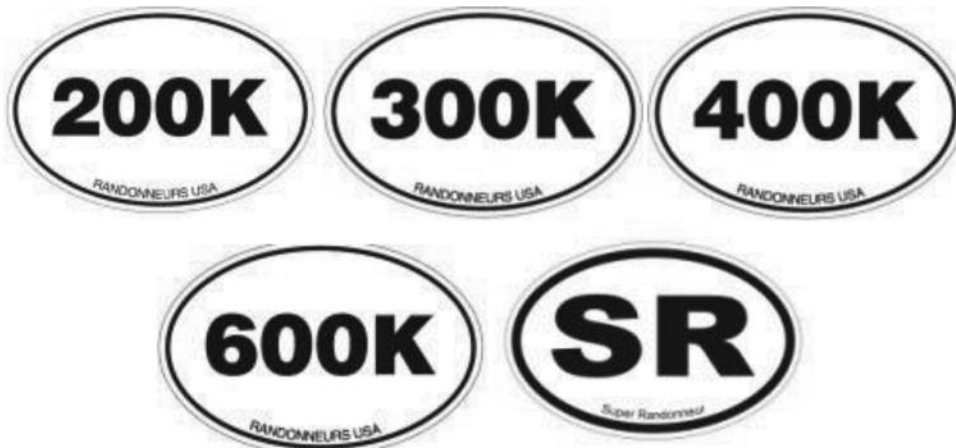
RUSA Cycling Gloves
Sizes: S-M-L-XL
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RUSA Reflective Mudflaps
Hi visibility prismatic vinyl.
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Super Randonneur Brevet Series decals.
Weatherproof, removable vinyl. One size fits all. \$1.00 each



Visit the RUSA Store at www.rusa.org. Click "Online Store" Start your shopping.

RUSA Awards

Galaxy Award

Texas rider Mark Metcalfe is the latest member to earn the “Galaxy Award” by riding more than 100,000 km in RUSA-sanctioned events.

Metcalfe joins fellow Texans Dan Driscoll and Gary Gottlieb, who earned the award in 2010 and 2011 respectively.

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 1998. Foreign events (including PBP) are not counted.



Ultra Randonneur Award

The Ultra Randonneur Award is for RUSA members who have ridden 10 Super Randonneur series. The Super Randonneur (SR) series of brevets (200k, 300k, 400k, and 600k in a calendar year) that are used to qualify for the Ultra Randonneur Award need not be in consecutive years, nor is there a time limit on how long it takes to accumulate the ten SR series. Riders can apply with ACP brevets, RUSA brevets, or RM-sanctioned 1200k events.

RUSA congratulates these 11 riders who are the latest to earn this prestigious award.

Date Approved	Name	City, State
2012/08/01	Joe Kratovil	Hillsborough, NJ
2012/09/01	Pamela Wright (F) [2]	Fort Worth, TX
2012/09/21	Todd H Teachout	Hercules, CA
2012/09/23	Ian Shopland	Olympia, WA
2012/10/16	Dan Driscoll [4]	Arlington, TX
2012/10/26	Larry D Graham	Westerville, OH
2012/10/26	W David Thompson	New Smyrna Beach, FL
2012/11/21	Charles White	Marysville, WA
2012/11/23	Jerry L Phelps	Durham, NC
2012/12/02	Paul G Shapiro	Princeton Junction, NJ
2012/12/12	Joel Lawrence	High Point, NC

The American Randonneur Award Recipient: Crista Borrás

by Bill Beck

Once a year, the prestigious American Randonneur Award is presented to a RUSA member who has made a significant and outstanding contribution to randonneuring in the United States. It may be an RBA who has dramatically increased brevet participation; a hard-working RUSA volunteer; or someone who has helped randonneuring flourish by a selfless act, good sportsmanship, camaraderie, or being a good Samaritan. The RUSA Board is proud to present the 2012 American Randonneur Award to Crista Borrás.



2012 Award recipient Crista Borrás

Most RUSA members probably best know Crista as the “permanista” who reviews and approves new permanent routes, administers the existing program of over 1800 routes, and occasionally has to ride herd on the freewheeling permanents email list. Crista’s tireless work in this area has helped continue the explosive growth of one of RUSA’s most popular programs.

But riders outside the DC area may not know that Crista is also member #1 of DC Randonneurs and that her overflowing enthusiasm is one of the main reasons for the success of the local program. Lynn Kristianson first saw Crista stoking a tandem with a Snoopy-as-the-Red Barron doghouse attached to her chain stay at a local “A-ride” full of serious cyclists and wondered “Who are these people?” We’ve since learned that she’s lots of things: a great riding companion with a never-ending positive attitude, a mentor to new riders, a prolific designer of scenic routes, a flèche team captain, an organizer of DC Randonneurs brevets, and a warm and friendly person to have around at the end-of-ride pizza party.

Her positive attitude is infectious. For example, when you get to the summit of a tough climb and see Crista smiling and letting out an audible “Hah!” it’s hard not to think it was fun yourself.

As a route designer, Crista has an encyclopedic memory for local roads and a talent for stringing them together into scenic journeys that always have a restaurant at the right place for a sit-down lunch. For many years, she and tandem partner Chuck Wood led weekend century rides on her routes on both Saturday and Sunday of almost every weekend of the year. These rides, which always included plenty of hills and friendly conversation, have been a valued resource for local riders and a gateway to randonneuring for many. She has also designed some of the most popular permanent routes in the DC area and many of the DC Randonneurs brevet routes.

Crista is no slouch as a rider either. She has completed PBP twice, and recently earned the Mondial and Ultra Randonneur awards.

Thank you, Crista, for your beautiful routes, your warm and positive personality that has sustained many other riders through tough stretches, all those years of weekend rides (on both days!), and for all of your hard work and dedication as permanista for the RUSA permanents riders.

Bill Beck (RUSA# 3446) is the former RBA for DC Randonneurs and new Secretary for the RUSA Board.

The Volagi logo is located in the top right corner of the red header. It features the brand name 'Volagi' in a white, italicized, sans-serif font with a thin underline.

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E7 IGNITE SL - Carbon Road/Disc Wheelset

E7 Ignite Wheelsets:

SL (carbon) 28mm(h) x 25mm(w), 1460g

EL (alloy): 26mm(h) x 23mm(w), 1650g

XL (alloy): 19mm(h) x 24mm(w), 1820g

E7 Dynamo Ignite Front Wheels:

SL (carbon): 920g

XL (alloy): 1120g

A close-up photograph of a red bicycle hub and spokes, showing the intricate details of the hub and the spokes. The hub is bright red and has a white 'E7' logo on it. The spokes are black and are attached to the hub. The background is a dark, textured surface, possibly a road or a wall.

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October 5-7, 2013

Known as “The Toughest 48 hours in Sport,” Furnace Creek 508 is the world’s premier ultra-distance bicycle race. This 508-mile bicycle race is revered the world over for its epic mountain climbs, stark desert scenery, desolate roads, and its reputation as one of the toughest but most gratifying endurance challenges available, bar none. The course has a total elevation gain of over 35,000’, crosses ten mountain passes, and stretches from Santa Clarita (just north of Los Angeles), across the Mojave Desert, through Death Valley National Park and Mojave National Preserve, to the finish line at the gateway to Joshua Tree National Park, Twentynine Palms, CA. Solo, two-person relay, and four-person relay divisions are offered, with seven age groups, plus recumbent, tandem, and fixed gear sub-categories. Applications for the 30th anniversary edition will be accepted March 4-18, 2013 only.

For information and much more, visit: www.the508.com